



metroplan orlando  
*A REGIONAL TRANSPORTATION PARTNERSHIP*

# Board Meeting

February 11, 2015

## OFF-SITE MEETING LOCATION

Second Harvest Food Bank  
411 Mercy Drive  
Orlando, Florida 32805



### MEETING NOTICE

**DATE:** Wednesday, February 11, 2015

**TIME:** 9:00 a.m.

**LOCATION:** Second Harvest Food Bank  
411 Mercy Drive  
Orlando, Florida 32805

Off-Site Meeting Location



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Mayor Jim Swan, Board Chairman, Presiding

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*PLEASE SILENCE CELL PHONES*

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

II. CHAIRMAN'S ANNOUNCEMENTS - Chairman Swan

Remarks by and introduction of Mr. Dave Krepcho, President/CEO of  
Second Harvest Food Bank

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS - Mr. Barley

IV. CONFIRMATION OF QUORUM - Ms. Tolliver

**V. AGENDA REVIEW - Mr. Barley**

**VI. COMMITTEE REPORTS**

Technical Advisory Committee - Mr. Kelly Brock  
Citizens' Advisory Committee - Mr. Carnot Evans  
Bicycle and Pedestrian Advisory Committee - Mr. Rob McKey  
Municipal Advisory Committee - Mayor Ken Bradley

**VII. PUBLIC COMMENTS ON ACTION ITEMS**

Comments from the public will be heard pertaining to Action Items on the agenda for this meeting. People wishing to speak must complete a "Speakers Introduction Card." Each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged under Agenda Item XV.

**VIII. CONSENT AGENDA (ACTION ITEMS)**

**A. Approval of Minutes - December 10, 2014 Board Meeting (Tab 1)**

The minutes of the December 10, 2014 Board meeting are provided at Tab 1.

**B. Approval of November and December 2014 Monthly Financial Report and Acknowledgement of December 2014 and January 2015 Travel (Tab 2)**

The preliminary monthly financial reports for the periods ending November 30, 2014 and December 31, 2014 are provided at Tab 2 for approval. Acknowledgment is also requested of travels outside our region during the months of December 2014 and January 2015, which is also provided at Tab 2.

**C. Approval of Budget Amendment #4 (Tab 3)**

Approval is requested of Budget Amendment #4 to provide a \$5,000 contribution to the Florida Greenways & Trails Foundation to assist with funding to develop design guidelines for an enhanced customer experience for the Coast-to-Coast Connector; other metropolitan planning organizations along the route will be making contributions as well. Also included in this budget amendment is a reallocation of staff hours to different tasks within a grant and a reallocation of consultant funds to finalize the project assessment tool update and the Long Range Transportation Plan. There is no change to the total budget. Also included in Tab 3 is an update to the language in task 500 to include the SR50 Health Impact Assessment project.

**D. Approval of 2015 Board Committee Appointments**

**(Tab 4)**

The proposed 2015 MetroPlan Orlando Board Committee Appointments are provided at Tab 4. These appointments will designate members for the Executive, Personnel and Finance Committees and the Regional Leadership Council. Other appointments include the Central Florida MPO Alliance, Transportation Funding Task Force and the Transportation Disadvantaged Coordinating Board. Board approval is requested.

**E. Strategic Business Plan/Committee Restructuring: Request for Approval of the Transportation Systems Management & Operations Advisory Committee (TSMO) Bylaws and Municipal Advisory Committee (MAC) Bylaws and Dues**

**(Tab 5)**

As a part of the continued implementation of the Strategic Business Plan, new bylaws have been drafted for the Transportation Systems Management & Operations (TSMO) Advisory Committee. These bylaws have been reviewed by the Committee Restructuring Subcommittee and the current Management & Operations Subcommittee. Upon approval by the Board, the Chairman of the TSMO will join the MetroPlan Orlando Board as a non-voting member, effective March 2015. Additionally, the MetroPlan Orlando Board authorized a voting seat for the MAC. Revisions to the MAC's bylaws are presented for approval, along with staff's recommendation of dues equivalent to the operating agencies (currently \$25,000 a year), with voting membership effective July 1, 2015, which allows time for invoicing and execution of the necessary inter-local agreements. Copies of each set of bylaws are presented for approval at Tab 5.

**F. Approval to Renew the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)**

**(Tab 6)**

Approval is requested to renew, with amendments, the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement. The last reaffirmation of this document was in March 2010. The agreement is a standing agreement between MetroPlan Orlando, the East Central Florida Regional Planning Council, transportation authorities in the region, and the Florida Department of Transportation. The agreement needs to be reviewed and amended or reaffirmed every five (5) years. Staff has reviewed the agreement and its need for amendment. The Florida Department of Transportation has issued a new template document and several agencies have changed since the last signing including the new Central Florida Expressway Authority (replacing the Orlando-Orange County Expressway Authority), the new Osceola County Expressway Authority and the dissolution of the Seminole County Expressway Authority. The new agreement is located in Tab 6 for approval.

**G. Approval of Travel Authorization for "Transportation Disadvantaged Day"**

Authorization is requested for two members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) to take part in the Annual Transportation Disadvantaged Legislative Day in Tallahassee on March 3, 2015. This will include hotel and travel expenses. Funds are available for this expense in our approved FY2014/2015 budget.



#### **H. Approval of Mateer & Harbert, P.A. Contract Renewal**

MetroPlan Orlando's contract with Mateer & Harbert, P.A. for general counsel services has a clause for renewal on a continuing basis measured by successive two (2) year renewal terms. The scope of services and billing rates may be adjusted by mutual agreement of the parties at the expiration of any renewal term. The current term expires March 18, 2015. Counsel has requested an extension with an increase in their contract hourly rates for the next two year renewal. The new rate will be \$225 per hour for partners and associates; paralegals/clerks will increase to \$100 from \$85 per hour. The last rate adjustment to \$205 per hour for partners and associates was approved effective March 2007. Staff requests authorization to exercise the option to renew the attorney services contract with Mateer & Harbert, P.A. for two years effective March 19, 2015, at the new hourly contract rate of \$225.00 per hour for an attorney who is a member of the Florida Bar and \$100.00 per hour for paralegals/clerks, effective with the renewal date. All other provisions of the engagement contract remain the same.

#### **I. Travel Authorization for Florida MPO Advisory Council Weekend Institute 2015**

Authorization is requested for three Board members (or alternates) to attend the 2015 Weekend Institute for Elected Officials sponsored by the Florida MPO Advisory Council from Friday, April 24, 2015 through Sunday, April 26, 2015 in Orlando, Florida or from Friday, May 15, 2015 through Sunday, May 17, 2015 in Tampa, Florida. This is a training program for MPO Board members from throughout the state. MetroPlan Orlando played a role in developing this program and it has gotten excellent reviews. Funds are available for this expense in our approved FY2014/2015 budget.

#### **J. Use of Proceeds from Amendment 1**

Amendment 1 was approved by Florida's voters in November 2014. This requires that 33% of net revenue from the existing excise tax on documents go to the Land Acquisition Trust Fund for the next 20 years. The estimated yield from this in Fiscal Year 2015-2016 is approximately \$648 million and grows to \$1.3 billion in the twentieth year. The Land Acquisition Trust Fund was designed to acquire and improve conservation easements, wildlife management areas, wetlands, forests, fish and wildlife habitats, beaches and shores, recreational trails and parks, urban open space, rural landscapes, working farms and ranches, historical and geological sites, lands protecting water and drinking water resources and lands in the Everglades Agricultural Areas and the Everglades Protection Area. Given the range of eligible uses, the Florida Legislature is requesting public comments to help them with implementation legislation, including deciding how these funds should be used now and in future years, possibly structured in a manner similar to the Florida Department of Transportation's Five-Year Work Program. Those wishing to make public comment may use the following link to do so: [Please click here to submit comments to the Senate Committee on Environmental Preservation and Conservation \(chaired by Senator Charlie Dean\).](#)

Board authorization is requested to recommend that 10% of these funds be committed to recreational trails of statewide significance, such as the Coast-to-Coast Connector and nine similar projects proposed by the Florida Greenways & Trails Foundation, and that an additional 10% be used as matching funds for pedestrian and bicycle facilities

that will connect to the statewide recreational trail system. This supports two of MetroPlan Orlando's Board-approved legislative priorities: funding for the Coast-to-Coast Connector and increased funding to improve pedestrian facilities.

**K. Approval to Amend the ICMA 401 Money Purchase Plan Document and the ICMA 457 Deferred Compensation Plan Document to Allow for In-Service Withdrawals at Age 65**

Approval is requested to amend the ICMA 401 and 457 Plan Documents to change the age limit for In-Service Withdrawals from 70 to 65. This will allow employees who continue to work at MetroPlan Orlando beyond normal retirement age the flexibility to monitor and plan for their retirement without undue restrictions.

**IX. OTHER ACTION ITEMS**

**A. Ratification of TIP Amendment FY 2014/15-2018/19 TIP and Resolution No. 15-01  
(Tab 7)**

**(ROLL CALL REQUIRED)**

The Central Florida Expressway Authority (CFX) applied for a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for their segments of the Wekiva Parkway project. The TIFIA funds must be shown in MetroPlan Orlando's Transportation Improvement Program (TIP) and a signed MetroPlan Orlando Board Resolution approving this as a TIP amendment needed to be provided before the February 11, 2015 Board meeting in order for CFX to meet the federal requirements and be eligible to receive the loan. In the case where a TIP amendment must be approved prior to the next MetroPlan Orlando Board meeting in order for the project to receive funding, the MetroPlan Orlando Board Chairman is authorized to approve the amendment and sign the corresponding resolution on behalf of the Board without having to call an emergency Board meeting. The TIP amendment was prepared as Resolution No. 15-01 and was signed by the MetroPlan Orlando Board Chairman. This is provided at Tab 7, supported by the revised TIP pages showing the TIFIA funds added to the CFX Wekiva Parkway projects. Board approval is requested to ratify Board Resolution No. 15-01.

**B. (1) Approval of TIP Amendment FY 2014/15-2018/19 TIP and Resolution No. 15-02  
(Tab 8)**

**(Roll Call required for items B: 1-2; items may be approved with one vote, unless a board member wishes to remove an item for discussion and separate action)**

Mr. Duane Compo, FDOT, is requesting Board approval to amend the FY 2014/15-2018/19 TIP to include a transit project, Regional Complete Streets program development, and the expansion of the Seminole County fiber optic system. A letter from FDOT describing the amendments, Resolution No. 15-02, and a memorandum from MetroPlan Orlando staff regarding the regional complete streets program are provided at Tab 8.

Citizens' Advisory Committee - recommend approval  
Bicycle and Pedestrian Advisory Committee - recommend approval  
Technical Advisory Committee - recommend approval  
Municipal Advisory Committee - will meet on February 5, 2015

**(2) Approval of Emergency TIP Amendment FY 2014/15-2018/19 TIP and Resolution No. 15-03 (Tab 8)**

Mr. Duane Compo, FDOT, is requesting Board approval to amend the FY 2014/15-2018/19 TIP to include a project to upgrade the eastbound and westbound I-4 rest areas in Seminole County. A letter from FDOT describing the amendments and Resolution No. 15-03 are provided at Tab 8. Due to the emergency nature of this request, it did not go through the committee process.

**C. Approval of Office Lease**

Mr. Jason Loschiavo, Director of Finance and Administration, will make a presentation and request approval to enter into a lease agreement that will relocate MetroPlan Orlando's offices to the Park Building in downtown Orlando in late 2015. Our current lease with Highwoods for Landmark One, Suite 355, expires December 31, 2015. Staff, with the assistance of a professional leasing company previously approved by the MetroPlan Orlando Board, has surveyed the local central business district market for suitable space. A list of needs was determined including proximity to SunRail, LYNX and LYMMO services, convenience to I-4, parking requirements, usability of space, and ADA accommodations.

Staff reviewed seventeen possible locations and through a lengthy process over calendar year 2014, was able to narrow the possibilities to two spaces: existing space at Landmark One and The Park Building on Orange Avenue. An initial space design was completed on the Park Building and an update for the Landmark One building was completed to make the existing space more usable. These designs were used to develop cost estimates to facilitate the negotiation process. Each location has had multiple counter proposals to reach their final and best offers.

After reviewing each proposal and associated benefits and costs of each proposal, it is the staff recommendation that the Board approve entering into a lease agreement with the Park Building due to its accessibility by SunRail, LYNX and Lymmo, convenience to I-4, ample parking, better public meeting and collaborative spaces, and safety and accessibility for our physically disabled guests. The lease is for ten years with eight free months of rent outside the lease term and the landlord will provide over \$600,000 of tenant improvements for the build-out. Base rates per actual rentable square foot are \$18.27 to \$24.55 from 2016 through 2026, a 3% escalator. The average base rate at the Landmark I building would be \$25.66 per square foot and the current base lease rate at Landmark One is \$23.64 per square foot. The cost per square foot is much lower at the Park Building but due to an increase in space, the total cost is higher at the Park Building by about \$48,000 per year. Additional information will be included in the staff presentation.

**D. Value Pricing Study: Proposed Pilot Project**

**(Tab 9)**

The Value Pricing Study and the proposed pilot project were discussed at the MetroPlan Orlando Board meeting on December 10, 2014 and at a Board workshop on January 14, 2015. A copy of the presentation that was used to guide the discussion at the Board workshop is provided at Tab 9, along with some background information on the study. Chairman Swan will summarize what took place at the Board workshop and then open the floor for additional discussion by the Board or a motion.

Three options are presented for the Board's consideration:

**Option #1** - approve the pilot project for the Orlando metropolitan area as proposed

**Option #2** - approve the pilot project for the Orlando metropolitan area with some modifications

**Option #3** - acknowledge the importance of developing viable alternatives (including a mileage-based user fee) to replace the current gas tax and encourage FDOT to conduct a statewide mileage-based user fee pilot project based on the work that has been done by MetroPlan Orlando and other entities with the understanding that MetroPlan Orlando would be a partner in this effort.

**X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)**

**(Tab 10)**

**A. Correspondence**

- Letter from Mayor Swan to Acting FTA Administrator McMillan dated January 21, 2015, Subject: Federal Funding for SunRail Phase II North to DeLand
- Letter from Senator Nelson, Congresswoman Brown, Congressman Mica and Congressman Grayson to Acting FTA Administrator McMillan dated January 12, 2015, Subject: Federal Funding for SunRail Phase II North to DeLand
- Letter from Mayor Kilsheimer to Mr. Barley dated December 10, 2014, Subject: John Land Community Trust
- Memo from Mr. Barley to Board Members dated December 30, 2014, Subject: East Central Florida Corridor Task Force
- 2014 Board Member Attendance Report
- 2015 Transportation Acronym Guide (will be provided at the meeting)

**B. Status Updates**

- MPOAC Legislative Status Report; House and Senate Committee on Transportation
- FDOT Construction Status Report -January 2015

- FDOT Second Quarter Variance Report

**C. General Information**

- Press Release: Governor Scott Invests \$9.9 Billion for Transportation Improvements in the Keep Florida Working” Budget, January 28, 2015
- Local Option Rental Car Surcharge - Research Update on Base Rates, Taxes, Fees and Surcharges in Other Markets
- Central Florida MPO Alliance Legislative Priorities
- 2015 Florida MPOAC Legislative Priorities and Policy Positions (provided in workbook sleeve)
- 2014 Florida Transportation Trends and Conditions Pocket Guide (provided in workbook sleeve)
- Shingle Creek Regional Trail-North Phase I Groundbreaking Ceremony - January 9, 2015
- Board Workshop on Value Pricing Pilot Project - January 14, 2015
- Orange County Economic Summit - January 15, 2015
- Central Florida MPO Alliance Quarterly Meeting hosted by MetroPlan Orlando - January 16, 2015
- Annual public hearing on the Transportation Disadvantaged Program - hosted by MetroPlan Orlando and the Transportation Disadvantaged Local Coordinating Board - January 20, 2015
- Opening of the Sanford Riverwalk Phase II - January 22, 2015
- Florida MPO Advisory Council Quarterly Meeting - Orlando, FL - January 22, 2015
- National Conference of Regions hosted by the National Association of Regional Councils (NARC) - Washington, DC - February 8-11, 2015
- Transportation Disadvantaged Local Coordinating Board Quarterly Meeting hosted by MetroPlan Orlando - February 12, 2015
- State of Osceola County Address - Kissimmee, FL - February 12, 2015
- State of Seminole County Address - Lake Mary, FL - February 19, 2015
- Meeting of the Wekiva River Basin Commission - hosted by the ECFRPC - February 20, 2015

#### D. Featured Articles and Research

- “How We Pay for Transportation: The Life and Death of the Highway Trust Fund,” Eno Center for Transportation/The Rockefeller Foundation, December 2014  
Click here: <https://www.enotrans.org/wp-content/uploads/wpsc/downloadables/Highway-Trust-Fund2.pdf>
- “Broken Infrastructure? Broken Governance,” Governing Magazine, December 2014  
Click here: <http://www.governing.com/columns/eco-engines/gov-broken-infrastructure-broken-governance.html>
- “Autonomous Vehicle Implementation Predictions: Implications for Transport Planning,” Victoria Transport Policy Institute, December 2014  
Click here: <http://www.vtpi.org/avip.pdf>
- “Transportation Bottom Line,” 2015 AASHTO Bottom Line Report, Executive Version, American Association of State Highway and Transportation Officials.  
Click here: <http://bottomline.transportation.org/Documents/Bottom%20Line%202015%20Executive%20Version%20FINAL.pdf>

## XI. PRESENTATIONS

### A. Federal Certification Review

Mr. Carl Mikyska, United States Department of Transportation/Federal Highway Administration, will provide an overview of the Federal Certification Review that examines the region's transportation planning process every four years. Our review is being conducted February 9-11, 2015. This includes a detailed review of MetroPlan Orlando's policies and procedures, participation by FDOT/D5 and LYNX officials, a public meeting that is scheduled on February 9, an opportunity to call attention to best practices, discussion of areas where assistance may be requested and attendance at a MetroPlan Orlando Board meeting.

## B. Preliminary Results from the 2012-2013 Pedestrian & Bicyclist Crash Analysis & Analysis of Bicycle & Pedestrian Crashes & Street Characteristics

Mr. Mighk Wilson, MetroPlan Orlando staff, will give a presentation on the preliminary results of a crash analysis for pedestrians and bicyclists, as well as a presentation on the types of crashes related to bike lanes, medians and lighting.

### C. Presentation on SR 50 Health Impact Assessment

Ms. Gaby Arismendi, MetroPlan Orlando staff, will give a presentation on the SR 50 Health Impact Assessment.

XII. OTHER BUSINESS

XIII. BOARD MEMBER COMMENTS

XIV. PUBLIC COMMENTS (GENERAL)

XV. NEXT MEETING - March 11, 2015

XVI. ADJOURNMENT

*In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lena Tolliver, MetroPlan Orlando, 315 East Robinson Street, Suite 355, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.*

*Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481-5672 x307 or by email at ltolliver@metroplanorlando.com at least three business days prior to the event.*

*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.*

**SPECIAL TOUR OF SECOND HARVEST FOOD BANK**

Board members and guests are invited to take a guided tour of the Second Harvest Food Bank. This is a state-of-the-art facility and a very impressive operation. But, more importantly, this will be an opportunity to learn more about how the Second Harvest Food Bank is filling such a critical need in our communities.

**TAB 1**







## **MEETING MINUTES**

**DATE:** Wednesday, December 11, 2013

**TIME:** 9:00 a.m.

**LOCATION:** David L. Grovdahl Board Room  
315 E. Robinson Street, Suite 355  
Orlando, Florida 32801

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**Commissioner Daisy W. Lynum, Board Chairman, Presiding**

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### **Members:**

Mr. Scott Batterson, O-OCEA  
Hon. Scott Boyd, Orange County  
Hon. Fred Brummer, Orange County  
Mr. Larry Dale, Sanford Airport Authority  
Hon. Bob Dallari, Seminole County  
Hon. Ted Edwards, Orange County  
Hon. Carlton Henley, Seminole County  
Hon. Teresa Jacobs, Orange County  
Mr. Frank Kruppenbacher, GOAA  
Hon. John Land, City of Apopka  
Hon. Daisy W. Lynum, City of Orlando  
Hon. Tiffany Russell, Orange County  
Hon. Jim Swan, City of Kissimmee  
Hon. Jennifer Thompson, Orange County  
Hon. Jeff Triplett, City of Sanford

**Advisors in Attendance:**

Ms. Pat Devillers for Ms. Candy Bennage, Kissimmee Gateway Airport  
Ms. Noranne Downs, District 5 Secretary, FDOT  
Hon. Ken Bradley, Municipal Advisory Committee  
Mr. Charles Ramdatt, Transportation Technical Committee  
Mr. Carnot Evans, Citizens' Advisory Committee  
Mr. Steve Noto, Bicycle and Pedestrian Advisory Committee

**Members/Advisors not in Attendance:**

Orange County, Vacant  
Osceola County, Vacant  
CFX, Vacant  
LYNX/Central Florida Commuter Rail Commission, Vacant

**Staff in Attendance:**

Ms. Gabriella Arismendi  
Mr. Harold Barley  
Mr. Steve Bechtel, Mateer & Harbert  
Mr. Keith Caskey  
Ms. Cathy Goldfarb  
Mr. Eric Hill  
Ms. Jill Hoskins  
Mr. Gary Huttman  
Ms. Cynthia Lambert  
Mr. Jason Loschiavo  
Ms. Sally Morris  
Ms. Nikhila Rose  
Ms. Lena Tolliver  
Mr. Alex Trauger  
Mr. Anthony Washington  
Ms. Virginia Whittington  
Mr. Mighk Wilson

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Commissioner Bob Dallari called the meeting to order at 9:00 a.m. and welcomed all;  
Commissioner Scott Boyd led the Pledge of Allegiance.

**II. CHAIRMAN'S ANNOUNCEMENTS**

Gave a tribute to the late Mayor John Land. Members were informed of the John Land Community Trust; staff will provide additional information on how to make contributions. Reported that Osceola County Commissioners Frank Attkisson and John Quinones have retired from the Board and that staff will present appreciation plaques to both at a later date. Osceola County is expected to make their new Board appointments on December 15, 2014. Recognized Mr. Charles Ramdatt (TTC) and Mr. Steve Noto (BPAC) who are retiring

from the Board and presented plaques to both. The next Board meeting to be held on February 11, 2015 at Second Harvest Food Bank.

### **III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS**

Mr. Harry Barley acknowledged Board Alternates and Non-Voting Advisors: Commissioner Tony Ortiz for Mayor Dyer and Ms. Pat Devillers for Ms. Bennage. He acknowledged Guests: Commissioner Durso (Longwood); Mayor Schieferdecker (Maitland); Mayor Bruhn (Windermere); Mayor Lacey (Winter Springs); Ms. Shen (FDOT) and Mr. Stansbury (FDEO). He congratulated Mr. Noto (BPAC) and Mr. Ramdatt (TTC) who are retiring from leadership of their respective committees. Mr. Barley called attention to a Resolution for approval on today's agenda honoring FDOT Secretary Ananth Prasad who will be leaving FDOT. He reported on the Transportation-Law Enforcement Forum held on December 8, 2014 and noted that the group found the forum to be valuable to the region and will meet on a quarterly basis. Federal Certification Review will be conducted from February 9, 2015 - February 11, 2015 which will include the Board meeting on February 11, 2015. The EPA is advertising a proposal to lower the current ozone standard of 75 parts per billion to a standard in the range of 65-70 parts per billion. The final decision is expected by October 2015. Mr. Barley called attention to the 2015 MetroPlan Orlando Calendar and invited members to attend the Volunteer Appreciation Luncheon on December 17, 2014 and the Toy Drive to benefit the City of Apopka.

### **IV. CONFIRMATION OF QUORUM**

Ms. Lena Tolliver confirmed a quorum of 15 voting members present. Also present were 6 advisors; and the meeting having been duly convened was ready to proceed with business.

### **V. AGENDA REVIEW**

Mr. Barley reported that Agenda Item VIII. F. Approval of Resolution No. 14-25 Honoring Florida Department of Transportation Secretary Ananth Prasad was added to the agenda.

### **VI. COMMITTEE REPORTS**

Citizens' Advisory Committee (CAC): Mr. Carnot Evans reported on the activities of the December 3, 2014 CAC meeting. The Committee approved the following items: CAC approved the FDOT TIP Amendment and approved the Value Pricing Demonstration Study. Members discussed the proposed changes to MetroPlan Orlando's committee structure resulting from the Strategic Business Plan. Members expressed concern that dissolving the Bicycle and Pedestrian Advisory Committee might give the perception to outsiders that these concerns are not important to the organization.

Bicycle and Pedestrian Advisory Committee (BPAC): Mr. Steve Noto reported on the activities of the December 3, 2014 BPAC meeting. The Committee recommended approval of the following items: October 22, 2014 BPAC Meeting Minutes; FDOT's request to amend the TIP; and a request to pursue funding for the Value Pricing Demonstration project. There was also a preview of the proposed changes to MetroPlan Orlando's committee structure resulting from the Strategic Business Plan. Following the presentation, the BPAC members discussed the item and expressed their concerns with the committee restructuring proposal, particularly the proposed merging of the BPAC and the CAC, and how pedestrian and bicycle

needs and safety will be addressed through all the committees. The BPAC has provided a memo to the board outlining its concerns; it was included in the supplemental folder.

**Municipal Advisory Committee (MAC):** Mayor Ken Bradley reported on the activities of the December 4, 2014 MAC meeting. The Committee recommended approval of FDOT's request to amend the TIP. With regards to the Value Pricing Pilot Project, there was a significant amount of discussion on this item and it ultimately failed on a split vote. Therefore, the MAC did not recommend approval of the request. The balance of the meeting was interrupted by the need to evacuate the building for a fire drill, so MAC did not hear the presentation on the Strategic Business Plan Committee Restructuring item. Mayor Bradley reported that members of the MAC may speak on MAC's request to have a voting seat on the Board which was an action item on the agenda.

**Transportation Technical Committee (TTC):** Mr. Charles Ramdatt reported on the activities of the December 5, 2014 TTC meeting. The Committee approved the following items: October 24, 2014 TTC Meeting Minutes; FDOT's request to amend the TIP; and a request to pursue funding for the Value Pricing Demonstration project. The TTC elected their officers for 2015. These include Kelly Brock from the City of Casselberry to serve as the Chairman, and Andrea Ostrodka from LYNX to serve as the Vice-Chairman. There was also a preview of the proposed changes to MetroPlan Orlando's committee structure resulting from the Strategic Business Plan. Following the presentation, the TTC members discussed the item and expressed their concerns with the committee restructuring proposal, including the makeup and function of the Regional Leadership Council, and merging the BPAC into the CAC and TAC. As a result of this discussion, action was taken by the TTC to recommend that the implementation of the proposed committee restructuring changes be delayed until the task force requested by MetroPlan Orlando staff can further explore and reevaluate the changes and come back with a recommendation at a later date.

## **VII. PUBLIC COMMENTS ON ACTION ITEMS**

Mr. Chuck Graham urged the Board to seek legislative support for dedicated funding for transit. He suggested that a portion of toll revenues be considered as a funding source. Mayor Howard Schieferdecker (Maitland) and Mayor Gary Bruhn (Windermere) expressed support on the MAC's request for a voting seat on the MetroPlan Orlando Board. Mayor Schieferdecker's comments were supplemented by a piece he provided showing population figures that had been included in Board members supplemental folders.

## **VIII. CONSENT AGENDA (ACTION ITEMS)**

### **A. Approval of Minutes - November 12, 2014 Board Meeting**

Approval was requested of the minutes of the November 12, 2014 Board meeting.

### **B. Approval of October 2014 Monthly Financial Report and Acknowledgement of October/ November 2014 Travels**

Approval was requested of the preliminary monthly financial report for the period ending October 31, 2014. Acknowledgment was also requested of travels outside our region during the months of October and November 2014. The reports were provided.

**C. Title VI Nondiscrimination Plan and Limited English Proficiency Plan**

Approval was requested of MetroPlan Orlando's revised Title VI Nondiscrimination Plan and Limited English Proficiency Plan. The Title VI Nondiscrimination Plan includes Central Florida demographic statistics and outlines policies for ensuring nondiscrimination, particularly for underserved populations. The Limited English Proficiency Plan identifies populations in Central Florida who speak English "less than very well" according to the U.S. Census Bureau and outlines a plan for assisting persons with limited English proficiency. Both documents are federally required and include discrimination complaint forms. The reports were provided in the agenda packet and the maps were provided at the meeting.

**D. Approval of Resolution 14-24 for the Executive Director to Execute a Florida Department of Transportation Joint Participation Agreement for the project: Regional Complete Streets Program: Policy Development, Corridor Identification and Analysis; Approval for Board Chairman to Approve a Budget Amendment to add the Project to the MetroPlan Orlando UPWP and Budget**

Approval was requested for Resolution No. 14-24 authorizing the Executive Director to execute a Joint Participation Agreement between the Florida Department of Transportation and MetroPlan Orlando for the Project "Regional Complete Streets: Corridor Identification and Analysis" which was provided. This Joint Participation Agreement is required for FDOT to provide the funding they have committed to this project. Total FDOT funding for this project is \$175,000. Also approval was requested for the Board Chairman to approve a UPWP and budget amendment to program funds for this work. The budget amendment will be brought to the full Board for ratification in February.

**E. Travel Authorizations**

(1) Authorization was requested for the Board's 2015 Officers to travel to Washington, DC and Tallahassee, Florida as may be necessary during the period January-December 2015 for activities associated with our congressional delegation, special legislative sessions, Committee week, the regular legislative session, the Florida MPO Advisory Council, and meetings with USDOT and FDOT officials. Funds are available for this in our approved FY2014/2015 budget and reports of these trips will be made at regular monthly Board meetings.

(2) Authorization was requested for Commissioner Dallari to attend meetings of the National Association of Regional Councils (NARC) and NARC Board meetings between January-December 2015. NARC is a national organization that represents metropolitan planning organizations, regional planning councils and other regional organizations. Commissioner Dallari serves on the NARC Board representing Florida and Georgia.

**F. (ADDED ITEM) Approval of Resolution No. 14-25 Honoring Florida Department of Transportation Secretary Ananth Prasad**

Florida Department of Transportation (FDOT) Secretary Ananth Prasad announced recently that in January 2015 he plans to leave his position to pursue other

opportunities. Secretary Prasad has provided extraordinary support for transportation projects in the region. Board approval was requested of Resolution No. 14-25 which was sent electronically to members and provided at the meeting.

**MOTION:** Mayor Patricia Bates moved approval of the Consent Agenda (A-F). Commissioner Ted Edwards seconded the motion, which passed unanimously.

## **IX. OTHER ACTION ITEMS**

### **A. Approval of FDOT TIP Amendments to FY 2014/15-2018/19 Resolution No. 14-23**

Mr. Duane Compo, FDOT, requested approval to amend the FY 2014/15-2018/19 TIP to include several transit projects. Resolution No. 14-23 and a letter from FDOT describing the amendments were provided. All committees recommended approval of this item.

**MOTION:** Commissioner Scott Boyd moved approval to amend the FY 2014/15-2018/19 TIP supported by Resolution No. 14-23 which includes several transit projects. Commissioner Pete Clarke seconded the motion, which passed unanimously. Roll Call Conducted.

### **B. Election of Officers**

Mr. Steve Bechtel, General Counsel, reviewed the rules pertaining to Board Officers (Chairman, Vice-Chairman and Secretary-Treasurer) and conducted elections for the period January 1, 2015 - December 31, 2015. A list showing a history of Board Chairpersons was provided.

#### **Office of Chairman**

Commissioner Boyd nominated Mayor Swan for the office of Chairman.

Commissioner Henley seconded the motion. The motion passed unanimously.

**MOTION:** Commissioner Dallari moved nominations cease, seconded by Commissioner Boyd. The motion passed unanimously.

Mayor Swan was declared Chairman by acclamation.

#### **Office of Vice Chairman**

Mayor Jacobs nominated Commissioner Boyd for the office of Vice-Chairman.

Commissioner Clarke seconded the motion. The motion passed unanimously.

**MOTION:** Commissioner Dallari moved nominations cease, seconded by Mayor Jacobs. The motion passed unanimously.

Commissioner Boyd was declared Vice-Chairman by acclamation.

#### Office of Secretary, Treasurer

Commissioner Henley nominated Commissioner Dallari for the office of Secretary/Treasurer.

Mr. Dale seconded the motion. The motion passed unanimously.

**MOTION:** Commissioner Henley moved nominations cease, seconded by Mr. Dale. The motion passed unanimously.

Commissioner Dallari was declared Secretary/Treasurer by acclamation.

#### **C. Strategic Business Plan- Proposed Committee Structure Changes**

Ms. Virginia Whittington, MetroPlan Orlando staff, provided a presentation on the proposed changes to MetroPlan Orlando's committee structure resulting from the Strategic Business Plan. She also reviewed the advisory committees recommendations and noted the formation of a Task Force composed of several members from the advisory committees (except MAC) to assist staff with finding solutions relative to the concerns expressed regarding BPAC and developing new bylaws. A copy of the proposed changes was provided. Board approval to move forward with implementation of the proposed changes was requested.

**MOTION:** Mayor Jim Swan moved approval to move forward with the committee structure changes and to explore options relative to BPAC and the merge of BPAC with CAC. Commissioner Pete Clarke seconded the motion, which passed unanimously.

#### **D. Value Pricing Pilot Project**

Mr. Eric Hill, MetroPlan Orlando staff, provided an update on the Value Pricing Study that is being completed for the MetroPlan Orlando region. Additionally, Mr. Hill presented an outline of a demonstration project for a Mileage-Based User Fee (MBUF). Approval was requested to allow staff to identify funding sources to fund the development of a Scope of Work, Request for Proposals, and selection of a consultant team to refine the demonstration design and implement a demonstration project. A copy of the Value Pricing Study Summary and Fact Sheet were provided.

Discussion followed relative to: transportation equity and the underserved population; legislative support; FDOT support; the fact this is of national and statewide interest, the need for additional information on the proposed pilot project and what other states have done.

**MOTION:** Commissioner Carlton Henley moved approval to postpone action to allow staff additional time to address the concerns expressed and conduct a workshop on the topic for Board members before requesting action. Mayor Teresa Jacobs seconded the motion, which passed unanimously.

**E. Request by Municipal Advisory Committee for a Voting Seat on the MetroPlan Orlando Board**

Mr. Harry Barley, provided an overview on the Municipal Advisory Committee's request for approval of a voting seat on the MetroPlan Orlando Board. Last month the Board tabled the discussion and asked staff to provide an overview of the Board's make up in consideration of other potential voting seats that may be needed such as the Central Florida Commuter Rail Commission. Mr. Barley provided an outline of the Board governance structure, options for the Board's consideration and a staff recommendation. A copy of the presentation was sent electronically to all Board members before the Board meeting. Mr. Barley reported staff recommendations: to revise structure with voting seat for MAC with the understanding that no membership dues would be assessed to the MAC at the present time; revisit governance structure with results from 2020 U.S. Census; and public entity responsible for SunRail to be determined by 2021so incorporate change to coincide with 2020 U.S. Census information.

**MOTION:** Mayor Teresa Jacobs moved approval to remove the request by the Municipal Advisory Committee for a Voting Seat on the MetroPlan Orlando Board from the table. Commissioner Ted Edwards seconded the motion, which passed unanimously.

**MOTION:** Mayor Teresa Jacobs moved approval to allow a voting seat for MAC, waive the dues for one year and develop bylaws and dues structure for board approval next year. Commissioner Ted Edwards seconded the motion.

Discussion followed relative to the LYNX representative (which had been represented by a person from Osceola County) as a voting member on the Board; appointments from LYNX are forthcoming. Mr. Dale requested an amendment to the motion noting that the MAC should pay dues immediately. The request was accepted by the maker of the motion; however it was denied by the seconder.

**AMENDED MOTION:** Mr. Dale moved approval that the Board require MAC to pay dues immediately and that staff bring back a fee structure. Commissioner Boyd seconded the motion, which passed 8-7. (Opposed: Bates, Clarke, Edwards, Jacobs, Ortiz, Thompson, and Triplett)

Discussion followed relative to the current governance structure: population-based seats and the full board representing all residents within the region. Commissioner Samuel B. Ings expressed concerns relative to fundamental fairness for all. Members expressed that smaller municipalities' budgets are tight and dues could become a financial hardship. Mayor Jim Swan called the question.



**AMENDED MOTION:** Mayor Teresa Jacobs moved approval to revise the governance structure to include a voting seat for the Municipal Advisory Committee (MAC) and that staff will return with a fee structure that will require immediate payment from MAC. New MAC bylaws shall be developed with emphasis on how the MAC will cast its vote on the Board ensuring a due representation process. Next year the Board will reevaluate revising the governance structure to allow voting privileges to the Central Florida Commuter Rail Commission. Commissioner Ted Edwards seconded the motion, which passed 11-4. (Opposed: Dallari, Henley, Ings, and Kilsheimer)

Mr. Bechtel noted that an updated inter-local agreement with MAC having a voting seat on the Board will be required and will be sent to each member.

**SPECIAL PRESENTATION:**

Commissioner Durso and Ms. Marilyn Crotty representing the Tri-County League of Cities presented the President's Award to Ms. Virginia Whittington.

**X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)**

**A. Correspondence**

- Memorandum from Mr. Barley to the Board dated November 12, 2014, Subject: 2014 Population Estimates *(Provided)*
- Memorandum from Mr. Barley to the Board dated November 17, 2014, Subject: LYNX service between the Maitland SunRail Station and Maitland Center *(Provided)*
- Memorandum from Mr. Barley to the Board dated November 24, 2014, Subject: Implementation of New Disabled Person Logo *(Provided)*

**B. FDOT Reports**

- FDOT Construction Status Report - November 2014 *(Provided - Tab 9 page 9)*

**C. General Reports**

- MetroPlan Orlando Community Outreach Events Report *(Provided)*
- 2015 Board and Committee Meeting Schedule approved on November 12, 2014 *(Provided)*
- 2015 Legislative Priorities approved on November 12, 2014 *(Provided)*

- 2015 Legislative Priorities for the Florida MPOAC approved on October 30, 2014 *(Provided)*
- Highlights from the quarterly meeting of the Transportation Disadvantaged Local Coordinating Board on November 13, 2014 *(Provided)*

#### D. Upcoming Meetings and Events

- MetroPlan Orlando Volunteer Appreciation Luncheon - December 17, 2014 *(Provided)*
- Florida Automated Vehicle Summit - WDW - December 15-16, 2014
- FDOT Statewide Visioning Event - WDW - December 17, 2014
- Central Florida Legislative Delegation Meeting hosted by the Central Florida Partnership - WDW - December 17, 2014
- Quarterly meeting of the Central Florida MPO Alliance hosted by MetroPlan Orlando - January 16, 2015
- Annual Public Hearing by the Transportation Disadvantaged Local Coordinating Board - January 20, 2015
- Quarterly meeting of the Florida MPO Advisory Council - Orlando - January 22, 2015
- Joint Meeting of the Florida Transportation Commission and TEAM Florida - OIA Hyatt Hotel - January 23, 2015
- MetroPlan Orlando Federal Certification Review - February 9-11, 2015

#### E. Featured Research and Articles

- *"Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy," U.S. Public Interest Research Group, October 2014*  
<http://www.uspirg.org/sites/pirg/files/reports/Millennials%20in%20Motion%20USPIRG.pdf>
- *"Transportation Policy and Funding in the Post-Election Climate," Innovative NewsBriefs, November 11, 2014*  
<http://www.infrastructureusa.org/tag/innovation-newsbriefs/>

**MOTION:** Mayor Jim Swan moved approval of Information for Acknowledgement (A-E)  
Commissioner Samuel B. Ings seconded the motion, which passed  
unanimously.

## **XI. PRESENTATIONS**

### **A. FDOT Tentative Five-Year Work Program**

Mr. Duane Compo, FDOT/D5 Liaison to MetroPlan Orlando, provided a summary of FDOT's Tentative Five-Year Work Program and the projects that are being recommended for funding based on MetroPlan Orlando's Prioritized Project List. In addition, Mr. Justin Hannah, Florida's Turnpike Enterprise, reviewed the Turnpike's projects in the Orlando metropolitan area. Mr. Barley noted that the Tentative Work Program Public hearing was held last night and that additional information on the Five-Year Work Program will be sent to Board members. Discussion followed relative to express lanes on the Turnpike from US 192 to SR 528 (the Beachline).

## **XII. OTHER BUSINESS**

### **A. Report from the East Central Florida Corridor Task Force**

Ms. Huiwei Shen, FDOT/Tallahassee, and Mr. James Stansbury, Florida Department of Economic Opportunity, summarized the findings and recommendations from the work of the East Central Florida Corridor Task Force. This was the first pilot project to be completed as part of FDOT's New Corridors program. The Task Force, which had been created by an Executive Order from Governor Scott, completed their work on November 13, 2014.

Discussion followed relative to future water issues and our transportation and landuse planning process. Commissioner Dallari thanked Commissioner Thompson for her work as a member on the Task Force. The Board acknowledged the good work of the Task Force and recognized that there is much more work to be done with implementing the Task Force recommendations.

## **XIII. BOARD MEMBER COMMENTS**

None

## **XIV. PUBLIC COMMENTS (GENERAL)**

None

## **XV. NEXT MEETING - February 11, 2015 at Second Harvest Food Bank**

## XVI. ADJOURNMENT

There being no further business, the meeting adjourned at 11:50 a.m. The meeting was transcribed by Lena Tolliver.

Approved this 11th day of February, 2015.

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Mayor Jim Swan, Chairman

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Lena E. Tolliver,  
Senior Board Services Coordinator/  
Recording Secretary

*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**



**METROPLAN ORLANDO**  
**AGENCYWIDE**  
**BALANCE SHEET**  
For Period Ending 12/31/14

**ASSETS**

Operating Cash in Bank	\$ 2,707,853.72
Petty Cash	\$ 25.00
SBA Investment Account	\$ 1,832,924.64
Rent Deposit	\$ 14,120.66
Prepaid Expenses	\$ 27,085.60
Accounts Receivable - Grants	\$ 264,721.07
Fixed Assets-Equipment	\$ 409,401.05
Accumulated Depreciation	\$ (264,699.63)

<b>TOTAL ASSETS:</b>	<b>\$ 4,991,432.11</b>
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**LIABILITIES**

Salary Payables	\$ (549.09)
Accrued Personal Leave	\$ 253,718.76

<b>TOTAL LIABILITIES:</b>	<b>\$ 253,169.67</b>
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**EQUITY**

FUND BALANCE:

Nonspendable:

Prepaid Items	\$ 27,085.60
Deposits	\$ 14,120.66
Unassigned:	\$ 4,697,056.18

<b>TOTAL EQUITY:</b>	<b>\$ 4,738,262.44</b>
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<b>TOTAL LIABILITIES &amp; EQUITY:</b>	<b>\$ 4,991,432.11</b>
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Net difference to be reconciled:	\$ -
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**METROPLAN ORLANDO**  
**AGENCYWIDE REVENUES & EXPENDITURES**  
For Period Ending 12/31/14

REVENUES	CURRENT	Y-T-D	BUDGET as of B/E #3	VARIANCE (over)/under	PERCENTAGE OF BUDGET
Federal	\$ 180,856.35	\$ 922,758.31	\$ 2,753,811.00	\$ 1,831,052.69	33.51%
State	\$ 25,693.36	\$ 79,874.91	\$ 259,141.00	\$ 179,266.09	30.82%
Local	\$ 15,915.50	\$ 530,603.25	\$ 1,061,207.00	\$ 530,603.75	50.00%
Interest Income	\$ 255.81	\$ 1,484.82	\$ 2,800.00	\$ 1,315.18	53.03%
Other	\$ 490.00	\$ 501.69	\$ 16,250.00	\$ 15,748.31	3.09%
Contributions	\$ -	\$ 25,000.00	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ -	\$ -	\$ 194,867.00	\$ 194,867.00	0.00%
Local Funds Transfer	\$ 7,106.80	\$ 71,479.33	\$ 194,555.00	\$ 123,075.67	36.74%
<b>TOTAL REVENUES:</b>	<b>\$ 230,317.82</b>	<b>\$ 1,631,702.31</b>	<b>\$ 4,507,631.00</b>	<b>\$ 2,875,928.69</b>	<b>36.20%</b>

**EXPENDITURES**

Salaries	\$ 102,105.71	\$ 590,391.74	\$ 1,703,620.00	\$ 1,113,228.26	34.66%
Fringe Benefits	\$ 30,670.93	\$ 177,854.01	\$ 535,464.00	\$ 357,609.99	33.21%
Local Match-Transf Out	\$ 7,106.80	\$ 71,479.33	\$ 194,555.00	\$ 123,075.67	36.74%
Audit Fees	\$ -	\$ 24,500.00	\$ 37,500.00	\$ 13,000.00	65.33%
Computer Operations	\$ 1,486.95	\$ 35,766.38	\$ 53,345.00	\$ 17,578.62	67.05%
Dues & Memberships	\$ 265.00	\$ 8,041.48	\$ 12,345.00	\$ 4,303.52	65.14%
Equipment & Furniture	\$ 57.00	\$ 6,851.90	\$ 62,000.00	\$ 55,148.10	11.05%
Graphic Printing/Binding	\$ 587.40	\$ 6,106.21	\$ 33,277.00	\$ 27,170.79	18.35%
Insurance	\$ 1,469.90	\$ 9,156.15	\$ 27,069.00	\$ 17,912.85	33.83%
Legal Fees	\$ 2,530.50	\$ 11,387.50	\$ 45,000.00	\$ 33,612.50	25.31%
Office Supplies	\$ 3,852.98	\$ 15,378.28	\$ 50,734.00	\$ 35,355.72	30.31%
Postage	\$ 711.16	\$ 2,201.46	\$ 8,425.00	\$ 6,223.54	26.13%
Books, Subscrips/Pubs	\$ 86.35	\$ 728.87	\$ 7,408.00	\$ 6,679.13	9.84%
Exec. Dir 457 Def. Comp.	\$ -	\$ -	\$ 18,000.00	\$ 18,000.00	0.00%
Rent	\$ 20,521.29	\$ 109,156.32	\$ 229,842.00	\$ 120,685.68	47.49%
Equipment Rent/Maint.	\$ 1,233.00	\$ 8,280.00	\$ 23,560.00	\$ 15,280.00	35.14%
Seminars & Conf. Registr.	\$ 649.00	\$ 17,949.70	\$ 24,917.00	\$ 6,967.30	72.04%
Telephone	\$ 753.09	\$ 2,524.73	\$ 7,350.00	\$ 4,825.27	34.35%
Travel	\$ 1,141.93	\$ 11,228.44	\$ 30,795.00	\$ 19,566.56	36.46%
Small Tools/Ofc. Mach.	\$ -	\$ 456.73	\$ 2,500.00	\$ 2,043.27	18.27%
HSA Annual Employer Contrib.	\$ 8,000.00	\$ 8,000.00	\$ 14,672.00	\$ 6,672.00	54.53%
Computer Software	\$ 39.99	\$ 14,043.33	\$ 66,500.00	\$ 52,456.67	21.12%
Contingency	\$ -	\$ -	\$ 35,995.00	\$ 35,995.00	0.00%
Contractual/Temp Services	\$ 323.80	\$ 5,386.30	\$ 21,550.00	\$ 16,163.70	24.99%
Pass-Thru Expenses	\$ -	\$ 50,636.18	\$ 413,052.00	\$ 362,415.82	12.26%
Consultants	\$ 31,394.33	\$ 186,346.71	\$ 688,728.00	\$ 502,381.29	27.06%
Repair & Maintenance	\$ -	\$ -	\$ 1,200.00	\$ 1,200.00	0.00%
Advertising/Public Notice	\$ 887.28	\$ 3,580.15	\$ 31,482.00	\$ 27,901.85	11.37%
Other Misc. Expense	\$ 159.36	\$ 2,053.83	\$ 8,820.00	\$ 6,766.17	23.29%
Contributions	\$ 500.00	\$ 61,200.00	\$ 61,200.00	\$ -	100.00%
Educational Reimb.	\$ -	\$ -	\$ 1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$ -	\$ 9,000.00	\$ 13,500.00	\$ 4,500.00	66.67%
Indirect Expense Carryforward	\$ -	\$ -	\$ 41,536.00	\$ 41,536.00	0.00%
<b>TOTAL EXPENDITURES:</b>	<b>\$ 216,533.75</b>	<b>\$ 1,449,685.73</b>	<b>\$ 4,507,631.00</b>	<b>\$ 3,057,945.27</b>	<b>32.16%</b>
<b>AGENCY BALANCE</b>	<b>\$ 13,784.07</b>	<b>\$ 182,016.58</b>			



## Monthly Travel Summary - December, 2014 - January, 2015

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Traveler:	Mighk Wilson
Dates:	January 6-8, 2015
Destination:	Washington, DC
Purpose of trip:	Participate in National Committee on Uniform Traffic Control Devices for Bicycles
Cost:	\$886.33
Paid By:	MetroPlan Orlando funds

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Traveler:	Virginia Whittington
Dates:	January 28-29, 2015
Destination:	Greenville, FL
Purpose of trip:	To attend Transportation Summit
Cost:	\$470.13 (estimated)
Paid By:	MetroPlan Orlando funds

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**TAB 3**



## FINANCE USE ONLY:

Approved Bd Mtg:  
Agenda Item #:

Entered:

B E No. :

FY 2015

4

## REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 01/22/15

## DECREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
37015	715100	62500	Contingency	3,000.00
37015	715610	60800	Graphic Printing & Binding	2,000.00
36015	615840	50000	Salary	10,596.00
36015	615840	50500	Fringe Benefits	3,400.00
36015	615840	59700	Indirect Costs	2,131.00
38015	815840	50000	Salary	10,137.00
38015	815840	50500	Fringe Benefits	3,252.00
38015	815840	59700	Indirect Costs	2,039.00
36014	614050	63000	Consultants	341.00
TOTAL:				\$ 36,896.00

## INCREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
37015	715100	64400	Contributions	5,000.00
36015	615120	50000	Salary	10,596.00
36015	615120	50500	Fringe Benefits	3,400.00
36015	615120	59700	Indirect Costs	2,131.00
38015	815870	50000	Salary	10,137.00
38015	815870	50500	Fringe Benefits	3,252.00
38015	815870	59700	Indirect Costs	2,039.00
36014	614030	63000	Consultants	201.00
36014	614040	62600	Contractual/Temporary Services	140.00
TOTAL:				\$ 36,896.00

## REASON(S):

1) To provide for a contribution to the Coast-to-Coast Trail. 2) To reallocate staff hours to different tasks within a grant. 3) To reallocate consultant funds to finalize the project assessment tool update. 4) To reallocate funds for the final LRTP.

Finance Director's Signature:

Date:

\_\_\_\_\_  
Jason S. Loschiavo

Executive Director's Signature:

Date:

\_\_\_\_\_  
Harold W. Barley

REMARKS:

## Section V - Special Project Planning



This section is intended for non-recurring planning projects and/or projects that do not fit easily into other categories. If there is a need to address a federal TMA or FDOT certification finding as a task, this could be addressed here.

This section contains the following task:

500 - Special Project Planning

## Task 500 - Special Project Planning

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### Purpose

- To conduct special studies as requested and authorized by MetroPlan Orlando Executive Director
- 

### Previous Work

- During FY2013/2014 staff conducted a corridor study, documenting existing conditions in an area that straddles the rail corridor known as the Aloma Spur extending from the Sanford SunRail Station to the main UCF Campus
- 

### Methodology

The Regional Northeast Corridor Study - This project evaluated land uses and transportation demand in an area along the Aloma rail spur from downtown Sanford through Seminole County into the City of Winter Springs, the City of Oviedo and extending to the UCF Campus. This project was a joint planning study by MetroPlan Orlando and local jurisdictions and agencies within the corridor. A project study team was formed and held monthly progress meetings throughout the project.

- The methodology for individual tasks will depend upon the scope and objectives of the special studies requested
- MetroPlan Orlando is discussing the role it could play in the current FDOT Transit-Oriented Development Project underway with the SunRail Commuter Rail System
- Consultant services may include the identification of policies and physical improvements that effectively support multimodal transportation systems within major corridors and sub-areas, and analyzing problems and opportunities that relate to creating a balanced and efficient transportation system. Issues include planning for major improvements, policy development, multimodal transportation systems, congestion relief, safety, access management, adverse impacts, land use and urban design that supports the efficient provision and maintenance of the transportation system and other related issues as requested by the MPO

State Road 50 Health Impact Assessment - A Health Impact Assessment (HIA) is a process that helps evaluate the potential health effects of a plan, project or policy before it is built or implemented. The S.R. 50 HIA will analyze the potential health, social, economic, and environmental impacts associated with the proposed S.R. 50 Bus Rapid Transit service. The HIA will include analysis of the potential changes in the community's physical activity levels, job access, housing and transportation costs, traffic safety, education access, and access to healthy foods.

MetroPlan Orlando Unified Planning Work Program  
Fiscal Years 2014/2015 & 2015/2016

**Milestone/End Product/Target Date**

- Special studies requested on an as-needed basis and authorized by MetroPlan Orlando Executive Director
- The Regional Northeast Corridor Study - This project will identify land uses along and adjacent to the corridor, a range of multimodal solutions to address transportation needs and advance the long term vision for the study corridor. The intent of the study is to provide decision-makers in the corridor with helpful information that would lead to the next step. Possibilities for next steps include FDOT exercising their option to purchase the right-of-way, beginning a more detailed analysis of transportation options and eventually leading to federal environmental approval, and possibly recommending potential land use changes in the corridor.
- The SR50 HIA study includes a final report that includes the HIA's purpose, findings, and recommendations. The final report will offer stakeholders and decision-makers the opportunity to review evidence, methods, findings, conclusions, and recommendations on the recommended SR50 BRT service. After the release of the report, MetroPlan Orlando will track the impacts of the HIA on the decision-making process, the implection of the project, and the impacts of the project on the health indicators described in the HIA.

Task 500 Target: June 2015 & June 2016

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**Responsible Agency/Staff**

MetroPlan Orlando  
Deputy Executive Director  
Manager of Long-Range Planning  
Transportation Planner  
Smart Growth Planner

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MetroPlan Orlando Unified Planning Work Program  
Fiscal Years 2014/2015 & 2015/2016

**Task 500 - Special Project Planning**

<b>Funding Sources FY 2014-2015</b>	<b>MetroPlan</b>	<b>Pass Thru/ Consultant</b>	<b>FDOT</b>	<b>Total</b>
Local Assessment	\$ 36,199			\$ 36,199
FHWA - PL		\$ 25,009		\$ 25,009
FTA 5305(d)				
X023 - Federal		\$ 76,822		\$ 76,822
X023 - State Match		\$ 9,603		\$ 9,603
X023 - Local Match		\$ 9,603		\$ 9,603
<b>Total</b>	<b>\$ 36,199</b>	<b>\$ 121,037</b>	<b>\$ -</b>	<b>\$ 157,236</b>

<b>Funding Sources FY 2015-2016*</b>	<b>MetroPlan</b>	<b>Pass Thru/ Consultant</b>	<b>FDOT</b>	<b>Total</b>
Local Assessment	\$ 37,257			\$ 37,257
FHWA - PL		\$ 53,000		\$ 53,000
FTA 5305(d)				
X024 - Federal				\$ -
X024 - State Match				\$ -
X024 - Local Match				\$ -
<b>Total</b>	<b>\$ 37,257</b>	<b>\$ 53,000</b>	<b>\$ -</b>	<b>\$ 90,257</b>

\* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

**TAB 4**





**2015 MetroPlan Orlando  
Board Committee Appointments**

**Executive Committee**

Mayor Jim Swan (C)  
Commissioner Scott Boyd (VC)  
Commissioner Bob Dallari (S/T & IPC)  
Mayor Teresa Jacobs  
Mayor Buddy Dyer  
Mayor Pat Bates  
Mayor Jeff Triplett  
Commissioner Cheryl Grieb

**Personnel Committee**

Mayor Jim Swan (C)  
Commissioner Scott Boyd (VC)  
Commissioner Bob Dallari (IPC)  
Commissioner Jennifer Thompson

**Finance Committee**

Mayor Jim Swan (C)  
Commissioner Scott Boyd (VC)  
Commissioner Bob Dallari (S/T)  
Commissioner Bryan Nelson  
Commissioner Frank Hawkins, Jr.  
Mayor Pat Bates

**Regional Leadership Council**

Mayor Jim Swan (C)  
Commissioner Scott Boyd (VC)

Other Appointments:

**Central Florida MPO Alliance**

**Designated Member**

Commissioner John Horan  
Commissioner Scott Boyd  
Commissioner Cheryl Grieb

**Alternate Member**

Commissioner Lee Constantine  
Commissioner Jennifer Thompson  
Commissioner Michael Harford

**Transportation Funding Task Force**

Mayor Jim Swan  
Commissioner Samuel B. Ings  
Commissioner Ted Edwards

Commissioner Bob Dallari  
Commissioner Viviana Janer  
Mayor Joe Kilsheimer

**Transportation Disadvantaged Local Coordinating Board**

**Designated Members**

Commissioner Viviana Janer, Chairman  
Commissioner Pete Clarke, Vice-Chairman  
Commissioner Lee Constantine

*C- Chairman; VC- Vice-Chairman; S/T- Secretary/Treasurer; IPC- Immediate Past Chairman*



**TAB 5**





## ORLANDO URBANIZED AREA TRANSPORTATION STUDY 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.

### *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 Long Range Transportation Plan (LRTP) and the coordination of TSMO with the regional ITS architecture.

- B. Be responsible for the development and 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 LRTP, 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, 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)

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

2. 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) Osceola Expressway Authority
- (d) Reedy Creek Improvement District
- (e) Greater Orlando Aviation Authority

- (f) Kissimmee Gateway Airport
- (g) Orlando Sanford Airport
- (h) MetroPlan Orlando appointee

3. 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

Each representative is expected to demonstrate his or her interest in the TSMO Committee's activities through attendance of the regularly scheduled meetings except for reasons of an unavoidable nature. If a representative and designated alternate have three (3) consecutive absences from the meetings or have missed a majority of meetings during the year, the agency or government will be notified.

*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. Chairman

2. Vice-Chairman

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 upon adjournment of the Annual Meeting.

D. Neither the position of chairman or vice-chairman shall be given individual votes. In order for either the chairman or vice-chairman 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 Chairman, the Vice-Chairman shall assume the duties and responsibilities of the Chairman. Should both Chairman and Vice-Chairman be absent, the TSMO Committee shall elect a temporary chairman to chair the meeting.

F. The Chairman and Vice-Chairman shall represent the TSMO on the Regional Leadership Council (RLC).

G. The Chairman shall represent the TSMO as a non-voting advisor on the MetroPlan Orlando Board. In the absence of the Chairman, the Vice-Chairman 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 Chairman 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 and the Orlando Urbanized Area Transportation Study consists of six (6) committees, including the Board;
  - 1. MetroPlan Orlando Board
  - 2. Bicycle/Pedestrian Advisory Committee
  - 3. Citizens' Advisory Committee
  - 4. Municipal Advisory Committee
  - 5. Technical Advisory Committee
  - 6. 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 Chairman 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 Long Range 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 Chairman 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 chairman who will report the subcommittee's findings to the TSMO Committee. In the absence of a chairman, a temporary chairman 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.

Established: January 23, 2015  
Rev.





## BYLAWS

### Municipal Advisory Committee

#### Introduction

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

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

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

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

*\* Declined participation as of last update to these bylaws.*

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

## **Committee Procedures**

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

1. The committee generally meets once a month with minutes of each meeting being recorded. A monthly meeting may be canceled by the Chairman, however two consecutive meetings may not be cancelled and business to have been conducted at the cancelled meeting shall be considered at the next successive monthly meeting.
2. All committee meetings are open to the public, but only committee members may vote or make motions.
3. A quorum will be deemed constituted by one-third of the participating municipalities being represented at meetings.
4. Votes taken at committee meetings require a majority of those members present for passage.
5. Should a quorum not be present, business requiring action of the Committee will be tabled until the next meeting where a quorum is present. Other items such as

presentations and items presented for information only may be presented without a quorum.

6. The committee maintains a broad perspective in addressing all modes of transportation in the various plans and programs in order to develop a balanced multi-modal transportation system plan that meets the needs of the area and is properly related to the goals and objectives of local comprehensive plans.
7. All reports, studies, plans and programs must be adopted by the MetroPlan Orlando Board before they are considered official transportation documents for the Orlando Urbanized Area.

### ***Section 1. Authority, Creation***

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

### ***Section 2. Definition***

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

### ***Section 3. Purpose***

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

It shall be the function of the Committee to:

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

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

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

##### **A. Committee Membership**

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

Transportation, Central Florida Regional Transportation Authority (LYNX), and the Florida Turnpike Enterprise may also serve as non-voting advisors to the Committee.

4. Committee meetings shall be properly noticed in accordance with applicable Florida Government in the Sunshine laws. At the discretion of the Chairperson of the Committee, committee meetings may be held at various locations throughout the region to encourage public involvement.

**B. Appointments, Terms of Office**

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

**C. Vacancies in Membership**

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

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

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



- B. Each member so elected shall serve a one (1) year term. An officer, or slate of officers, may be re-elected to serve an additional term, or until a successor is elected. Following which, said member(s) shall not be eligible again until two (2) consecutive years have elapsed.
- C. The Chairperson shall preside at all meetings of the Municipal Advisory Committee and perform all duties as may be prescribed by the Municipal Advisory Committee.
- D. The Chairperson shall represent the Municipal Advisory Committee as a voting member on the MetroPlan Orlando Board. The Chairperson's vote should reflect the position taken by the Committee on action items coming before the MetroPlan Orlando Board.
- E. The Vice-Chairperson shall assume the duties and responsibilities of the Chairperson in his or her absence and shall serve as the alternate to the Chairperson on the MetroPlan Orlando Board with all voting rights and privileges when serving in the absence of the Chairperson. Should both Chairperson and Vice-Chairperson be absent, the Second Vice-Chairperson shall assume the duties and responsibilities and may be asked to attend MetroPlan Orlando Board meetings in the absence of the Chairperson.
- F. A representative may attend a meeting in the absence of an officer, however that representative shall not perform the duties of the officer such as preside over a meeting.
- G. An officer who is absent from three (3) consecutive meetings in a calendar year may be subject to removal from office. Additionally, an officer who appoints a representative to attend in his or her absence for three (3) consecutive meetings in a calendar year may be asked to appoint a designated member consistent with Section 4.A.2.
- H. Annually, in the month of May, the Chairperson shall appoint a Nominating Committee whose responsibility is to recommend a slate of officers for election at the June meeting. Nominations may also be accepted from the floor.

- I. Newly elected officers shall be declared installed following their election, and shall assume the duties of office at the first regularly scheduled meeting following July 1st.

## ***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. Committee members or their appointees must be present to cast a vote. Actions taken by the Committee will require a majority of the votes of those members who are present. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof. The minutes of the Committee's proceedings and official actions shall be public record.
- C. Voting shall be by voice, but a member may have an individual vote recorded in the minutes if said member so desires. A roll call vote shall be held upon request. The most current edition of "Robert's Rules of Order" shall govern all questions or procedures unless superseded by law.

## ***Section 7. General Policy***

- A. MetroPlan Orlando and the Orlando Urbanized Area Transportation Study consists of six (6) committees, including the Board;
  1. MetroPlan Orlando Board
  2. Bicycle/Pedestrian Advisory Committee
  3. Citizens' Advisory Committee
  4. Municipal Advisory Committee
  5. Technical Advisory Committee
  6. 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. The Committee shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs, so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area-wide needs and properly related to area-wide comprehensive plan goals and objectives.

### **Section 8. Subcommittees**

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

### **Section 9. Bylaws Review and Amendment**

- A. A subcommittee shall review these Bylaws at least every other year on odd numbered years or as may be deemed necessary. These Bylaws can be amended at any regular meeting of the MAC by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the MAC members with the proper notification of the meeting.

*Established: September 6, 2001*

*Reviewed: 11/1//06; 05/17/06; 05/27/08; 06/04/09; 05/24/13; 01/08/2015*

*Updated: 03/25/02; 06/24/04; 05/05/05, 06/05/08; 08/06/09; 06/06/13; 01/08/2015*

**TAB 6**



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**INTERGOVERNMENTAL COORDINATION AND REVIEW  
AND  
PUBLIC TRANSPORTATION COORDINATION  
JOINT PARTICIPATION AGREEMENT**

THIS JOINT PARTICIPATION AGREEMENT is made and entered into this \_\_\_\_day of \_\_\_\_, 2014 by and between the FLORIDA DEPARTMENT OF TRANSPORTATION (hereinafter “Department”); the ORLANDO URBAN AREA METROPOLITAN PLANNING ORGANIZATION, d/b/a METROPLAN ORLANDO (hereinafter the “MPO” or the “Metropolitan Planning Organization”); the EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL(hereinafter the “Regional Planning Council”); the CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX (hereinafter the “Transit Authority”); the GREATER ORLANDO AVIATION AUTHORITY and the SANFORD AIRPORT AUTHORITY (hereinafter the “Aviation Authorities”); and the CENTRAL FLORIDA EXPRESSWAY AUTHORITY and the OSCEOLA COUNTY EXPRESSWAY AUTHORITY (hereinafter the “Expressway Authorities”)

**RECITALS**

WHEREAS, the Federal Government, under the authority of Title 23 United States Code Section 134 and Title 49 United States Code (USC) Section 5303 and any subsequent applicable amendments, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated urbanized areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, Title 23 USC §134, Title 49 USC §5303, and Section 339.175, Florida Statutes (F.S.), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, Title 23 Code of Federal Regulations (CFR) §450.314 requires that the State, the Metropolitan Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including multimodal, systems-level corridor and subarea planning studies pursuant to Title 23 CFR §§450.212 and 450.318) and programming;

WHEREAS, pursuant to Section 20.23, F.S., the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, as outlined in Section 334.044, F.S.;

WHEREAS, pursuant to 23 USC §134(d), 49 USC §5303, 23 CFR §450.310, and Section 339.175(2), (3), and (4) F.S., the Orlando Urban Area Metropolitan Planning Organization, d/b/a METROPLAN ORLANDO, herein after referred to as the Metropolitan Planning Organization or MPO, has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Planning Organization;

WHEREAS, pursuant to an Interlocal Agreement executed on June 7, 2000, and filed with the Clerk of the Circuit Court of Orange, Osceola, and Seminole Counties the Orlando Urban Area Metropolitan Planning Organization, d/b/a METROPLAN ORLANDO was established;

WHEREAS, pursuant to Chapter 75-464 , Laws of Florida, the Greater Orlando Aviation Authority was created and established;

WHEREAS, pursuant to Chapter 71-924, Laws of Florida, the Sanford Airport Authority was created and established;

WHEREAS, pursuant to Chapter 348, Part III, F.S., the Central Florida Expressway Authority was created and established;

WHEREAS, pursuant to Chapter 348, Part V, F.S., the Osceola County Expressway Authority was created and established;

WHEREAS, pursuant to Chapter 343, Part III, F.S., the Central Florida Regional Transportation Authority was created and established;

WHEREAS, pursuant to Section 339.175(10)(a)(2), F.S., the MPO shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Metropolitan Planning Area;

WHEREAS, the agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, pursuant to Section 186.504, F.S., Florida Administrative Code (FAC) Rule 29F-1, the East Central Florida Regional Planning Council, herein after referred to as the Regional Planning Council or the RPC, was established and operates with a primary purpose of intergovernmental coordination and review;

WHEREAS, pursuant to Section 186.505(24), F.S., the RPC is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S.;

WHEREAS, the RPC, pursuant to Section 186.507, F.S., is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the RPC statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the RPC is appropriately situated to assist in the intergovernmental coordination of the transportation planning process;

WHEREAS, pursuant to Section 186.509, F.S., and Rule 29F-3, FAC, the RPC has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the parties hereto have determined that the voluntary dispute resolution process can be useful in resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to Title 23 CFR §450.314 and Section 339.175(10)(a)(3), F.S., the MPO must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR §450.212 and §450.318) and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, it is in the public interest that the MPO, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Metropolitan Planning Area;

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with Title 23 CFR §450.314 and Section 339.175(10), F.S.; and

WHEREAS, the parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a cooperative, and comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation and other facilities will be located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

## **ARTICLE 1**

### **RECITALS; DEFINITIONS**

Section 1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Agreement means and refers to this instrument, as may be amended from time to time.

Corridor or Subarea Study shall mean and refer to studies involving major investment decisions or as otherwise identified in Title 23 CFR §§450.212 and 450.318.

Department shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, F.S.

FHWA means and refers to the Federal Highway Administration.

Long Range Transportation Plan is the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and, in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by Title 23 USC §134(i), Title 49 USC §5303, Title 23 CFR §450.322, and Section 339.175(7), F.S.

Metropolitan Planning Area means and refers to the planning area as determined by agreement between the MPO and the Governor for the urbanized areas designated by the United States Bureau of the Census as described in 23 USC §134(b)(1), 49 USC §5303, and Section 339.175(2)(c) and (d), F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the MPO'S planning authority.

Metropolitan Planning Organization (MPO) means and refers to the Metropolitan Planning Organization formed pursuant to Interlocal Agreement dated June 7, 2000 as described in Title 23 USC §134(b)(2), Title 49 USC §5303, and Section 339.175(1), F.S.

Regional Planning Council means and refers to the East Central Florida Regional Planning Council created pursuant to Section 186.504, F.S., and identified in Rule 29F-1, FAC.

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by a metropolitan planning organization consistent with the Long Range Transportation Plan, developed pursuant to Titles 23 USC §134(j), 49 USC §5303, 23 CFR §450.324 and Section 339.175(8), F.S.

Unified Planning Work Program (UPWP) is a biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, as required by Title 23 CFR §450.308, and Section 339.175(9), F.S.

## **ARTICLE 2**

### **PURPOSE**

Section 2.01. Coordination with public transportation system operators. This Agreement is to provide for cooperation between the MPO, the Department, the Transit Authority, the Aviation Authorities, and the Expressway Authorities in the development and preparation of the UPWP, the TIP, the LRTP, and any applicable Corridor or Subarea Studies.

Section 2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the RPC for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, F.S., and reviewed by the Division of Community Development within the Florida Department of Economic Opportunity.



Section 2.03. Dispute resolution. This Agreement also provides a process for conflict and dispute resolution through the RPC.

**ARTICLE 3**  
**COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING**  
**WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS**

Section 3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

- (a) The MPO shall cooperate with the Transit Authority, the Aviation Authorities, and the Expressway Authorities to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Metropolitan Area.
- (b) The MPO shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Metropolitan Planning Area.
- (c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the MPO may include, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting or non-voting advisor status. In the Metropolitan Planning Area if authorities or agencies are created by law to perform transportation functions and that are not under the jurisdiction of a general purpose local government represented on the MPO, the MPO may request the Governor to designate said authority or agency as a voting member of the MPO in accordance with the requirements of Section 339.175, F.S. If the new member would significantly alter local government representation in the MPO, the MPO shall propose a revised apportionment plan to the Governor to ensure voting membership on the MPO to be an elected official representing public transit authorities which have been, or may be, created by law.
- (d) The MPO shall ensure that representatives of transit authorities, rail authorities, and airports within the Metropolitan Planning Area are provided membership on the MPO Technical Advisory Committee.

Section 3.02. Preparation of transportation related plans.

- (a) Although the adoption or approval of the UPWP, the TIP, and the LRTP is the responsibility of the MPO, development of such plans or programs shall be viewed as a cooperative effort involving the Department, the Transit Authority, the Aviation Authorities, and the Expressway Authorities. In developing its plans and programs, the MPO shall solicit the comments and recommendations of the parties to this Agreement in the preparation of such plans and programs.

- (b) When preparing the UPWP, the TIP, or the LRTP, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall provide notice to the Department, the Transit Authority, the Aviation Authorities, and the Expressway Authorities advising them of the scope of the work to be undertaken and inviting comment and participation in the development process. The MPO shall ensure that the chief operating officials of the Department, the Transit Authority, the Aviation Authorities, and the Expressway Authorities shall receive at least 15 days written notice of all public workshops and hearings, or specified number of days per MPO bylaws, relating to the development of such plans and programs.
- (c) Local government comprehensive plans.
  - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO, the Transit Authority, the Aviation Authorities, and the Expressway Authorities shall analyze for each local government in the Metropolitan Planning Area:
    - (i) each comprehensive plan's future land use element;
    - (ii) the goals, objectives, and policies of each comprehensive plan; and
    - (iii) the zoning, of each local government in the Metropolitan Planning Area.
  - (2) Based upon the foregoing review and a consideration of other growth management factors, the MPO, the Transit Authority, the Aviation Authorities, and the Expressway Authorities, shall provide written recommendations to local governments in the Metropolitan Planning Area in the development, amendment, and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the RPC.
  - (3) The MPO agrees that, to the maximum extent feasible, the LRTP and the projects and project-phases within the TIP shall be consistent with the future land use element and goals, objectives, and policies of each comprehensive plan of the local governments in the Metropolitan Planning Area. If the MPO's TIP is inconsistent with a local government's comprehensive plan, the MPO shall so indicate, and the MPO shall present, as part of the TIP, justification for including the project in the program.
- (d) Multi-modal transportation agency plans.
  - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall analyze the master plans of the Transit Authority, the Aviation Authorities, and the Expressway Authorities. Based upon the foregoing review and a consideration of other transportation-related factors, the MPO, shall from time to time and as appropriate, provide recommendations to the parties to this Agreement as well as local governments within the Metropolitan Planning Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.
  - (2) In developing or revising their respective master, development, or comprehensive plans, the parties to this Agreement shall analyze the draft or approved Unified Planning Work Program,

Transportation Improvement Program, Long Range Transportation Plan, or Corridor or Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation-related factors, the parties to this Agreement shall from time to time and as appropriate, provide written recommendations to the MPO with regard to development, amendment, and implementation of the plans, programs, and studies.

- (3) The MPO agrees that, to the maximum extent feasible, the Transportation Improvement Program shall be consistent with the affected master plans and development plans of the parties to this Agreement.

#### **ARTICLE 4**

##### **INTERGOVERNMENTAL COORDINATION AND REVIEW**

Section 4.01. Coordination with Regional Planning Council. The RPC shall perform the following tasks:

- (a) Within 30 days of receipt, the RPC shall review the draft TIP, LRTP, Corridor and Subarea studies, or amendments thereto, as requested by the MPO, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S., for counties and cities within the Metropolitan Planning Area and the adopted Strategic Regional Policy Plan.
  - (1) The parties recognize that, pursuant to Florida law, the LRTP and the TIP of the MPO must be considered by cities and counties within the Metropolitan Planning Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the LRTP and the projects and project phases within the TIP are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Planning Area. Upon completion of its review of a draft TIP or LRTP, the RPC shall advise the MPO and each county or city of its findings;
  - (2) The RPC shall advise the MPO in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the RPC review identifies inconsistencies between the draft TIP or LRTP and local comprehensive plans; and
  - (3) Upon final adoption of the proposed Transportation Improvement Program, Long Range Transportation Plan, Corridor and Subarea studies, or amendments thereto, the MPO may request that the RPC consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted Transportation Improvement Program, Long Range Transportation Plan, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the RPC, the MPO will identify the change in the final adopted plan intended to resolve the adverse comment, or alternatively, the MPO shall identify the reason for not amending the plan as suggested by the RPC.
- (b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 below.

**ARTICLE 5**  
**CONFLICT AND DISPUTE RESOLUTION PROCESS**

Section 5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of the agencies with conflicts or disputes shall engage in conflict resolution.

Section 5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials:

for the Florida Department of Transportation: by the District Director for Planning and Programs  
for METROPLAN ORLANDO the Metropolitan Planning Organization: by the Executive Director  
for the East Central Florida Regional Planning Council: by the Executive Director  
for the Central Florida Regional Transportation Authority: by the Executive Director  
for the Greater Orlando Aviation Authority: by the Executive Director  
for the Sanford Airport Authority: by the President/Chief Executive Officer  
for the Central Florida Expressway Authority: by the Executive Director  
for the Osceola County Expressway Authority; by the Executive Director

Section 5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the following officials:

for the Florida Department of Transportation: by the District Secretary  
for METROPLAN ORLANDO, the Metropolitan Planning Organization: the Chairman of the Board  
for the East Central Florida Regional Planning Council: by the Chairman of the Board  
for the Central Florida Regional Transportation Authority: by the Chairman of the Board  
for the Greater Orlando Aviation Authority: by the Chairman of the Board  
for the Sanford Airport Authority: by the Chairman of the Board  
for the Central Florida Expressway Authority: by the Chairman of the Board  
for the Osceola County Expressway Authority; by the Chairman of the Board

Section 5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to Sections 5.02, 5.03, and 5.04 of this Agreement, the parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on all parties.

## **ARTICLE 6**

### **MISCELLANEOUS PROVISION**

Section 6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.

Section 6.03. Duration; withdrawal procedure.

- (a) Duration. This Agreement shall have a term of (5) years and shall automatically renew at the end of said (5) years for another (5) term and every (5) years thereafter. At the end of the (5) year term and at least every (5) years thereafter, the parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.
- (b) Withdrawal procedure. Any party may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement and the MPO, at least (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

Section 6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice is required to be given and shall be addressed as follows:

Executive Director  
METROPLAN ORLANDO  
315 E. Robinson Street, Suite 355  
Orlando, FL 32801-1949

Executive Director  
Greater Orlando Aviation Authority  
Orlando International Airport  
One Jeff Fuqua Blvd  
Orlando, FL 32827-4392

Executive Director  
East Central Florida Regional Planning Council  
309 Cranes Roost Blvd., Suite 2000  
Altamonte Springs, FL 32701

President/CEO  
Sanford Airport Authority  
1200 Red Cleveland Blvd  
Sanford, FL 32773-6844

Executive Director  
Central Florida Regional Transportation Authority  
455 North Garland Avenue  
Orlando, FL 32801

Secretary, District Five  
Florida Department of Transportation  
719 S. Woodland Blvd  
Deland, FL 32720

Chairperson  
Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807

Chairperson  
Osceola County Expressway Authority  
1 Courthouse Square, Suite 1100  
Kissimmee, FL 34741

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 6.05. Interpretation.

- (a) Drafters of Agreement. All parties hereto were each represented by, or afforded the opportunity choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
  - (1) The singular of any word or term includes the plural;
  - (2) The masculine gender includes the feminine gender; and
  - (3) The word “shall” is mandatory, and “may” is permissive.

Section 6.06. Attorney’s Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney’s fees in connection with such proceeding.

Section 6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 6.08. Effective date. This Agreement shall become effective upon its recording by all parties hereto.

Section 6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters as required.

Section 6.10. Parties not obligated to third parties. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third party beneficiaries to this Agreement.

Section 6.11. Rights and Remedies not waived. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

Section 6.12 Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the parties shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the MPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

IN WITNESS WHEREOF, the undersigned parties have executed this Joint Participation Agreement on behalf of the referenced legal entities.

Signed, Sealed, and Delivered in the presence of:

METROPLAN ORLANDO

EAST CENTRAL FLORIDA REGIONAL  
PLANNING COUNCIL

BY: \_\_\_\_\_  
Chairman

BY: \_\_\_\_\_  
Chairman

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

THE CENTRAL FLORIDA REGIONAL  
TRANSPORTATION AUTHORITY

THE GREATER ORLANDO AVIATION  
AUTHORITY

BY: \_\_\_\_\_  
Chairman

BY: \_\_\_\_\_  
Chairman

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

THE SANFORD AIRPORT AUTHORITY

BY: \_\_\_\_\_  
Chairman

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

THE OSCEOLA COUNTY EXPRESSWAY  
AUTHORITY

BY: \_\_\_\_\_  
Chairman

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

THE CENTRAL FLORIDA  
EXPRESSWAY AUTHORITY

BY: \_\_\_\_\_  
Chairman

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

FLORIDA DEPARTMENT OF TRANSPORTATION

BY: \_\_\_\_\_  
District Five Secretary

ATTEST: \_\_\_\_\_  
DATE: \_\_\_\_\_

APPROVED AS TO FORM, LEGALITY  
DEPARTMENT OF TRANSPORTATION

BY: \_\_\_\_\_  
ATTORNEY  
DATE: \_\_\_\_\_  
TITLE: \_\_\_\_\_

*[Every participant identified in this Agreement shall sign and date this Agreement with the appropriate witnesses]*



**TAB 7**





**metroplan orlando**  
A REGIONAL TRANSPORTATION PARTNERSHIP

**RESOLUTION NO. 15-01**

**SUBJECT:**

**APPROVAL OF AMENDMENT TO THE FY 2014/15-2018/19  
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 FY 2014/15-2018/2019 Transportation Improvement Program (TIP) was approved by the MetroPlan Orlando Board on July 9, 2014 through the approval of Board Resolution No. 14-14; and

**WHEREAS**, the Central Florida Expressway Authority (CFX) is requesting to amend the adopted FY 2014/15-2018/19 TIP in accordance with the MetroPlan Orlando Internal Operating Procedures; and

**WHEREAS**, the MetroPlan Orlando Board will not be meeting in January, and this TIP amendment resolution must be signed by the MetroPlan Orlando Board Chairman prior to the February 11, 2015 Board meeting in order for CFX to meet the Federal Highway Administration's requirements to be eligible to receive a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Wekiva Parkway projects listed below; and

**WHEREAS**, in the case where a TIP amendment must be approved prior to the next MetroPlan Orlando Board meeting in order for the amended project to receive funding, the MetroPlan Orlando Board Chairman is authorized to approve the amendment and sign the corresponding resolution on behalf of the Board without having to call an emergency meeting of the Board; and

**WHEREAS**, the requested amendments are described as follows:

***Orange County***

- Wekiva Parkway Section 1A from US 441 Interchange to north of Ponkan Road - Funding consists of \$21,633,000 in TIFIA funds for right-of-way in FY 2014/15;
- Wekiva Parkway Section 1B from north of Ponkan Road to north of Kelly Park Road - Funding consists of \$21,182,000 in TIFIA funds for right-of-way in FY 2014/15;

- Wekiva Parkway Section 2B from north of Kelly Park Road to east of CR 437 - Funding consists of \$29,902,000 in TIFIA funds for right-of-way in FY 2014/15, \$14,951,000 in TIFIA funds for right-of-way in FY 2015/16, and \$15,499,000 in TIFIA funds for construction in FY 2016/17;
- Wekiva Parkway Section 2A from east of CR 437 to east of Mt. Plymouth Road - Funding consists of \$2,706,000 in TIFIA funds for right-of-way in FY 2014/15 and FY 2015/16, \$29,604,000 in TIFIA funds for construction in FY 2016/17, and \$2,704,000 in TIFIA funds for construction in FY 2017/18;
- Wekiva Parkway Section 2C from Lake/Orange County line to SR 46 east of Round Lake Road - Funding consists of \$3,150,000 in TIFIA funds for right-of-way in FY 2014/15 and FY 2015/16 and \$46,508,000 in TIFIA funds for construction in FY 2016/17; and

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

WHEREAS, the requested amendments described above do not affect the Wekiva Parkway financing plan that was endorsed by the MetroPlan Orlando Board on January 17, 2012.

NOW, THEREFORE, BE IT RESOLVED that the amendments to the FY 2014/15-2018/19 TIP requested by CFX are approved by the MetroPlan Orlando Board Chairman, acting on behalf of the MetroPlan Orlando Board, on January 7, 2015 as reflected on the exhibit that accompanies this Resolution; and

BE IT FURTHER RESOLVED that the aforementioned amendments shall be ratified by the full MetroPlan Orlando Board on February 11, 2015.

Signed on this 7<sup>th</sup> day of January, 2015.



Honorable Jim Swan, Chairman

Attest:



Lena E. Tolliver, Sr. Board Services Coordinator  
and Recording Secretary

Ratification

**BE IT FURTHER RESOLVED** that the aforementioned amendments are hereby duly ratified by the MetroPlan Orlando Board on this 11<sup>th</sup> day of February, 2015.

---

Honorable Jim Swan, Chairman

Attest:

---

Lena E. Tolliver, Sr. Board Services Coordinator  
and Recording Secretary

MetroPlan Orlando  
Transportation Improvement Program  
Locally Funded Highway Projects  
Central Florida Expressway Authority

Project Number	Project Name or Designation	Project Description			2014/15-2018/19 Project Status and Cost (\$000's)	Historic Cost Prior to 2014/15 (\$000's)	2040 LRTP Reference	Work Description	Length (Miles)	From	To	2014/15-2018/19 Project Status and Cost (\$000's)							Estimated Future Cost After 2018/19 (\$000's)	Total Project Cost (\$000's)	Responsible Agency
												2014/15	2015/16	2016/17	2017/18	2018/19	Funding Sources	Project Phases			
99074 SIS Project	SR 417				SR 552/Curry Ford Rd.	Lake Underhill Rd.	1.60	Widen to 6 Lanes				7,076	7,076	0	0	0	CF Total	CST	0	14,129	CFX
99092 SIS Project	SR 417				Econlockhatchee Tr.	Orange/Seminole Co. Line	2.30	Widen to 6 Lanes				0	0	0	0	1,708	CF Total	PE	TBD	TBD	CFX
99093 SIS Project	SR 408				Good Homes Rd.	E of Hiwassee Rd.		Widen to 8 Lanes				775	4,611	11,788	0	0	CF Total	PE/CST	0	17,174	CFX
99094 SIS Project	SR 408				SR 417	Alafaya Tr.	3.00	Widen to 8 Lanes				1,064	1,064	0	11	14,667	CF Total	PE/Partial	TBD	TBD	CFX
99095 SIS Project	SR 528				Narcoossee Rd.	SR 417	1.90	Widen to 8 Lanes				0	0	0	0	1,008	CF Total	PE	TBD	TBD	CFX
99096 SIS Project	SR 528				at SR 436			Bridge Deck Replacement				358	5,044	0	0	0	CF Total	PE/CST	0	5,402	CFX
99097 SIS Project	SR 528				at Econlockhatchee River			Bridge Repair				490	1,147	0	0	0	CF Total	PE/CST	0	1,637	CFX
99098 SIS Project	SR 408				SR 436	Chickasaw Tr.	2.00	Landscaping				156	115	0	0	0	CF Total	Maintenance	0	271	CFX
99099 SIS Project	SR 417				at SR 528			Ramp Improvements				922	1,680	0	0	0	CF Total	PE/CST	0	2,602	CFX
99100 SIS Project	SR 429				at CR 535			Add Deceleration Lane				1,265	0	0	0	0	CF Total	PE/CST	0	1,265	CFX
99101 SIS Project	SR 528 ROW Corridor							Right of Way				12,000	0	0	0	0	CF Total	ROW	0	12,000	CFX
99102 SIS Project	SR 451				at US 441			Landscaping				40	22	0	0	0	CF Total	Maintenance	0	16,000	CFX
99103 SIS Project	SR 429				at SR 414			Landscaping				429	20	10	0	0	CF Total	PE/Installation/Maintenance	0	459	CFX
99022	John Land Apopka Expv.				N of US 441	Boy Scout Rd.	3.03	Landscaping				1,307	21	21	21	0	CF Total	PE/Installation/Maintenance	0	1,370	CFX
99104 SIS Project	SR 408 Eastern Extension				Challenger Pkwy.	SR 520	7.30	New 4-Lane Expressway				340	1,335	330	1,500	0	CF Total	PORE/Line 6 Grade	0	3,505	CFX
99105 SIS Project	Wekiva Pkwy. - Section 1A				US 441 Interchange	N of Ponkan Rd.	2.30	New 4-Lane Expressway Amendment 1/7/15				2,110	5,528	1,515	0	0	CF Total	PE	0	97,483	CFX
												14,319	40,876	11,502	0	0	CF Total	CF ROW	0		
												21,633	0	0	0	0	CF Total		0		
												38,062	46,404	13,017	0	0	CF Total		0		



Note: For the Wekiva Pkwy. project amendments on Sections 1A, 1B, 2B, 2A and 2C, the funding plan shown is based upon the receipt by CFX of TIFIA funding equaling \$193,695,000 in FY 2014/15. The TIFIA funding will be distributed to CFX as of July 1, 2018 and TIFIA funding payback from CFX will occur from FY 2018/19 through FY 2048/49.

**TAB 8**





RESOLUTION NO. 15-02

SUBJECT:

APPROVAL OF AMENDMENT TO THE FY 2014/15-2018/19  
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 2014/15-2018/19 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

*Regional*

- FM #4372801 - LYNX Central Florida Regional Transportation Bus Facility Capital Grant - Funding consists of \$9,390,860 in FTA funds and \$2,349,715 in LF funds in FY 2014/15;
- FM #4372281 - Regional Complete Streets Study Program - Funding consists of \$200,000 in SU funds for planning in FY 2014/15;

*Seminole County*

- FM #4355201 - Seminole County Fiber Expansion Project - Funding consists of \$1,302,000 in SU funds for construction in FY 2014/15;

WHEREAS, the requested amendment described above is 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 amendment to the FY 2014/15-2018/19 Transportation Improvement Program be approved as requested.



Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 11th day of February, 2015.

Certificate

The undersigned duly qualified serving 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 Jim Swan, Chairman

Attest:

---

Lena E. Tolliver, Sr. Board Services Coordinator  
and Recording Secretary



## *Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

719 South Woodland Boulevard  
DeLand, Florida 32720

**JIM BOXOLD**  
SECRETARY

January 7<sup>th</sup>, 2015

Mr. Gary Huttman  
Deputy Executive Director  
MetroPlan Orlando  
315 East Robinson Street, Suite 355  
Orlando, FL 32801

Dear Mr. Huttman:

**Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES**

The Florida Department of Transportation requests the following changes be made to the MetroPlan Orlando Adopted 2014/15 – 2018/19 Transportation Improvement Program in coordination with the corresponding changes to the Department's Work Program:

**Regional**

**Project:**

FM 437280-1 – Lynx Central Florida Regional Transportation Bus Facility

**Current TIP Status:**

The Project is in the FY 2014/15-2018/19 TIP

**Proposed Amendment:**

Adding Phase 94 (Capital Grant) - \$9,390,860 in FTA Funds in FY 2014/15

Adding Phase 94 (Capital Grant) - \$2,349,715 in LF Funds in FY 2014/15

**Explanation:**

Purchase of 10 buses and construction of Pine Hill Super Stop

**Project:**

FM 437228-1 –Regional Complete Streets Study Program

**Current TIP Status:**

The Project is in the FY 2014/15-2018/19 TIP

**Proposed Amendment:**

Adding Phase 18 (Local Agency Study) - \$200,000 in SU Funds in FY 2014/15.

**Explanation:**

Through a JPA with MetroPlan Planning Organization, these funds will allow to continue implementing the regional complete streets policy

**Seminole County****Project:**

FM 435520-1 – Seminole County Fiber Expansion Project

**Current TIP Status:**

The Project is in the FY 2014/15-2018/19 TIP

**Proposed Amendment:**

Deleting Phase 58 (Construction) - \$1,170,000 in SU Funds in FY 2014/15

Deleting Phase 61 (Construction Support In House) - \$2,000 in SU Funds for FY 2014/15

Deleting Phase 68 (Construction Other Agency) - \$130,000 in SU Funds for FY 2014/15

**Explanation:**

Executed movement of SU funds to project 415030-3 and replaced 435520-1 with Local Funds

If you have any questions please contact me at 386-943-5544.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duane Compo", with a long, sweeping underline.

Duane Compo  
MPO Liaison



January 28, 2015

TO: MetroPlan Orlando Board and Committee Members

FROM: Alex Trauger, Manager of Long Range Planning

SUBJECT: Regional Complete Streets Program: Corridors in Context

The goal of the MetroPlan Orlando Complete Streets Program Development Study is to understand the most viable opportunities for implementing Complete Street projects within the region to align MetroPlan Orlando's program with potential federal and state transportation dollars targeted for Complete Streets. Specifically, the MetroPlan Orlando Complete Streets study aims to achieve the following outcomes:

- Increase MetroPlan member municipalities' understanding of the benefits and opportunities of Complete Streets;
- Increase the number of short and long-term projects in MetroPlan priority lists that leverage potential state funding sources on Complete Streets; and
- Ensure state, regional, and local roadways are constructed, reconstructed and retrofitted to accommodate FDOT's Complete Streets policy and evolving standards

This study is timely and needed in the Central Florida region for the following reasons.

***First, the MetroPlan Complete Streets study builds on Florida Department of Transportation's (FDOT) recent adoption of a statewide Complete Streets Policy*** that calls for the department to "plan, design, construct, reconstruct and operate a context-sensitive system of Complete Streets." FDOT's policy specifically calls for coordination with "local governments, Metropolitan Planning Organizations, transportation agencies and the public" since Complete Streets "require transportation system design that considers local land development patterns and built form."

FDOT's adoption of the Complete Streets policy will continue to trigger changes in standards, guidelines, and procedures. As FDOT starts to do this by revising its internal manuals and related documents governing the planning, design, construction and operation of transportation facilities, the MetroPlan region will be well-positioned to offer projects that are consistent with these revised guidelines. Through this Complete Streets study, MetroPlan Orlando can proactively develop an organized approach that defines and evaluates criteria for potential Complete Streets candidate projects.

*Second, the MetroPlan Complete Streets Study supports the goals and vision of its member municipalities.* The study directly supports the overarching goals of BluePrint 2040 on safety, balanced multimodal system, quality of life, and economic vitality, among other goals. Member municipalities, including Orange County, adopted plans and standards related to Complete Streets. The MetroPlan study can further strengthen these local initiatives, coordinate these with regional priorities, and organize and coordinate the most viable and needed local projects for potential federal and state funding.

Orange County has shown particular leadership in the movement toward a balanced transportation system. The county's Multimodal Corridor Plan prioritizes all areas of Orange County to have the safest and best transportation system possible for automobiles, cyclists, pedestrians, and transit users. The plan also recognizes the transformative role that SunRail can play in the region's transportation network and economic growth. It reinforces the need to provide a roadway and trail network that supports multimodal connections to SunRail station areas. The Complete Streets Guidelines outlined by Orange County can greatly inform the discussion for the region. The MetroPlan Complete Streets study provides Orange County an opportunity to ensure that partner agencies are equally focused on multimodal networks that must work in concert with the county's system. Orange County will be able to share its knowledge and leadership on this important topic.

The MetroPlan Complete Streets Study also provides an opportunity to coordinate transportation projects with economic development goals around activity centers in the county. These include the University of Central Florida, the International Drive tourist corridor, and Orlando Health. Orange County is also a partner in the economic vitality of the Orlando Downtown venues. These activity nodes thrive on a high level of multimodal mobility and the County has identified the need to focus investments to support these economic engines. The MetroPlan Complete Streets study will allow Orange County the opportunity to direct appropriate transportation investments towards these areas at a regional scale. At the same time, Orange County had documented the need to facilitate freight and regional travel. The MetroPlan Complete Streets study will provide an avenue to develop measures that will help balance regional mobility and local access needs.





RESOLUTION NO. 15-03

SUBJECT:

APPROVAL OF EMERGENCY AMENDMENT TO THE FY 2014/15-  
2018/19 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 2014/15-2018/19 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

**WHEREAS**, FDOT is requesting that this TIP amendment be approved by the MetroPlan Orlando Board on an emergency basis in order to be consistent with the State Transportation Improvement Program (STIP), as required by the Federal Highway Administration (FHWA); and

**WHEREAS**, the requested amendment is described as follows:

*Seminole County*

- FM #4344841 - Upgrade I-4 Eastbound and Westbound Rest Areas - Funding consists of \$4,728,114 in ACNP funds, \$14,882,955 in DRA Funds and \$513,282 in DS funds for construction in FY 2015/16, and \$920,000 in DS funds for construction in FY 2016/17; and

**WHEREAS**, the requested amendment described above is 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 amendment to the FY 2014/15-2018/19 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 11th day of February, 2015.

Certificate

The undersigned duly qualified and acting 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 Jim Swan, Chairman

Attest:

---

Lena E. Tolliver, Sr. Board Services Coordinator  
and Recording Secretary





## *Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

719 South Woodland Boulevard  
DeLand, Florida 32720

**JIM BOXOLD**  
SECRETARY

February 3, 2015

Mr. Gary Huttman  
Deputy Executive Director  
MetroPlan Orlando  
315 East Robinson Street, Suite 355  
Orlando, FL 32801

Dear Mr. Huttman:

### **Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES**

The Florida Department of Transportation requests the following changes be made to the MetroPlan Orlando Adopted 2014/15 – 2018/19 Transportation Improvement Program in coordination with the corresponding changes to the Department's Work Program:

#### **Seminole County**

#### **Project:**

FM 434484 -1 – I-4 Eastbound and Westbound Rest Areas

#### **Current TIP Status:**

The project is in the FY 2014/15-2018/19 TIP

#### **Proposed Amendment:**

Adding Phase 5A (Construction) - \$920,000 in DS Funds in FY 2016/17

Adding Phase 52 (Construction) - \$4,728,114 in ACNP Funds in FY 2015/16

Adding Phase 52 (Construction) - \$13,461,073 in DRA Funds in FY 2015/16

Adding Phase 52 (Construction) - \$513,282 in DS Funds in FY 2015/16

Adding Phase 62 (Construction Support) - \$1,421,882 in DRA Funds in FY 2015/16

#### **Explanation:**

Project scope was modified to upgrade both eastbound and westbound rest areas.

If you have any questions please contact me at 386-943-5544.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duane Compo", with a long, sweeping underline.

Duane Compo  
MPO Liaison

**TAB 9**



# Value Pricing Board Workshop



January 14, 2015

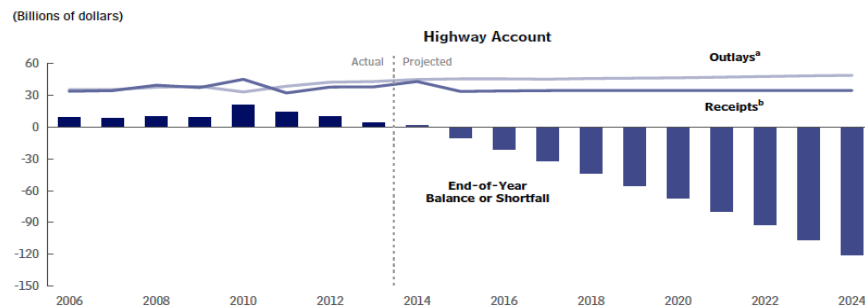


## Introduction

- Review Value Pricing Pilot Study
- Pricing Options
- Public Involvement
- Propose a demonstration



Photo source: FHWA



## Value Pricing in Transportation

**Value pricing** (congestion pricing) uses economic incentives to change driving behavior and reduce congestion.

## Project Team

### Steering Committee Members

Eric Hill, Project Manager  
MetroPlan Orlando

Gustavo Castro –TTC

Commissioner Robert Olszewski – MAC

Ian Sikonia – BPAC

Corey Quinn - M&O

Bill Randolph – CAC

Gene Ferguson; Lorena Valencia – FDOT

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TRANSPORTATION ENGINEERING/PLANNING

**global5**  
COMMUNICATIONS

## Value Pricing Project

Value Pricing  
Study:  
October 2013



Pricing  
Strategies:  
June 2014



Status of  
Project

- |                            |                          |                        |
|----------------------------|--------------------------|------------------------|
| • FHWA Value Pricing       | • 31 Pricing Strategies  | • Public Involvement   |
| • Project Team             | • Criteria; vetting      | • Draft Final Report   |
| • Supply-Side              | • 3 Strategies           | • <b>Demonstration</b> |
| • Survey of Public Opinion | • Modeling               |                        |
|                            | • Mileage Based User Fee |                        |

## Strategies

Strategy	Travel Time	Revenue
Mileage Base User Fee – Fixed	+0.4 %	-0.4 %
Mileage Base User Fee – Variable	-14.2 %	+155.9 %
Parking/Area Pricing	-1.2 %	+16 %
Road Space Management	-4.8 %	+4.9 %

## Guidance

- Equity
- Weight of vehicles
- Consistent with FDOT
- 2015 Legislative Priority

## Focus Groups

- Agreed traffic congestion is a major problem
- More funding was necessary
- Concern about how a mileage fee would be implemented and the technology
- Intrigued about impact of a mileage fee on traffic, costs and effects on their lives



## Orlando Chamber of Commerce/Central Florida Partnership

*“The concept of a mileage fee that is priced to reduce congestion will help businesses manage their fleets and deliveries more effectively and profitably.”*

*Jacob Stuart, President, Central Florida Partnership*



## Demonstration

- Phase 1: Flat Mileage Fee
- *Phase 2: Alternate Mileage Fee (Optional)*

## Objectives

- Test replacement of fuel tax
- Evaluate technology(s)
- User acceptance; value proposition
- Examine issues

## Components

- Participatory (volunteers)
- Flat fee
- Instrumented vehicles (proven technology)
- Multiple jurisdictions



## Tasks

1. Steering Committee
2. Core Function
3. Issues
4. Implementation
5. Evaluation
6. Conclusion/Recommendation



## Budget

Project Task	Cost (000)
Task 1: Steering Committee	\$50
Task 2: Core Function	\$300
Task 3: Issues	\$50
Task 4: Implementation	\$400
Task 5: Evaluation	\$200
Task 6: Conclusion/Recommendation	\$25
<b>Project Total</b>	<b>\$1,000</b>

Timeframe: 18 – 24 months

## Next Steps

- FHWA: FY 2015 Candidate Projects for Value Pricing Pilot Program
- Private sector
- State and local partnership

## Funding

Source	Cost (000)
Federal	\$800
FDOT	\$150
MetroPlan Orlando	\$50
<b>Project Total</b>	<b>\$1,000</b>



metroplan orlando  
A REGIONAL TRANSPORTATION PARTNERSHIP

315 E. Robinson Street, Suite 355 • Orlando, FL 32801 • 407-481-5672 • [www.metroplanorlando.com](http://www.metroplanorlando.com)



Date: December 16, 2014

To: MetroPlan Orlando Board

From: Eric Hill 

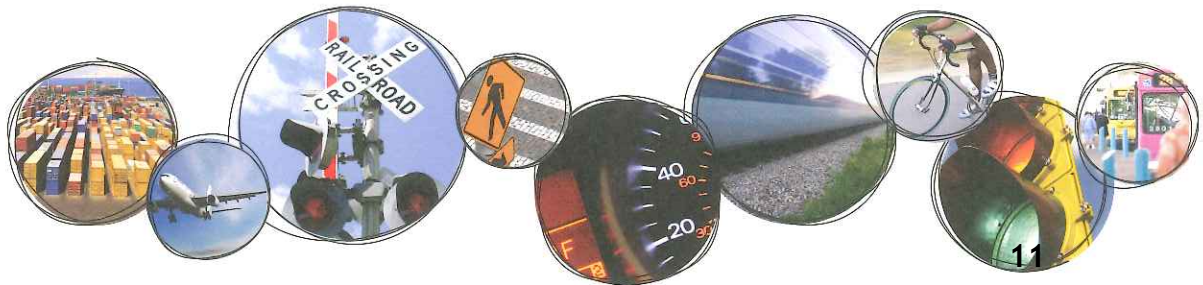
Subject: Mileage Based User Fee (MBUF)

Pursuant to the request from the Board for examples of a Mileage Based User Fee (MBUF), this memorandum includes information on initiatives by other states and entities to develop MBUF systems.

Staff presented the results of Value Pricing Study at the December Board Meeting. The study recommends a demonstration of a MBUF, a fee for miles driven in the MetroPlan Orlando area. The demonstration would be voluntary and hold participants harmless from any costs. During the Board meeting, staff had requested permission to develop a financial plan and partnership funding to conduct the demonstration. No action was taken; however, the Board decided to hold a MBUF workshop to learn more about what will be involved with a demonstration and to address some of the implementation questions.

States are working with academia, industry partners and each other to devise MBUF pilot projects around the country. Many of these initiatives are to study MBUF as an alternative to fuel taxes, few of them are for a pilot or demonstration. As requested by the Board, a summary of each of these initiatives is attached as Appendix A: Summary of MBUF Examples. The states include: Colorado, Minnesota, Nevada, Oregon and Texas. Besides state examples, efforts by the I-95 Corridor Coalition, an alliance of transportation organizations, universities and successful implementation by European nations are included in the Appendix.

Attachment





## **APPENDIX A: Summary of MBUF Examples**

### **Colorado**

In 2008, the Colorado Blue Ribbon Transportation Finance and Implementation Panel completed a final report to the Governor that identified a \$51 billion gap in the state's current funding versus the 2030 "cost to sustain" its infrastructure. The panel considered 39 revenue options, including Vehicle Miles Traveled (VMT) fees and ultimately endorsed a pilot initiative of VMT fees for the state. Currently, the State is conducting a study to examine mileage-based user fees along with several other financing options.

### **Minnesota**

The Minnesota Department of Transportation (MNDOT) began a pilot program in which a group of 500 drivers from Hennepin and Wright counties are asked to test MBUF collection technology. The participants will use smart phones and Geographic Positioning System (GPS) technology to submit information that MNDOT will use to evaluate whether travel data is being recorded and conveyed accurately and reliably. The test will also examine whether other applications — such as real-time traffic alerts on construction zones, crashes, and congestion and road hazards— are effective in communicating safety messages to motorists. Three different groups of volunteers will test the devices for six months each. This research was completed in 2012, and the Final Report was published in February 2013. Some of the key findings from the research include that participants were accepting of modest monthly MBUF invoices, privacy was not a major concern to participants, and drivers value simplicity in the design of any alternative transportation funding program. The demonstration also provided insight into the types of planning, management, and customer interactions that would be required of a full-scale MBUF program.

### **Nevada**

The Nevada Department of Transportation (DOT) in collaboration with the University of Nevada Reno and University of Nevada Las Vegas initiated a MBUF research study in 2009 to: a) assess and evaluate the feasibility of a MBUF fee collection and payment mechanism specific to the State of Nevada; b) conduct proactive public outreach and education effort to educate the public, elected officials, various stakeholders, and decision makers about the critical future funding shortfalls and limitations of the current fuel tax system; c) identify and address the significant elements associated with the concept of a MBUF fee and; d) design a MBUF Fee Pilot Program for Nevada.

In 2011, the Nevada DOT conducted an initial pilot with 35 vehicles using a pay-at-the pump system to prepare for a larger pilot. The system to be tested does not use GPS. Instead, a wireless transponder is connected to vehicle's on-board diagnostics unit to gather mileage data and transmit it to a wireless receiver at the fuel pump. The information is sent via an Internet connection to a central office computer, which calculates mileage fee based on the

total, undifferentiated miles traveled. The central office sends back the hypothetical mileage fee which is included in the fuel receipt.

## **Oregon**

In 2001, the Oregon Legislative Assembly created The Road User Fee Task Force, and in the past decade the task force researched and investigated more than two dozen options and ultimately decided that a MBUF fee had the most promise. In 2007 it spearheaded a successful pilot in the Portland area that proved the concept of a per-mile fee was feasible and pinpointed areas that needed more research and testing.

In November 2012, Oregon created a pilot program that involved approximately 40 volunteers from around the state in testing the next generation of a MBUF system. For pilot participants, the road usage charge replaced the state gas tax. Choice, transparency, ease of use, and protection of personal privacy were key considerations during the pilot project. Pilot participants chose from five different plans involving a range of technologies and methods for reporting and paying miles driven.

Most recently, Oregon passed new legislation in 2013 that will charge drivers based on how many miles they drive. The new program will allow up to 5,000 drivers to voluntarily enlist in a program in which they would pay a tax of 1.5 cents for every mile they drive in lieu of the 30 cents-per-gallon tax that drivers currently pay. Volunteer drivers would choose one of several options to keep track of the miles they drive. All of the options would be provided by private companies and the choices fall into two broad categories. Basic mileage meters would keep count of miles driven using a car's odometer. More advanced meters would use GPS technology to keep track of how far and where cars travel to make sure drivers are not charged for out-of-state or off-road trips. The new system is set to launch in 2015, and Oregon DOT is expected to spend \$2.8 million over two years implementing it.

## **Texas**

In 2010, the Texas Transportation Commission, which governs the Texas Department of Transportation (TxDOT), directed the Texas Transportation Institute to study the feasibility of funding highway projects through a MBUF. The purpose of the study was to evaluate MBUF as a potential revenue-generating tool for meeting the long-term transportation needs in the state. In the last session, state legislators introduced a bill that would have developed a pilot program. While the bill failed to gain the necessary votes, the legislation is expected to be proposed again in a future session.

## **Washington**

In 2012, the Washington State Legislature directed the Washington State Transportation Commission (WSTC) to determine the feasibility of transitioning from the gas tax to a MBUF



system. The WSTC is expected that a final report will likely include a recommendation for a pilot project that will assess technology, administrative systems, and public acceptance.

### **I-95 Corridor Coalition**

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, metropolitan planning organizations, public safety and related organizations. The coalition conducted research on the administration of MBUF in a multi-state environment in two phases. Phase I, completed in November 2010, focused on the institutional and administrative requirements of a multi-state MBUF system, as well as legal and regulatory issues that would need to be addressed in order to adopt such a system. Phase II, began in December 2010, and studied actual operating environments and current conditions in three adjoining states - Delaware, Maryland and Pennsylvania. Key elements of the Phase II report include a long-range vision concept of operations, discussion of issues associated with the transition from current functions and a cost analysis for an MBUF system.

### **University of Iowa**

The University of Iowa conducted a multi-state field test to assess the suitability of available technology and to evaluate user acceptance of a MBUF system. The field study was based out of 12 sites, monitoring more than 2,600 volunteer participants who drove a total distance of 21 million miles throughout the United States (except Alaska and Hawaii), for an average of roughly 9,000 miles per driver. The study deployed a prototype MBUF system with an on-board unit installed in each participant's vehicle. The unit computed MBUF charges for federal, state and local jurisdictions and periodically uploaded accrued charges via a cellular link to a central billing center. The center subsequently created monthly billing statements that were sent to participants.

The results of the field test showed that a nationwide system of MBUF is completely feasible using existing technology. Early misgivings on the part of drivers faded as they gained more experience with the system. At the outset of the study, only 42 percent of participants held a positive view of GPS-based mileage fees; approval increased to 70 percent at the end of the study.

### **Germany**

Since as much as 35 percent of truck miles traveled on Germany's motorways (Autobahn) are generated by foreign trucks, Germany's roads face increased wear and tear from the freight traffic passing through. In 2005, because of the need for an additional source of revenue for road maintenance and expansion, Germany implemented a distance-based charge for all trucks over twelve tons (gross weight) using the motorways. Germany's Toll Collect system is a toll for trucks based on the distance driven, the number of axles and the emission category of the vehicle.

Over the last eight years, Toll Collect has generated approximately 30 billion (EURO) in income for the German Government to spend on transportation infrastructure.

### **New Zealand**

The road user charges (RUC) system in New Zealand was established in 1978. Road user charges are paid on all diesel vehicles and on all vehicles over 3.5 tons. The RUC rates are set according to vehicle types and weights and vary in proportion to costs to the network related to different vehicles. This is intended to encourage transport operators to make efficient choices when transporting freight, i.e. to use vehicles that balance direct operating costs and damage to roads. All the revenue from RUC goes into the National Land Transport Fund which is used for road construction and maintenance, along with other activities benefiting road users.

### **Switzerland**

In 2000, Switzerland began requiring the installation of the onboard units in every Swiss truck. Currently, more than 60,000 trucks regularly doing business in Switzerland carry these devices which records vehicle mileage and route information. Data is transmitted to the Swiss Customs Agency for direct billing.

## Value Pricing Study Summary

---

This document summarizes the work completed on the Value Pricing Study by MetroPlan Orlando. It reviews briefly: the concept of value pricing for surface transportation; the methodology to identify and evaluate pricing options for a demonstration project; the public involvement process; and a proposed demonstration design.

### Value Pricing

Value pricing—also called congestion pricing or road pricing—is a policy that addresses both parts of the congestion problem: the demand side (when and where people want to travel) and the supply side (knowing where new facilities would be most effective and having the money to pay for them). It works showing drivers the true cost of their travel in certain places and at certain times, which encourages some to shift travel to other transportation modes or to off-peak hours.

### Can Value Pricing Work in Central Florida?

MetroPlan Orlando has completed a study of value pricing options that may be suitable to Central Florida. A Steering Committee of regional transportation experts, municipal officials, and citizens worked with experts on value pricing to evaluate many options for the Orlando area. After evaluating more than 30 options, the Steering Committee arrived at what it considered the four most promising options for a Demonstration Project of value pricing in Central Florida. These include: a variable-rate mileage fee; a fixed-rate mileage fee; variable parking pricing in congested areas; and road space management - permitting and trading system for use of roads at congested times.

A mileage fee with variable rates emerged as the most promising option to decrease congestion. Compared to base traffic conditions without the policy, it reduces travel time by about 14 percent and vehicle-miles traveled (a measure of the total amount of driving) by about six percent. If such a fee were implemented it would be a replacement for the current gas tax. A fixed rate mileage fee, parking pricing and road spacing management would provide some relief to commuters, but their impacts on congestion were demonstrated to be relatively small.

## Public Involvement

The study team for this project communicated with its own Steering Committee (representing various transportation agencies, local governments, and citizen groups); MetroPlan Orlando Advisory Committees, including the Transportation Disadvantage Advisory Board (TDLCB) and Freight Advisory Council; business leaders; and the Florida Transportation Commission (FTC). They recruited Central Florida commuters and members of underserved communities to participate in two focus groups. The public involvement program was structured as a cyclical process that involved regular briefings with the Steering Committee, MetroPlan Orlando Committees, and the MetroPlan Orlando Board.

## Testing the Concept: A Possible Demonstration Project

The project Steering Committee identified a **mileage-based user fee** as the most promising demonstration project for the Orlando region. It most effectively addresses the major regional objectives about congestion relief and transportation finance. The outline of a demonstration project for a mileage-based user would include: volunteer participants from around the region; on-board equipment for monitoring miles, time, and location; test both a flat-rate mileage fee and a mileage fee that varies by time of day and location; establish baseline travel patterns, then introduce fees and observe any changes in travel patterns; and incentives for participation.

Such a demonstration allows for a rich evaluation of driver behavior, supports the estimation of revenue yields from alternate mileage fee policies, tests the operations of the set of systems design to support implementation, permits the examination of how local option taxes get included in a mileage fee, and tests a range of important topics (e.g. privacy, equity) that relate to policy. A successful implementation of a demonstration project such as this would add considerably to knowledge about mileage fee viability and design and would be of interest to a broad set of stakeholders and levels of governmental management.

## Next Steps

A well-designed demonstration of value pricing is a major undertaking technically, politically, and financially. They occur in steps. This study is a first step project. The next step would be to determine if there is enough interest to pursue funding. With funding secured, a refined set of requirements would be developed. The requirements would be the basis for a Request for Proposals, which would eventually lead to a contractor being selected to refine the demonstration design and implement the project. Staff is requesting approval to identify funding to conduct a demonstration of a mileage-based user fee in the MetroPlan Orlando area.





# Value Pricing Study

A tool to reduce congestion

## Contact Us

- Eric T. Hill, Director,  
System Management & Operations  
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407-481-5672 x316
- MetroPlanOrlando.com
- Twitter.com/MetroPlan\_Orl
- MetroPlan Orlando  
315 E. Robinson Street  
Suite 355  
Orlando, Florida 32801



## Overview

Congestion in Central Florida is a big and growing problem, as is the ability to fund transportation improvements that might reduce it. MetroPlan Orlando received a grant from the Federal Highway Administration (FHWA) to study one promising solution for addressing both congestion and funding: *value pricing*.

Value pricing, as defined for the MetroPlan Orlando study, is a different way of charging users of the transportation system for their use. Today, users of highways and transportation systems pay via gas taxes, parking fees, fixed-rate tolls and transit fares. These fees do not directly address congestion, which is defined by having too many vehicles in the same *place* at the same *time*.

Other businesses and utilities that experience peak period usage (e.g., movie theaters, airlines, electric utilities) vary rates by time (season, day of the week, time of day) and by location (e.g., different airline routes have different prices). That kind of pricing allows these businesses to spread out the peak demand.

The MPO study was not about *implementing a new pricing policy* in the Orlando region. Rather, **the study was charged with evaluating many ways that value pricing might be implemented in the Orlando region and selecting from among them one way that could be explored in more detail in a future demonstration project.**

A steering committee of regional transportation experts, municipal officials and citizens worked with experts on value

pricing to study options. Over 30 local options were evaluated to reach a conclusion that **some form of mileage-based user fee (MBUF) would be the best way to demonstrate value pricing in the Orlando region.**

This document explains the recommended demonstration project.

## Objectives for the demonstration

### Account for behavior

How will driving behavior respond to the fee structure? The efficiency of variable road charges depends on drivers' abilities to make different travel choices based on their assessment of the benefits and costs. This demonstration project will provide information about driver preferences and behavior.

### Test technical and operational systems

This demonstration project will look for a technology that is likely to endure into the future and will test many technical and administrative aspects:

- In-vehicle and back office technical systems.
- Administration of fees.
- Payment processing.
- Enforcement and compliance.
- Revenue collection and distributions.

## Safeguard privacy

A mileage-fee system that collects and stores information about the time and location of road use raises concerns about how information is managed and protected. With proper planning, education and technology, the protection of privacy should meet high standards. This demonstration will provide information about how best to address these concerns.

## Address transportation equity

The primary arguments for a variable mileage fee are about how it improves efficiency and investment policy. The demonstration will evaluate how to avoid, minimize or mitigate disproportionately high and adverse effects on underserved populations and other groups.

## The recommended demonstration project

### Volunteers will test fixed and variable mileage-based user fees

Volunteers will be recruited from the population of Central Florida residents. They will have their household vehicles equipped with mileage-fee metering devices and will be charged a mileage fee (either variable or fixed rate) for road use.

The project will test both a flat-rate mileage fee and a variable fee that varies by time of day and location. Participating households will be randomly assigned to one of the test groups.

In **Phase 1** (*baseline data-collection*), participants will drive normally to establish their driving patterns. In **Phase 2** (*the experimental period*), participants will be charged the mileage fee. All the major operational aspects of an actual mileage fee will be implemented and tested, including the back office functions, payment processing and customer services.

How will the demonstration give real financial incentives to volunteers? No one will volunteer for an experiment that will subject them to new charges that they must pay. The demonstration resolves this problem by funding an initial *travel-budget account* for each participating household. The mileage fees get deducted from this account. Participating households will be allowed to keep whatever balance remains in their accounts at the end of the experimental period. Thus, they have a real financial incentive to make travel decisions based on their assessment of all the different costs they face, including the costs of travel time and tolls. They also have the option of reducing their “normal” pattern of travel on congested facilities, reducing their fees and pocketing the difference at the end of the experiment.

The demonstration allows for an evaluation of driver behavior, supports the estimation of revenue from alternate mileage fee policies, tests system operations, tests how local option taxes get included in a mileage fee and tests some important topics (e.g., privacy, equity) that relate to policy.

A successful demonstration will add to knowledge about mileage-fee viability and design, and should be of interest to a broad range of stakeholders across the nation.

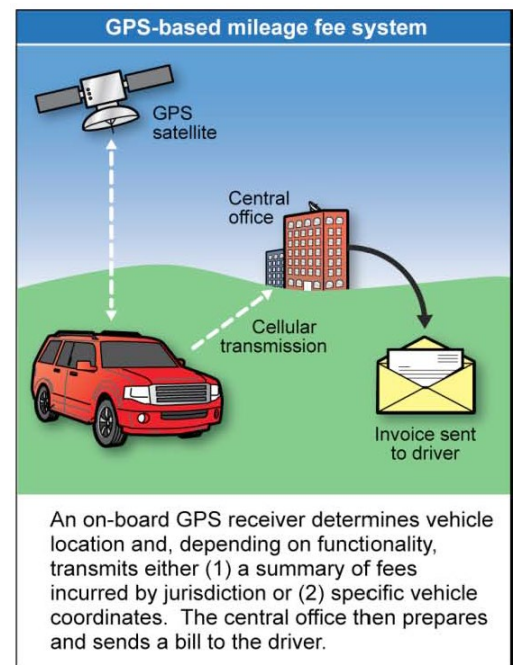
## Managing the demonstration

MetroPlan Orlando is the likely candidate for general management of the demonstration’s operations. As the regional transportation planning organization, MetroPlan Orlando is locally based and has direct access to other local jurisdictions. The Florida Department of Transportation will provide oversight and guidance related to statewide interests and policies. FHWA has a particular interest in mileage fee programs and addressing some degree of standardization across various states involved in testing these programs. The operation of a mileage-fee demonstration will require the partnership to be extended to private vendors to get the best value from the program operation.

## Looking forward

A mileage fee provides the opportunity to recover the costs of providing and operating transportation infrastructure. When the mileage fee is variable, there is also an opportunity to reduce highway congestion and address other costs of transportation such as vehicle emissions. The potential for gains from variable rate fees is considerable.

The long-term benefits from an efficient fee program are clear, but there are many challenges to implementing such a program. Demonstration projects offer an opportunity to gain insights into how to design a program and how to respond to challenges without making the commitment of a full-scale implementation.



Source: GAO Analysis of mileage fee initiatives.

**TAB 10**





January 21, 2015

Ms. Therese W. McMillan  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator McMillan:

The purpose of this letter is to request your help with getting funding for SunRail Phase II North in the President's Fiscal Year 2016 budget. This is a top priority for MetroPlan Orlando (the MPO for Orange, Seminole and Osceola Counties) and the River-to-Sea TPO, our sister organization serving Volusia and Flagler Counties.

The development of the SunRail project has been a remarkable story of regional cooperation. It also demonstrates the power of partnerships with local governments, MPOs, the Florida Department of Transportation and the Federal Transit Administration joining together to meet a critical need here in Central Florida.

We have always seen the 61-mile SunRail project as a single project. During its development, it was divided into phases at the request of FTA. Implementation plans were restructured to reflect this. However, please recognize that it is critical for the entire project as originally planned to be implemented in order to fulfill commitments that were made.

SunRail Phase II North is a 12-mile extension of Phase I that will go from the DeBary Station to the DeLand Station. The DeBary Station is one of the most popular stations in Phase I. The DeLand Station will serve the existing Amtrak station, the City of DeLand, Stetson University and the surrounding area which is rapidly urbanizing.

The capital cost for SunRail Phase II North is \$69 million. We are glad to report that firm commitments have been made for the local share (25%) and the state share (25%) totaling \$34.5 million. We are asking for your help with getting the federal share (50% or \$34.5 million) in the President's budget.

Thank you for your consideration of this request.

Sincerely,



Mayor Jim Swan  
Board Chairman





**Congress of the United States**  
**Washington, DC 20515**

January 12, 2015

The Honorable Therese W. McMillan  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Acting Administrator McMillan:

We write to request that funding for SunRail-Phase II North be included in the President's Fiscal Year 2016 Budget request for the Federal Transit Administration (FTA).

We thank you for including funding for SunRail-Phase II South in last year's budget request, and urge FTA to continue toward a full funding grant agreement for the project as expeditiously as possible.

SunRail was constructed on time and on budget with the support and cooperation of Central Florida communities, the State of Florida and the Federal Government. Currently, ridership figures are exceeding expectations and Central Floridians are getting on board with this new transit option.

As progress on Phase II South continues, it is important that the Federal government fulfill its commitment to Phase II North as well. The Phase II North project extends north from the Phase I, DeBary Station to its northern terminus at the DeLand Amtrak Station in Volusia County. The proposed northern extension includes one new commuter rail station located adjacent to the existing Deland Amtrak Station. There are approximately three miles of existing double track within the proposed 12-mile extension.

The SunRail Phase II North segment will serve as an extension of a region-wide alternative mode of transportation to improve the mobility and travel time reliability of travelers along the I-4 and US 17/92 corridors. As you may know, these congested roadways are the primary travel corridors connecting regional activity centers to the south and other attractions in the Central Florida region to residential communities in the north of the region.

Phase II North would provide a reliable alternative to automobile travel in the I-4 Corridor, where population and employment are anticipated to increase significantly in the coming years. The corridor is highly congested and experiences poor highway levels of service during the day, especially in peak hours. This traffic congestion reduces mobility, causes longer and more frequent delays, impacts emergency response time and emergency evacuation, impairs air quality, stifles economic growth and diminishes the overall quality of life in the region.

The proposed Phase II North Project is an extension to a regional mobility alternative which will provide a connection between the region's primary residential communities in Volusia County to the major employment centers in Seminole and Orange Counties. As with the extension of SunRail-Phase II South, the northern extension would improve the effectiveness of commuter rail service currently under construction, support enhancements to cross-town bus service and provide travel time savings.

The capital cost for Phase II North is \$69 million. The funding cost-share proposed is 50% Federal, 25% State, and 25% local. To date, \$34.5 million in state and local funds have been committed.

In 2015, the Florida Department of Transportation is ready to move forward with obtaining the Expedited Grant Agreement under the Small Starts Program for Phase II North. The project is ready for FTA to conduct a score/cost/schedule workshop at the beginning of the year and move forward with submitting the Expedited Grant Agreement application in late spring 2015. This will allow the project to obtain the Expedited Grant Agreement by summer of 2015 and begin construction in the fall. Target revenue operations are slated to begin by the end of 2017.

It is important that the FTA continue as a leader and a partner to complete the SunRail system, which will enhance quality of life, mitigate traffic congestion and expand economic opportunities in Central Florida. As the State of Florida and Central Florida communities move forward with Phase II, we ask for the Federal government's continued financial commitment to this project with the conclusion of Phase II North in the President's FY2016 Budget.

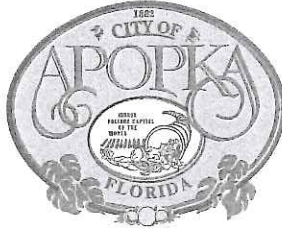
Sincerely,

Bill Nelson



Corine Brown

Alan Brayson



RECEIVED

OFFICE OF THE MAYOR

December 10, 2014


METROPLAN ORLANDO

Harold W. Barley  
Executive Director  
MetroPlan Orlando  
315 East Robinson Street  
Suite 355  
Orlando, FL 32801

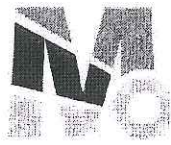
Dear Mr. <sup>clarry</sup>Barley,

On behalf of the City Council, employees and citizens of the City of Apopka, I would like to thank you for remembering Mayor Land and his many contributions to Apopka and the Central Florida community at large. I am sure that the donations made to the John Land Community Trust by you personally and by MetroPlan Orlando are appreciated and will be used to continue Mayor Land's legacy of service to the community.

Sincerely,

  
Joe Kilshelmer  
Mayor





## metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

December 30, 2014

To: Board Members

From: Harold W. Barley, Executive Director HWB

Subject: East Central Florida Corridor Task Force

You will recall the presentation summarizing the East Central Florida Corridor Task Force Report at our Board meeting on December 10, 2014. As a follow-up to that presentation, I wanted to call your attention to the report's Proposed Action Plan, Additional Task Force Recommendations and Initial Implementation Activities (attached).

In connection with this, I wanted to offer comments on some of these items that are of particular importance to us:

1. Improve existing corridors. This includes SR 528, SR 50, SR 520 and US 192. This recommendation is simple, straight-forward and makes good sense. However, these needs must be balanced with needs throughout our 3-county metropolitan area. As we learned through the development of our Year 2040 Long Range Transportation Plan (approved by the Board this past June), funding from existing sources is insufficient to meet these needs. In the year ahead, the new Regional Leadership Council (established by the MetroPlan Orlando Board through our Strategic Business Plan) will be reviewing our Prioritized Project List, assisted by our new project assessment tool. The corridors listed above will be considered during this process and with the next update to our Long Range Transportation Plan. This work will need to be closely coordinated with the Space Coast Transportation Planning Organization (the metropolitan planning organization serving Brevard County).
2. Corridor improvements should be multi-modal. - This too makes good sense and is a major theme of FDOT's "new corridors" program. Multi-modal refers to automobiles, trucks, buses, freight rail, passenger rail, bicycle facilities, pedestrian facilities and recreational trails. Transit holds the largest promise for moving significant numbers of people but we have struggled to provide quality transit service to existing population and employment centers. New methods of funding multi-modal corridors are needed, with special emphasis on capital, operating and maintenance costs for transit.
3. Evaluate potential/new corridors, both east-west and north-south. - These will be critical for regional connectivity purposes and to serve the type of development that is envisioned for the area. We are eager to work with FDOT on these studies. Also, it should be noted that FDOT made it clear when the "new corridors" program was resurrected that new corridors would be funded with toll revenue rather than using federal and state gas tax

revenue. This is a sound approach for building highways but does not address the other components of a multi-modal system. This deserves additional study to recommend changes in the way other modes are funded (especially transit) in Florida.

4. Develop a regional transit system plan. - We have a regional transit system plan for the Orlando metropolitan area but the report calls for a broader one to be developed that takes in our neighboring jurisdictions, including Brevard County. This topic has been included on the agenda for the meeting of the Central Florida MPO Alliance that will take place on January 16, 2015.
5. Amend existing local and regional plans. This includes our Long Range Transportation Plan. Changes can be incorporated with the next plan update that would be approved by our Board in 2019. This also gives local governments an opportunity to update their comprehensive plans.
6. Develop agreements to strengthen consistency among future transportation, land use and water supply plans. - We do a good job integrating transportation and land use planning in cooperation with our local governments. Water supply plans have not been addressed in this process, although their importance tied into land use planning (and, hence, transportation planning) is obvious.
7. Strengthen and sustain the *How Shall We Grow?* regional vision. - We had a major role in developing this vision and remain committed to its implementation. It has been recommended that the vision be updated. I am not sure this is necessary. However, I am in full support of the recommendation that implementation progress be tracked. We will be glad to work with the East Central Florida Regional Planning Council and others on this.
8. Initiate evaluation studies. - We are eager to work with FDOT, our local partners and the Space Coast TPO to determine the potential feasibility and timing of corridor improvements over the next 50 years. The outcome of this work will need to be reflected in our next Long Range Transportation Plan update.

As I said at the Board meeting earlier this month, the members of the Task Force, staff from FDOT and FDEO and their consultants are to be commended for the work that was done, especially with a very tight deadline imposed by the Governor's Executive Order. This was a bold and visionary effort that sets a course for doing things right.

I welcome your thoughts on these items highlighted above. If you would like to read the complete Task Force Report, it is available at [www.ECFCorridorTaskForce.org](http://www.ECFCorridorTaskForce.org).

Attachment



## PROPOSED ACTION PLAN

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Pursuant to the Executive Order, the Task Force recommends a proposed action plan for further study of enhanced or new transportation corridors in the study area. This section documents nine actions and identifies potential lead organizations for each action.

The actions are organized into four categories. The first two sets of actions call for future studies of both existing and potential new corridors. These studies will evaluate combinations of corridor alternatives to identify the options that, if implemented together over time, would lead to the regional transportation network most consistent with the guiding principles recommended in this report. The remaining two sets of actions address amending and strengthening regional and local plans and preparing tools to support development of the specific corridors recommended by the studies.

### *Improve Existing Corridors*

**1. Identify future investment needs to maximize the use of and add capacity to existing east-west corridors between Orange, Osceola, and Brevard counties.** These corridors should include the following (Figure 24):

- The State Road 528 corridor from Interstate 4 to State Road A1A, including options for creating a multimodal, multiuse “super corridor” (Alternative A);
- The State Road 50/State Road 405 corridor from downtown Orlando and the University of Central Florida to Cape Canaveral, including potential extensions of the State Road 408 East-West Expressway and planned high-capacity transit services (Alternative B);
- The State Road 520 corridor from eastern Orange County to Cocoa, including potential extensions of the State Road 408 East-West Expressway and planned high-capacity transit services (Alternative C); and
- The U.S. 192 corridor from Kissimmee to Melbourne, including potential extensions of planned high-capacity transit services (Alternative E).

Additional planning and project development activities should define specific projects, determine the potential staging of these projects over the next 50 years, and identify strategies needed to manage existing facilities and to preserve additional right-of-way to enable these future improvements to occur.

*Suggested lead organization: Florida Department of Transportation, working with the Central Florida Expressway Authority for portions of State Road 528 and State Road 408.*

**2. Identify future investment needs to maximize the use of, add capacity to, and improve the connectivity between existing and planned north-south corridors in eastern Orange and Osceola counties.** These improvements should include the following (Figure 24):

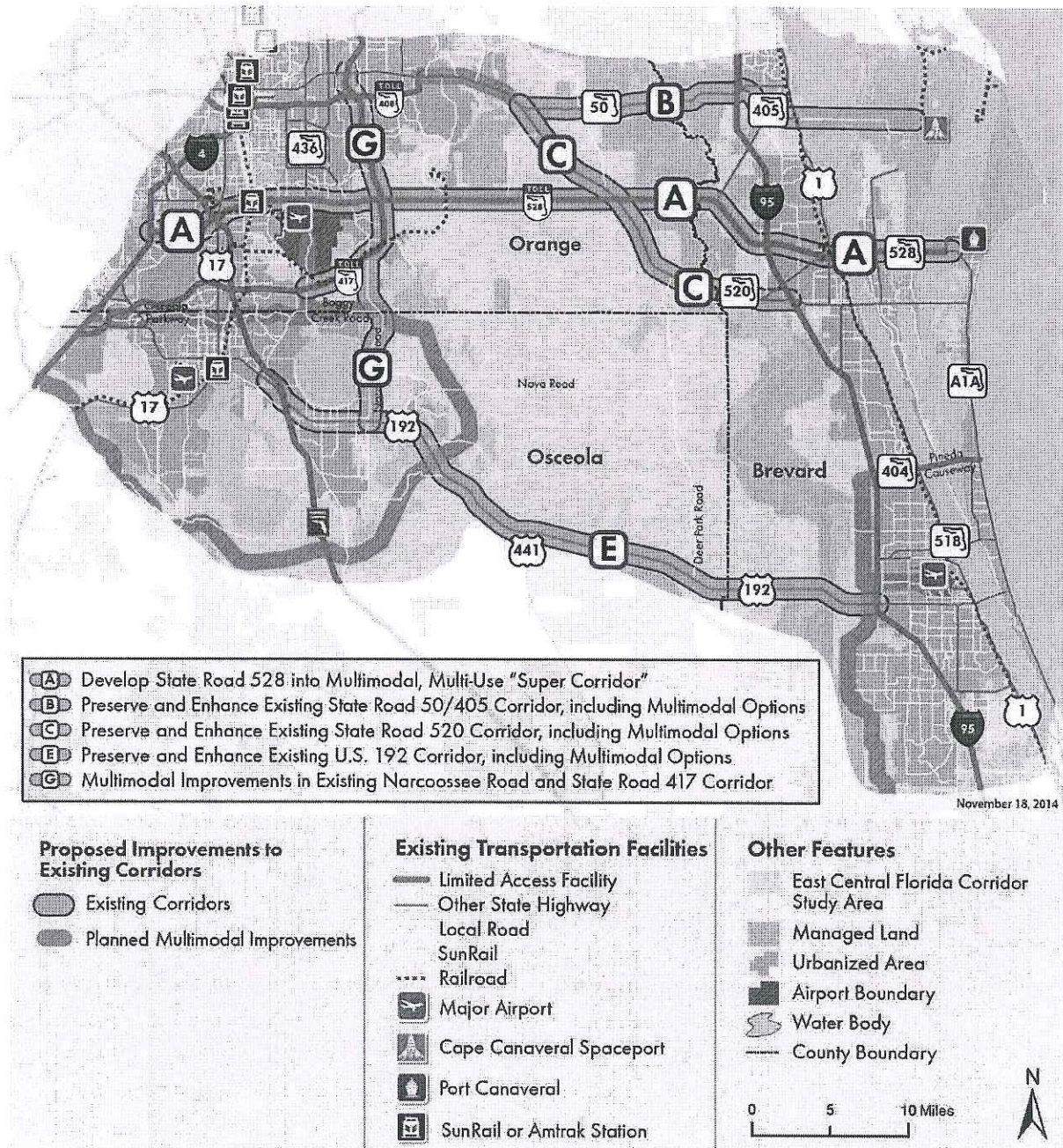
- Multimodal improvements to the Narcoossee Road corridor and the State Road 417 corridor (Alternative G); and
- Improved connectivity among the existing Orange County expressway system, the planned Osceola County expressway system, and Florida’s Turnpike.



Additional planning and project development activities should define specific projects, determine the potential staging of these projects over the next 50 years, and identify strategies needed to manage existing facilities and preserve additional right-of-way to enable these future improvements to occur.

*Suggested lead organization: Florida Department of Transportation, working with the Central Florida Expressway Authority and the Osceola County Expressway Authority.*

Figure 24. Recommended Improvements to Existing Transportation Corridors





### ***Evaluate Potential New Corridors***

**3. Conduct one or more Evaluation Studies of potential new east-west corridors between Orange, Osceola, and Brevard counties.** The proposed study or studies should consider (Figure 25):

- A multimodal corridor along the Orange/Osceola county line to provide connectivity between the Orlando International Airport/Lake Nona area, the Northeast District of Osceola County, the North Ranch Master Plan, and the State Road 520 corridor (Alternative D); and
- A multimodal corridor from the Orlando International Airport/Lake Nona area through the proposed North Ranch Master Plan to central/southern Brevard County, including the potential need for an additional crossing of the St. Johns River (Alternative F).

*Suggested lead organization: Florida Department of Transportation.*

**4. Conduct one or more Evaluation Studies of potential new north-south corridors in eastern Orange and Osceola counties.** The proposed study or studies should consider (Figure 26):

- Continuation of the project development process for the Northeast Connector Expressway and extension of this expressway from its planned terminus at the Osceola Parkway Extension to the State Road 528 corridor, including potential multimodal improvements (Alternative H); and
- A new multimodal corridor serving planned population centers on the North Ranch and connecting to existing east-west corridors, including U.S. 192, Nova Road, State Road 520, State Road 528, and State Road 50/408 (Alternative I).

*Suggested lead organization: Florida Department of Transportation.*



Figure 25. Recommended Study Areas for New East-West Transportation Corridors

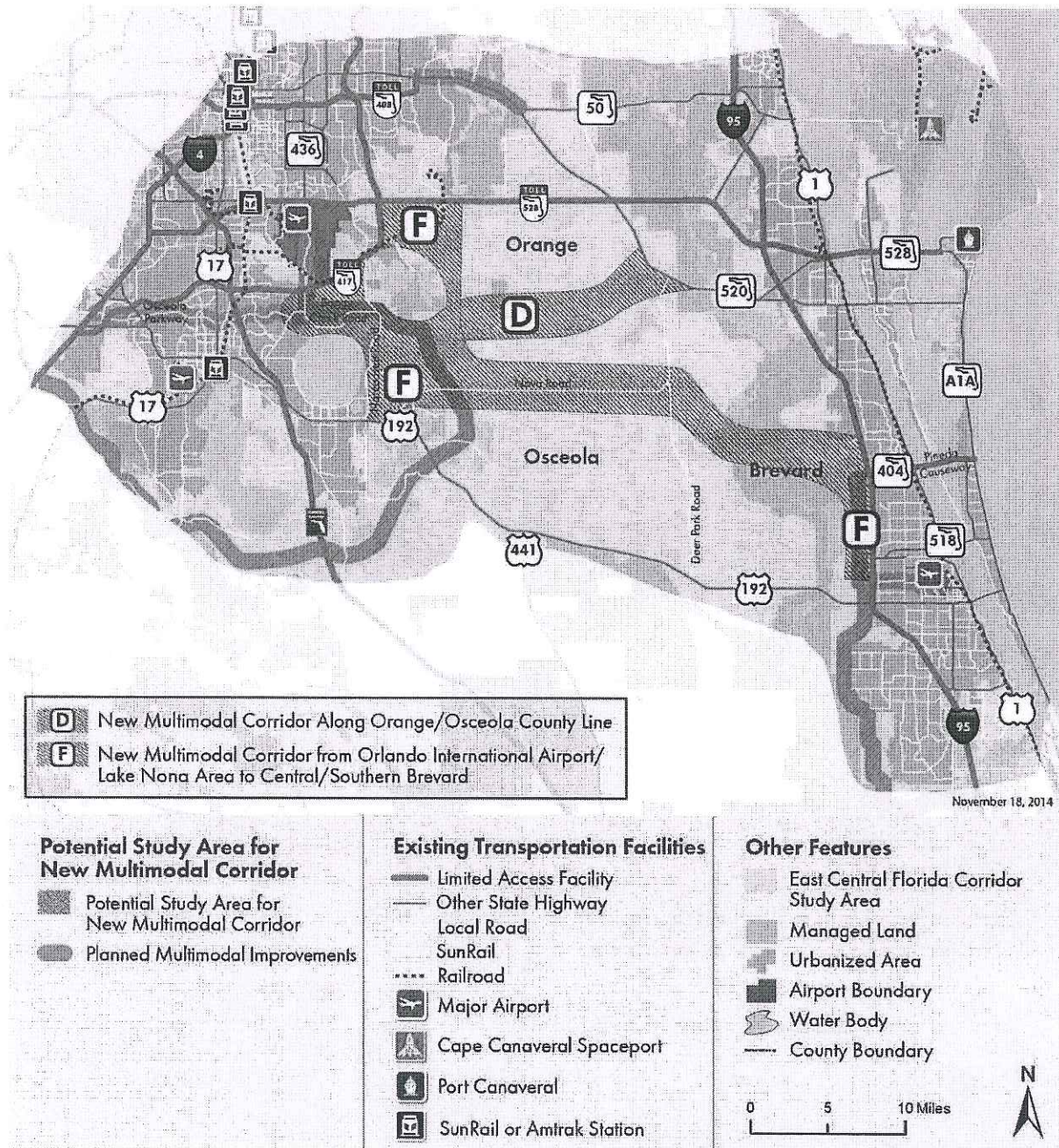
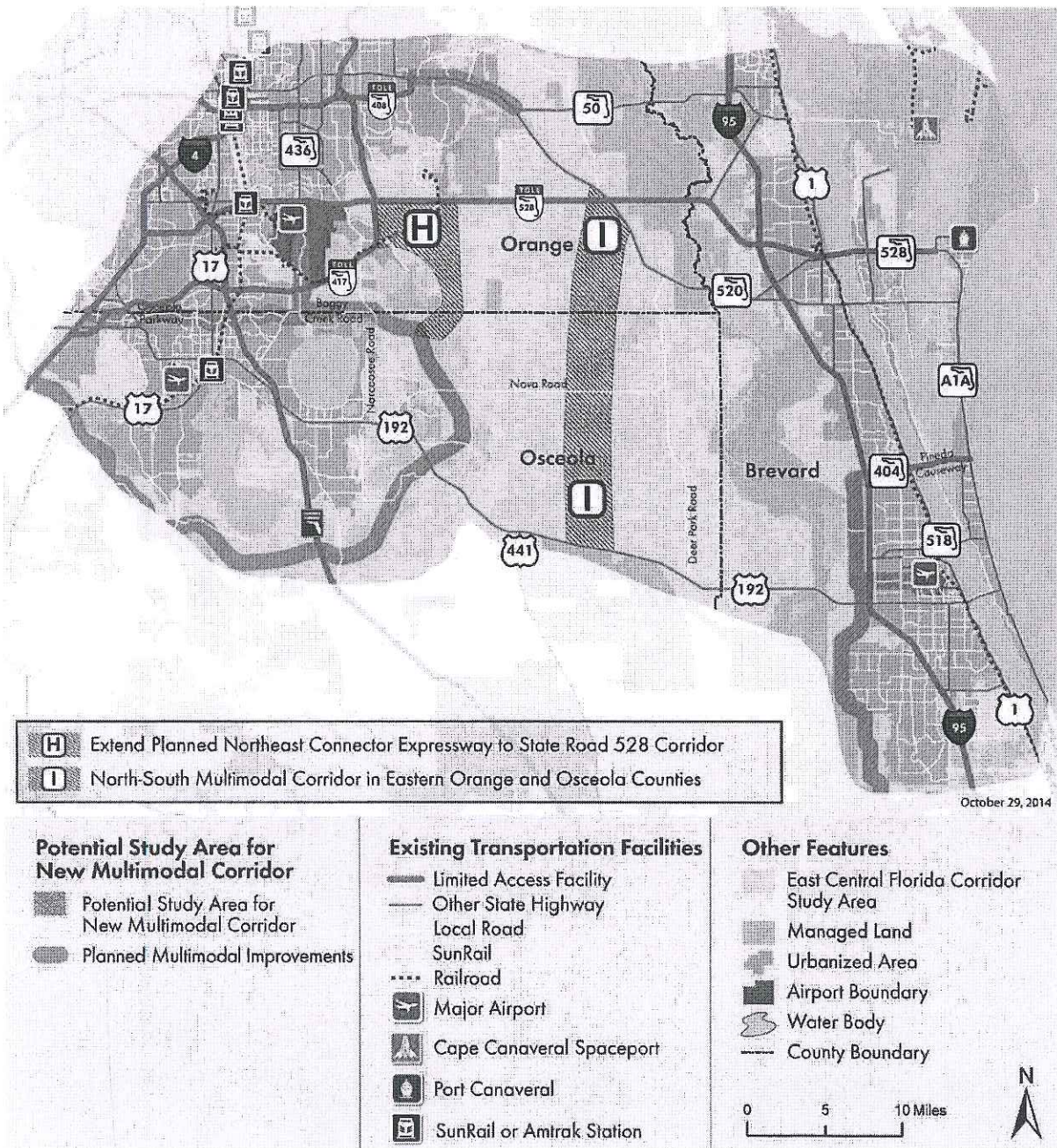




Figure 26. Recommended Study Areas for New North-South Transportation Corridors





### ***Amend and Strengthen Regional and Local Plans***

**5. Develop a regional transit system plan to identify and set priorities for long-term transit investments in the three study area counties and the broader Central Florida region.**

*Suggested lead organizations: Florida Department of Transportation, Central Florida MPO Alliance.*

**6. Amend existing local and regional plans, as appropriate, to include the corridors and the study areas described in actions 1 through 5, as well as to ensure consistency with the recommended guiding principles. These plans would include:**

- Local government comprehensive plans (*suggested lead organizations: Brevard County, Orange County, Osceola County, any impacted municipality, Florida Department of Economic Opportunity*);
- Metropolitan planning organization long-range transportation plans (*suggested lead organizations: MetroPlan Orlando, Space Coast Transportation Planning Organization*);
- Expressway authority master plans (*suggested lead organizations: Central Florida Expressway Authority, Osceola County Expressway*); and
- The Strategic Regional Policy Plan and the Comprehensive Economic Development Strategy (*suggested lead organization: East Central Florida Regional Planning Council*).

**7. Develop an agreement among local governments, metropolitan planning organizations, transportation authorities, water management districts, and other entities to strengthen consistency among future transportation, land use, and water supply plans. Improved consistency should emphasize:**

- Population forecasts across jurisdictions and across disciplines (e.g., transportation, land use, and water supply planning); and
- Assumptions regarding the timing and amount of development expected in future centers, including the overall allocation of future population growth across the study area.

*Suggested lead organization: Florida Department of Economic Opportunity, working with the East Central Florida Regional Planning Council and other regional and local entities.*

### ***Prepare Frameworks for Implementation***

**8. Develop planning tools, incentives, compensation approaches, and legal instruments to reserve and protect rights-of-way to support implementation of the transportation corridors recommended in the Evaluation Studies.**

*Suggested lead organizations: Florida Department of Transportation and Florida Department of Economic Opportunity, working with local governments and landowners.*

**9. Develop a framework for potential partnership and co-location agreements with railroads, utilities, or other infrastructure providers to support implementation of the transportation corridors recommended in the Evaluation Studies.**

*Suggested lead organization: Florida Department of Transportation, working with regional and local entities.*

## ADDITIONAL TASK FORCE RECOMMENDATIONS

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The Task Force identifies supporting recommendations to ensure that the action plan is implemented consistent with the guiding principles. These recommendations are organized into four categories:

### *Regional Collaboration and Coordination*

**1. Strengthen and sustain the *How Shall We Grow?* shared regional vision as a foundation for future transportation corridor planning and related long-term decisions in the region.** Key emphasis areas should include:

- Strengthen the process for the integration of the *How Shall We Grow?* principles and the *East Central Florida 2060 Plan* into local land use and transportation plans.
- Develop a process through which local governments in the study area can identify and resolve extrajurisdictional impacts of growth and development plans, including changes in urban growth boundaries/service areas, building on this shared vision.
- Convene local governments, metropolitan planning organizations, state agencies, and other partners to develop a process for conducting future updates of *How Shall We Grow?*

*Suggested lead organizations: East Central Florida Regional Planning Council and Florida Department of Economic Opportunity, working with myregion.org and other applicable state, regional, and local entities.*

### *Conservation*

**2. Ensure the long-term protection of regionally significant natural resources that could be impacted by the proposed transportation corridors through the following solutions:**

- Coordinate transportation and conservation decisions through strategies such as shared acquisition or preservation of land for future corridors and future conservation; regional mitigation banks; and incentives for landowners such as conservation easements and payments for ecosystem services.
- Identify regionally significant natural resources where avoidance by the proposed transportation corridors may not be possible and determine appropriate design solutions such as the use of bridging and wildlife crossings.
- Address potential impacts from the proposed transportation corridors to areas identified for mitigation purposes in development orders related to developments of regional impact and sector plans.
- Identify opportunities to support regional water supply plans as part of the development of the proposed transportation corridors, such as the co-location of transportation and water distribution infrastructure; improved management of surface water and stormwater in areas impacted by new or enhanced corridors; and other mitigation activities associated with the proposed corridors.

*Suggested lead organization: Florida Department of Transportation, working with Florida Department of Economic Opportunity, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, East Central Florida Regional Planning Council, water management districts, applicable Federal partners, and environmental stakeholders.*



## ***Countryside***

**3. Ensure that productive agricultural lands are preserved and enhanced by the proposed transportation corridors through the following solutions:**

- Work with landowners to ensure the proposed corridors do not impede plans to maintain lands with significant economic or environmental value in long-term agricultural uses.
- Identify strategies and mechanisms to support the continued viability of agriculture as a productive economic sector in areas impacted by the proposed transportation corridors, such as agricultural diversification initiatives; conservation easements; transfer of development rights programs; agricultural zoning; and payment for ecosystem services.

***Suggested lead organization: Florida Department of Agriculture and Consumer Services, working with Florida Department of Transportation, Florida Department of Economic Opportunity, East Central Florida Regional Planning Council, and local governments.***

## ***Centers***

**4. Coordinate future land use decisions to maximize the benefits of the proposed transportation corridors on economic development and quality of life, while minimizing negative impacts on existing communities through the following solutions:**

- Develop future land use plans and access management strategies that support the intended function of the proposed transportation corridors for high-speed, high-capacity travel.
- Work with local governments and landowners to revise existing approved developments of regional impact and development orders that might be impacted by the proposed transportation corridors.
- Define economic development strategies that support the intended function of the corridors, including targeted sites for future employment centers.

***Suggested lead organization: Florida Department of Economic Opportunity, working with the Florida Department of Transportation, East Central Florida Regional Planning Council, local governments, and regional and local economic development organizations.***

## INITIAL IMPLEMENTATION ACTIVITIES

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Finally, the Task Force recommends the following activities to initiate implementation of this report, including the action items and supporting recommendations.

- 1. Meet with local governments and regional planning, water management, and transportation agencies to share the findings and recommendations of the Task Force. Encourage these partners to consider possible amendments to their respective plans by September 30, 2015, as requested in the Executive Order, to enable initial implementation of the action items and supporting recommendations of this report.**

The Florida Department of Economic Opportunity (DEO) and the Florida Department of Transportation (FDOT) should meet with local governments and regional agencies to share the findings and recommendations of the Task Force and encourage potential plan amendments consistent with the proposed action plan. Executive Order 13-319 requested that local government and other agencies consider amendments or revisions to their respective plans by September 30, 2015 to reflect and incorporate the recommendations of the Task Force. In view of the need for additional study of many of the proposed corridors and study areas, the Task Force recognizes that some local governments and agencies may need additional time to prepare plan amendments. In addition, initial plan amendments and revisions may be at a policy or conceptual level, followed by additional amendments to reflect specific corridor alternatives and alignments in future years.

- 2. Meet with other state agencies and Federal agencies to share the findings and recommendations of the Task Force. Encourage these agencies to move forward with planning of recommended corridors and implementation of related policies.**

DEO and FDOT also should meet with appropriate state and Federal agencies to share the findings and recommendations of the Task Force and encourage participation in implementation activities consistent with the proposed action plan.

- 3. Initiate Evaluation Studies and other planning activities to assess and refine the corridor alternatives and study areas recommended in this report.**

FDOT should initiate one or more Evaluation Studies to better define and assess the alternatives and study areas recommended in this report. Through these studies, FDOT should work with partners to determine the potential feasibility and timing of corridor improvements over the next 50 years, including identifying specific projects for further development activities.

- 4. Begin work to identify needed implementation tools.**

DEO and FDOT should work with other state agencies, local governments, landowners, environmental interests and other appropriate stakeholders to identify needed policy changes and other implementation tools to move forward with the recommendations of the Task Force pertaining to right-of-way preservation, partnership agreements, regional collaboration and coordination, and guiding principles related to conservation, countryside, and centers.



**5. Continue coordination among regional and local agencies to facilitate implementation of these recommendations.**

DEO and FDOT should provide support for an ongoing working group of regional and local agencies to coordinate future transportation corridor planning activities in the study area.

**6. Develop a process for tracking progress toward implementation of these recommendations over the next 50 years.**

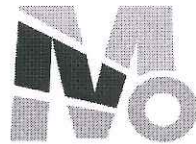
This process should include the following steps:

- FDOT should be tasked with tracking progress of the transportation-related action items and recommendations from this report and suggesting new or revised transportation policies as needed to enable their successful implementation.
- DEO should be tasked with tracking progress of the land use and economic development-related recommendations from this report and suggesting new or revised policies as needed to enable their successful implementation.
- The East Central Florida Regional Planning Council should be tasked with tracking overall progress toward the *How Shall We Grow?* regional vision.
- The Florida Transportation Commission should be tasked with monitoring lessons learned from the implementation of this report so the Commission can be in a position to recommend new or revised transportation policies as needed for successful transportation corridor planning on a statewide basis.

## **FOR MORE INFORMATION**

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For more information on the East Central Florida Corridor Task Force, please visit [www.ECFCorridorTaskForce.org](http://www.ECFCorridorTaskForce.org).



## 2014 MetroPlan Orlando Board Attendance Report

NAME	ORGANIZATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
BOYD, Scott	Orange County		P	P	P	P	A	P		P		P	P
CLARKE, PETE	Orange County						P	R		P		P	P
<i>BRUMMER, Frederick</i>	<i>Orange County</i>		P	P	p	P							
EDWARDS, Ted	Orange County		A	A	R	P	A	P		P		P	P
JACOBS, Teresa	Orange County		P	P	P	A	P	P		A		P	P
RUSSELL, Tiffany	Orange County		R	P	P	A	P	P		P		R	V
THOMPSON, Jennifer	Orange County		P	P	P	A	P	P		A		P	P
QUINONES, John	Osceola County		P	A	A	P	P	A		A		R	V
DALLARI, Robert	Seminole County		P	P	P	P	P	A		P		P	P
HENLEY, Carlton	Seminole County		R	P	P	P	P	P		P		P	P
BATES, Pat	City of Alt. Spgs		P	P	P	P	P	P		P		P	P
KILSHEIMER, Joe	City of Apopka					P	P	P		P		P	P
<i>LAND, John</i>	<i>City of Apopka</i>		R	A	A								
SWAN, Jim	City of Kissimmee		P	P	R	P	P	P		P		P	P
INGS, Samuel	City of Orlando						P	P		P		P	P
<i>LYNUM, Daisy</i>	<i>City of Orlando</i>		P	P	P	P							
TRIPLETT, Jeff	City of Sanford		P	P	P	A	P	P		P		P	P
ASHER, Dean	GOAA		P	P	A	A	P	P		P		P	P
ATTKISSON, Frank	LYNX/SunRail		P	A	A	P	P	A		A		A	V
DYER, Buddy	City of Orlando		R	P	P	R	P	P		P		P	R
	CFX					V	V	V		V		V	V
<i>BATTERSON, Scott</i>	<i>CFX</i>		P	P	A								
DALE, Larry	Sanford Airport		A	R	R	P	R	P		A		R	P
BENNAGE, Candy	Kissimmee Airport		P	P	R	P	R	P		R		P	R
DOWNS, Noranne	FDOT		A	P	P	R	R	R		R		P	P
NOTO, Stephen	BPAC		P	P	P	P	P	P		P		R	P
EVANS, Carnot	CAC		P	P	P	R	P	P		P		P	P
BRADLEY, Ken	MAC							P		P		P	P
<i>DURSO, Joe</i>	<i>MAC</i>		A	A	A	P	P						
RAMDATT, Charles	TTC		P	P	P	P	P	P		R		P	P

A = Absent; \* = Representing MPO @ NARC Board Mtg.

P = Present; R = represented by alt; V = Vacant; I = inactive;

*Italicized name = former representative (listed below current representative)*



# MPOAC Legislative Status Report

January 22, 2015

## 2015 Bills (14)

Num	Title	Sponsor	
HB 0001	<b>Relating to Texting While Driving</b>	Stark	12/19/14
(C: 0192 ) (S: 0246 )	Texting While Driving: Revises penalties for violations of Florida Ban on Texting While Driving Law; provides enhanced penalties for such violations when committed in school zone or school crossing; removes requirement that specified provisions be enforced as secondary action by law enforcement agency. Effective Date: October 1, 2015 11/19/14 HOUSE Filed 12/19/14 HOUSE Referred to Highway & Waterway Safety Subcommittee; Transportation & Economic Development Appropriations Subcommittee; Economic Affairs Committee 12/19/14 HOUSE Now in Highway & Waterway Safety Subcommittee		
HB 0009	<b>Relating to Use of a Wireless Communications Device While Operating a Motor Vehicle</b>	Slosberg	12/19/14
(C: 0270 )	Use of a Wireless Communications Device While Operating a Motor Vehicle: Defines "wireless communications device"; provides criminal penalty if person operating motor vehicle while using wireless communications device causes death of human being or unborn child. Effective Date: July 1, 2015 11/19/14 HOUSE Filed 12/19/14 HOUSE Referred to Criminal Justice Subcommittee; Judiciary Committee 12/19/14 HOUSE Now in Criminal Justice Subcommittee		
HB 0017	<b>Relating to Driving Safety</b>	Slosberg	12/19/14
	Driving Safety: Prohibits use of cellular telephones & other electronic communications devices by drivers in school zone or school crossing or on school district property. Effective Date: October 1, 2015 11/19/14 HOUSE Filed 12/19/14 HOUSE Referred to Highway & Waterway Safety Subcommittee; Transportation & Economic Development Appropriations Subcommittee; Economic Affairs Committee 12/19/14 HOUSE Now in Highway & Waterway Safety Subcommittee		
HB 0041	<b>Relating to Hazardous Walking Conditions</b>	Metz	12/19/14
(I: 0154 )	Hazardous Walking Conditions: Revises criteria that determine hazardous walking conditions for public school students; revises procedures for inspection & identification of hazardous conditions; authorizes district school superintendents to initiate formal request for correction of hazardous conditions; requires district school boards to provide transportation to students who would be subjected to hazardous conditions; requires state or local entities with jurisdiction over roads with hazardous conditions to correct condition; provides requirements for governmental entities relating to capital improvement programs; provides requirements relating to civil actions for damages. Effective Date: July 1, 2015 11/25/14 HOUSE Filed 12/19/14 HOUSE Referred to Local Government Affairs Subcommittee; Education Appropriations Subcommittee; Education Committee 12/19/14 HOUSE Now in Local Government Affairs Subcommittee		
HB 0063	<b>Relating to Public-Private Partnerships</b>	Steube	12/19/14
(L: 0065 )	Public-Private Partnerships: Creates Division of Public-Private Partnerships within DEO; authorizes use of public-private partnerships for certain contracts; revises provisions related to unsolicited proposals received by responsible public entities; restricts & requires certain provisions in financing agreements. Effective Date: July 1, 2015 12/08/14 HOUSE Filed 12/19/14 HOUSE Referred to Government Operations Subcommittee; Economic Development & Tourism Subcommittee; Appropriations Committee; State Affairs Committee 12/19/14 HOUSE Now in Government Operations Subcommittee		
SB 0154	<b>Relating to Hazardous Walking Conditions</b>	Hays	12/17/14
(I: 0041 )	Hazardous Walking Conditions; Revising criteria that determine a hazardous walking condition for public school students; requiring a district school board to correct hazardous walking conditions and provide transportation to students who would be subjected to hazardous walking conditions; requiring state or local governmental entities with jurisdiction over a road with a hazardous walking condition to correct the condition within a reasonable period of time, etc. Effective Date: 7/1/2015 11/25/14 SENATE Filed 12/17/14 SENATE Referred to Education Pre-K - 12; Community Affairs; Appropriations Subcommittee on Education; Fiscal Policy		
HB 0191	<b>Relating to Traffic Safety</b>	Slosberg	01/15/15
	Traffic Safety: Prohibits use of electronic communications devices by certain drivers; provides for voluntary checkoff on driver license applications to permit contributions to AAA Foundation for Traffic Safety. Effective Date: January 1, 2016 01/07/15 HOUSE Filed 01/15/15 HOUSE Referred to Highway & Waterway Safety Subcommittee; Transportation & Economic Development Appropriations Subcommittee; Economic Affairs Committee 01/15/15 HOUSE Now in Highway & Waterway Safety Subcommittee		

SB 0192	<b>Relating to Wireless Communications Devices</b>	Altman	01/08/15
(C: 0001 0246 )	Wireless Communications Devices; Revising legislative intent to authorize law enforcement officers to issue citations as a primary offense to persons who are texting while driving; relating to the enforcement of the "Florida Ban on Texting While Driving Law" as a secondary action, etc. Effective Date: 10/1/2015 12/17/14 SENATE Filed 01/08/15 SENATE Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations		
SB 0194	<b>Relating to Transportation Services Procurement</b>	Altman	01/08/15
	Transportation Services Procurement; Requiring an agency to consider specified criteria when evaluating a proposal or reply received for procurement of specified transportation services, etc. Effective Date: 7/1/2015 12/17/14 SENATE Filed 01/08/15 SENATE Referred to Transportation; Governmental Oversight and Accountability; Appropriations Subcommittee on General Government; Appropriations		
HB 0231	<b>Relating to Transportation</b>	Passidomo	01/12/15
	Transportation: Revises provisions relating to the rights & safety of vulnerable users of public rights-of-way; prohibits assault of bicycle riders; revises provisions for careless driving; provides penalties for specified infractions contributing to bodily injury of vulnerable users; requires traffic law & substance abuse education courses to include certain instruction; requires driver license examinations to include test of applicant's knowledge of certain traffic laws; requires driver education courses offered by school district to include certain information. Effective Date: July 1, 2015 01/12/15 HOUSE Filed		
SB 0246	<b>Relating to Texting While Driving</b>	Sachs	01/15/15
(C: 0192 ) (S: 0001 )	Texting While Driving; Revising penalties for violations of the Florida Ban on Texting While Driving Law to include enhanced penalties for such violations when committed in a school zone or school crossing; removing the requirement that specified provisions be enforced as a secondary action by a law enforcement agency, etc. Effective Date: 10/1/2015 01/07/15 SENATE Filed 01/15/15 SENATE Referred to Communications, Energy, and Public Utilities; Transportation; Fiscal Policy		
HB 0257	<b>Relating to Freight Logistics Zones</b>	Ray	01/13/15
	Defines "freight logistics zone"; authorizes county or two or more contiguous counties to designate geographic area or areas within its jurisdiction as freight logistics zone; requires adoption of strategic plan which must include certain information; provides that certain projects within freight logistics zones may be eligible for priority in state funding & certain incentive programs; provides evaluation criteria for freight logistics zones. Effective Date: July 1, 2015 01/13/15 HOUSE Filed		
SB 0270	<b>Relating to Use of Wireless Communications Devices While Operating a Motor Vehicle</b>	Soto	01/15/15
(C: 0009 )	Use of Wireless Communications Devices While Operating a Motor Vehicle; Providing a criminal penalty if a person operating a motor vehicle while using a wireless communications device causes the death of a human being or an unborn child, etc. Effective Date: 7/1/2015 01/07/15 SENATE Filed 01/15/15 SENATE Referred to Communications, Energy, and Public Utilities; Transportation; Criminal Justice; Fiscal Policy		
SB 0346	<b>Relating to School Bus Stop Safety</b>	Simmons	01/14/15
	School Bus Stop Safety; Citing this act as the "Gabby's Law for School Bus Stop Safety"; revising penalties for failure to stop a vehicle upon approaching a school bus that displays a stop signal; providing for criminal penalties under certain circumstances; amending provisions relating to application of specified provisions, disposition of penalty amounts received, and trauma payments, etc. Effective Date: 10/1/2015 01/14/15 SENATE Filed		



# **Senate Committees on Transportation**

## **Committee on Rules**

**Chair:** Senator David Simmons (R)

**Vice Chair:** Senator Darren Soto (D)

## **Appropriations Subcommittee on Transportation, Tourism, and Economic Development**

**Chair:** Senator Jack Latvala (R)

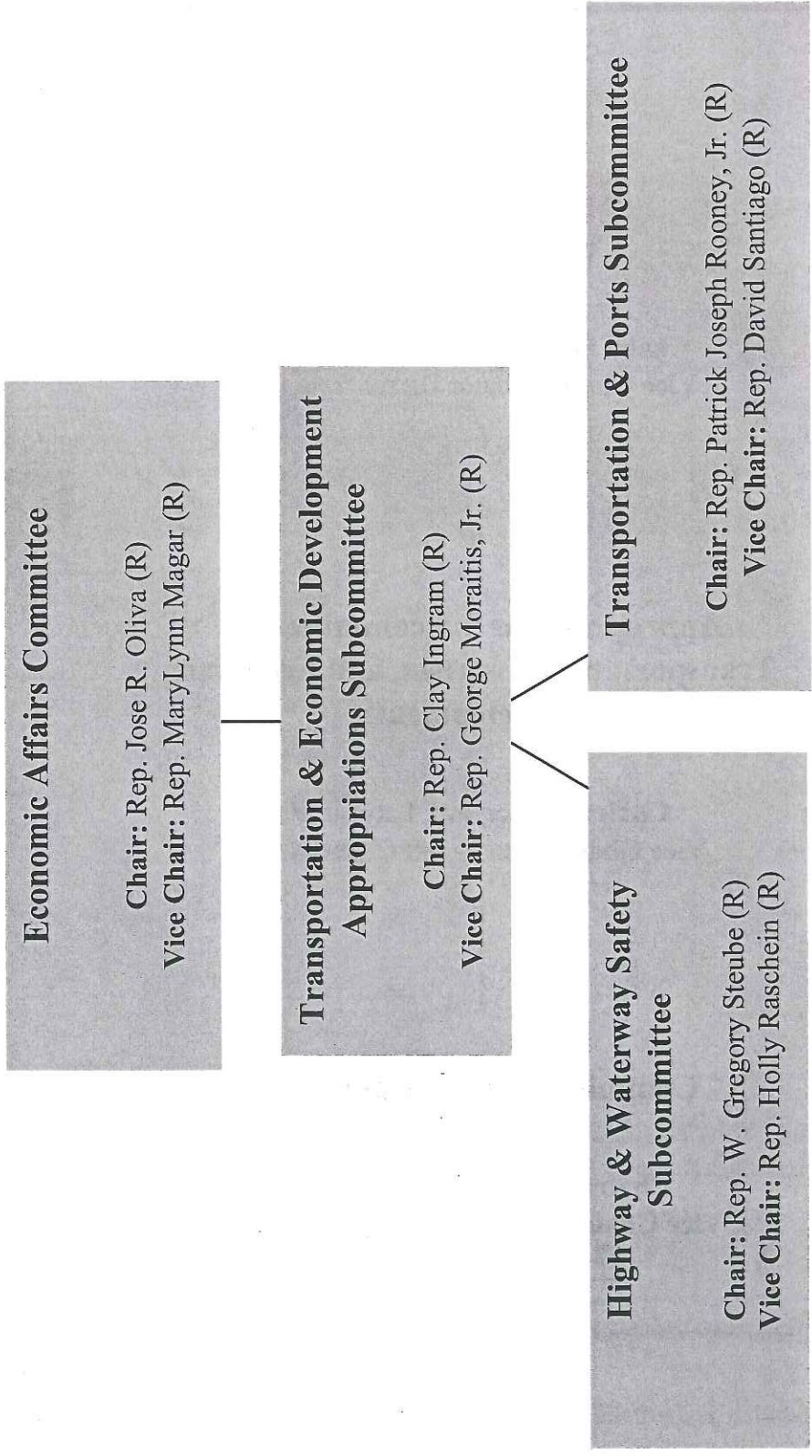
**Vice Chair:** Senator Jeff Clemens (D)

## **Committee on Transportation**

**Chair:** Senator Jeff Brandes (R)

**Vice Chair:** Senator Dwight Bullard (D)

# House Committees on Transportation



**CIM Active Contracts By District Report**  
**Generated: 01/07/2015, District 5, Contract Type: All Maintenance**

**Orange**

<b>Contract #</b>	T5469	<b>Work Begin</b>	01-21-2014
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 68,031,118.72
<b>Contractor</b>	PRINCE CONTRACTING, LLC.	<b>Days Used as of Last Approved Estimate</b>	328
<b>Project Manager</b>	CN509TW   Womick, Todd	<b>Cost Perf. Measure</b>	39.12%
<b>Project Admin.</b>	KN515AP   Perez, Armando	<b>Time Perf. Measure</b>	31.16%
<b>SM Contract Type</b>	CC   Const Contract	<b>Adj. Est. Completion</b>	10-23-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239203-4-52-01	Yes	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-
239203-4-56-01	No	SR50;SR500 TO BREV.	-	0218 ADD LANES & REHABILITATE PVMNT	SR 50 (COLONIAL DR)FROM E OF CR425 (DEAN RD) TO E OF OLD CHENEY HWY	-

<b>Contract #</b>	T5419	<b>Work Begin</b>	01-18-2013
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 14,957,793.36
<b>Contractor</b>	LANE CONSTRUCTION CORPORATION (THE)	<b>Days Used as of Last Approved Estimate</b>	695
<b>Project Manager</b>	CN509CD   Daley, Carlton	<b>Cost Perf. Measure</b>	87.06%
<b>Project Admin.</b>	CN509CD   Daley, Carlton	<b>Time Perf. Measure</b>	82.63%
<b>SM Contract Type</b>	CC   Const Contract	<b>Adj. Est. Completion</b>	05-22-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239535-5-52-01	Yes	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
239535-5-52-02	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
239535-5-56-01	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-



239535-5-56-02	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	-
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<b>Contract #</b>	T5487	<b>Work Begin</b>	05-12-2014
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 3,316,780.60
<b>Contractor</b>	HUBBARD CONSTRUCTION COMPANY	<b>Days Used as of Last Approved Estimate</b>	229
<b>Project Manager</b>	CN509OD   Olund, David	<b>Cost Perf. Measure</b>	96.50%
<b>Project Admin.</b>	CN509OD   Olund, David	<b>Time Perf. Measure</b>	96.36%
<b>SM Contract Type</b>	CC   Const Contract	<b>Adj. Est. Completion</b>	01-04-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
424898-1-52-01	Yes	SR551;SR15 TO SR426	8875018U	0012 RESURFACING	SR 551 (GOLDENROD) FROM S/SR552 (CURRY FORD)TO S OF SR 408	STATE ADMINISTERED/DELEGATED

424898-1-52-02	No	SR551;SR15 TO SR426	-	0012 RESURFACING	SR 551 (GOLDENROD) FROM S/SR552 (CURRY FORD)TO S OF SR 408	-
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<b>Contract #</b>	T5466	<b>Work Begin</b>	12-12-2013
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 630,758.81
<b>Contractor</b>	BANKERS INSURANCE COMPANY	<b>Days Used as of Last Approved Estimate</b>	388
<b>Project Manager</b>	CN515JE   Jagers, Eric	<b>Cost Perf. Measure</b>	62.75%
<b>Project Admin.</b>	CN515JE   Jagers, Eric	<b>Time Perf. Measure</b>	367.89%
<b>SM Contract Type</b>	CSL   Const Streamline	<b>Adj. Est. Completion</b>	02-20-2014

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430665-1-52-01	No	SR 44 / MAIN ST / SR 500	3994052P	0543 PAVE SHOULDERS	SR 500 (US 441) FROM .2 MI N OF SR 44 TO ORANGE CO LINE	STATE ADMINISTERED/DELEGATED
430665-2-52-01	Yes	SR500;SR50 TO LAKE	3993058P	0543 PAVE SHOULDERS	SR 500 (US 441) FROM W OF WILLOW ST TO LAKE CO LINE	STATE ADMINISTERED/DELEGATED

<b>Contract #</b>	T5488	<b>Work Begin</b>	03-17-2014
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 5,354,000.00
<b>Contractor</b>	PREFERRED MATERIALS INC.	<b>Days Used as of Last Approved Estimate</b>	273

<b>Project Manager</b>	CN506JR   James, Randall - Inactive	<b>Cost Perf. Measure</b>	73.75%
<b>Project Admin.</b>	KNEECNC   Nolen, Chris	<b>Time Perf. Measure</b>	76.21%
<b>SM Contract Type</b>	CLS   Const Lump Sum	<b>Adj. Est. Completion</b>	03-11-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
429079-1-52-01	Yes	SR400;OSCE.- SEMIN.	0042257I	0012 RESURFACING	I-4 (SR 400) FROM OSCEOLA CO LINE TO EAST OFSR 536	STATE ADMINISTERED/DELEGATED

<b>Contract #</b>	E5W31	<b>Work Begin</b>	-
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 11,820,000.00
<b>Contractor</b>	HUBBARD CONSTRUCTION COMPANY	<b>Days Used as of Last Approved Estimate</b>	0
<b>Project Manager</b>	CN509OJ   Oakes, Jeffrey	<b>Cost Perf. Measure</b>	-
<b>Project Admin.</b>	CN509OJ   Oakes, Jeffrey	<b>Time Perf. Measure</b>	9.86%
<b>SM Contract Type</b>	CDB   Const Design Build	<b>Adj. Est. Completion</b>	07-21-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
433607-1-52-01	Yes	SR50;SR500 TO BREV.	-	0022 BRIDGE REPLACEMENT	SR 50 BRIDGES OVER ECONLOCKHATCHEE RIVER BRIDGES 750013&750169	-

<b>Contract #</b>	E5W28	<b>Work Begin</b>	12-11-2014
<b>County</b>	ORANGE	<b>Present Amount</b>	\$ 260,959.24
<b>Contractor</b>	NEW FLORIDA INDUSTRIAL ELECTRIC, INC. (THE)	<b>Days Used as of Last Approved Estimate</b>	0
<b>Project Manager</b>	CN509GU   Gopal, Uvendra	<b>Cost Perf. Measure</b>	6.07%
<b>Project Admin.</b>	CN509GU   Gopal, Uvendra	<b>Time Perf. Measure</b>	22.00%
<b>SM Contract Type</b>	CSL   Const Streamline	<b>Adj. Est. Completion</b>	03-21-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
414999-2-52-01	Yes	W COLONIAL DR/MARTIN LUTHER KING B	-	0716 TRAFFIC SIGNALS	SR 50 AT MERCY DRIVE	-



**Osceola**

<b>Contract #</b>	T5495	<b>Work Begin</b>	09-02-2014
<b>County</b>	OSCEOLA	<b>Present Amount</b>	\$ 6,951,000.00
<b>Contractor</b>	RANGER CONSTRUCTION INDUSTRIES, INC.	<b>Days Used as of Last Approved Estimate</b>	105
<b>Project Manager</b>	CN509BM   Bouazizi, Monaem	<b>Cost Perf. Measure</b>	56.11%
<b>Project Admin.</b>	CN509BM   Bouazizi, Monaem	<b>Time Perf. Measure</b>	37.67%
<b>SM Contract Type</b>	CLS   Const Lump Sum	<b>Adj. Est. Completion</b>	07-11-2015

<b>Finproj</b>	<b>Lead</b>	<b>St. Rd. #</b>	<b>FAP</b>	<b>Work Mix</b>	<b>Contract Location</b>	<b>Federal Project Oversight</b>
428867-1-52-01	Yes	SR60;POLK-INDIAN RIV	2003011A	0012 RESURFACING	SR 60 FROM E OF HYATT FARMS RD TO W OF TURNPIKE/SR91	STATE ADMINISTERED/DELEGATED

**Seminole**

<b>Contract #</b>	T5404	<b>Work Begin</b>	08-27-2012
<b>County</b>	SEMINOLE	<b>Present Amount</b>	\$ 10,333,003.53
<b>Contractor</b>	HALIFAX PAVING, INC.	<b>Days Used as of Last Approved Estimate</b>	840
<b>Project Manager</b>	CN509WT   Williams, Trevor	<b>Cost Perf. Measure</b>	84.81%
<b>Project Admin.</b>	KNIEIBD   Bowden, David	<b>Time Perf. Measure</b>	103.80%
<b>SM Contract Type</b>	CC   Const Contract	<b>Adj. Est. Completion</b>	01-07-2015

<b>Finproj</b>	<b>Lead</b>	<b>St. Rd. #</b>	<b>FAP</b>	<b>Work Mix</b>	<b>Contract Location</b>	<b>Federal Project Oversight</b>
240233-3-52-01	Yes	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-01	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-03	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-
240233-3-56-06	No	434; SR436 TO SR419	-	0218 ADD LANES & REHABILITATE PVMNT	SR 434 FROM I-4 TO RANGELINE RD	-

<b>Contract #</b>	E5R71	<b>Work Begin</b>	10-10-2013
<b>County</b>	SEMINOLE	<b>Present Amount</b>	\$ 22,018,406.52
<b>Contractor</b>	LANE CONSTRUCTION CORPORATION (THE)	<b>Days Used as of Last Approved Estimate</b>	431
<b>Project Manager</b>	CN509OJ   Oakes, Jeffrey	<b>Cost Perf. Measure</b>	60.13%
<b>Project Admin.</b>	KNMETDX   Davis, Chris	<b>Time Perf. Measure</b>	53.05%



<b>SM Contract Type</b>	CDB   Const Design Build	<b>Adj. Est. Completion</b>	11-01-2015
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Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
404418-1-52-01	Yes	US-17/92/ORLANDO AVE/FRENCH AVE	3521006P	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	STATE ADMINISTERED/FULL OVRSRG
404418-1-52-02	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	-
404418-1-52-03	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	-
404418-1-52-04	No	US-17/92/ORLANDO AVE/FRENCH AVE	-	0230 INTERCHANGE (NEW)	SR 15/600 (US 17/92) INTERCHANGE AT SR 436	-

<b>Contract #</b>	T5491	<b>Work Begin</b>	08-25-2014
<b>County</b>	SEMINOLE	<b>Present Amount</b>	\$ 3,276,000.00
<b>Contractor</b>	HUBBARD CONSTRUCTION COMPANY	<b>Days Used as of Last Approved Estimate</b>	112
<b>Project Manager</b>	CN507LC   Long, Charles	<b>Cost Perf. Measure</b>	84.76%
<b>Project Admin.</b>	KNMEHAS   Shah, Anurag	<b>Time Perf. Measure</b>	53.89%
<b>SM Contract Type</b>	CLS   Const Lump Sum	<b>Adj. Est. Completion</b>	03-15-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
429080-1-52-01	Yes	I-4 / SR-400	0042258I	0012 RESURFACING	I-4 (SR400) FRM WEST OF EE WILLIAMSON OVERPASS TO WEST OF LAKE MARY BL	STATE ADMINISTERED/DELEGATED



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

719 South Woodland Boulevard  
DeLand, Florida 32720

JIM BOXOLD  
SECRETARY

January 9<sup>th</sup>, 2015

Mr. Gary Huttman  
Deputy Executive Director  
MetroPlan Orlando  
315 East Robinson Ave., Suite 355  
Orlando, FL 32801

Dear Mr. Huttman:

**SUBJECT: SECOND QUARTER VARIANCE REPORT  
Fiscal Year 2014/15**

This letter is to provide MetroPlan Orlando with a variance report that compares the July 1, 2014 Adopted Work Program with changes made to the Adopted Work Program in the first quarter of Fiscal Year 2014/15. This listing includes projects with cost increases that are equal to or greater than the minimum parameters set by MetroPlan Orlando.

### Orange County

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***1) Project: FM# 242484 – 7 – SR 400 (I-4) West of SR 528 Beachline to West of SR 435 Kirkman Road – Add Lanes and Reconstruct***

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7/1/14 Adopted Phase Cost: Design = \$2,410,000 (FY 2015/16)

Revised Phase Cost: Design/Build = \$5,910,000 (FY 2015/16)

Phase Cost Increase: Design/Build = \$3,500,000 (145%)

Reason for Cost Increase

This increase is due to the accelerated schedule and change of the project phase from Design to Design/Build.

Impact of phase cost increase:

These funds are statewide SIS funds and have no impact on the Work Program. The project is still on schedule.

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**2) Project: FM# 432402 - 2 – SR 500/US 441 from CR 437 (Orange Ave.) to North of Junction/Wesley Road – Rigid Pavement Rehabilitation**

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7/1/14 Adopted Phase Cost: Construction Support = \$5,455 (FY 2016/17)

Revised Phase Cost: Construction Support = \$696,282 (FY 2016/17)

Phase Cost Increase: Construction Support = \$690,827 (12,664%)

Reason for Cost Increase

Six miles of sidewalk and drainage were added to the original scope which resulted in additional design efforts, increased quantity computations, and a significant amount of survey hours that were not originally included in the scope.

Impact of phase cost increase:

These are statewide DS funds and reflect no impact on the Work Program.

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**3) Project: FM# 432453 – 1 – I-4 (SR 400) from SR 528 to West of SR 435 - Resurfacing**

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7/1/14 Adopted Phase Cost: Construction Support = \$247,015 (FY 2015/16)

Revised Phase Cost: Construction Support = \$661,789 (FY 2015/16)

Phase Cost Increase: Construction Support = \$414,774 (167%)

Reason for Cost Increase

The department performed a safe curve speed study, which recommended a high friction surface treatment for the westbound I-4 to eastbound SR 528 ramp, along with additional signage. The State Materials Office's direction is to add the high friction surface treatment to a new 2.0-inch thick FC-12.5 friction course, instead of an FC-5 friction course. Due to this direction the department changed the project costs.

Impact of phase cost increase:

These are statewide SIS statewide funds and have no impact on work program.



**Seminole County**

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**2) Project: FM# 432642 – 2 – SR 434 at Tuskawilla Road – Add Turn Lanes**

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7/1/14 Adopted Phase Cost: Construction Support = \$100,000 (FY 2014/15)

Revised Phase Cost: Construction Support = \$200,000 (FY 2014/15)

Phase Cost Increase: Construction Support = \$100,000 (100%)

Reason for Cost Increase

Per the request of the City of Winter Springs, the original scope was modified to add bollards and change in signage.

Impact of phase cost increase:

This increase of SU federal funds had no effect on the Work Program.

**Osceola County**

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**1) Project: FM# 418403 – 3 – SR 600 (US 17/92) from Pleasant Hill to Portage Street – Widening**

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7/1/14 Adopted Phase Cost: Right of Way = \$43,709 (FY 2015/16)

Revised Phase Cost: Right of Way = \$381,000 (FY 2015/16)

Phase Cost Increase: Right of Way = \$337,291 (771%)

Reason for Cost Increase

This project is a widening project that includes a flyover. The flyover was added to the scope of the project, leading to the increased Right of Way cost, along Pleasant Hill Rd.

Impact of phase cost increase:

This cost increase of DIH statewide funds had no effect on the Work Program

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**2) Project: FM# 432416 – 1 – I-4 SR 400 all ramps from I-4 to World Drive - Resurfacing**

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7/1/14 Adopted Phase Cost: Construction Support = \$10,910 (FY 2016/17)

Revised Phase Cost: Construction Support = \$435,750 (FY 2016/17)

Phase Cost Increase: Construction Support = \$424,840 (3,894%)

Reason for Cost Increase

When I-4 mainline was resurfaced the ramps were not included in the original estimate and these have now been included.

Impact of phase cost increase:

The cost increase of DS statewide funds has no impact to the Work Program.

Please do not hesitate to call me at 386-943-5544 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Duane Compo", with a large, stylized flourish extending from the bottom.

Duane Compo  
MPO Liaison



## **GOVERNOR SCOTT INVESTS \$9.9 BILLION FOR TRANSPORTATION IMPROVEMENTS IN THE "KEEP FLORIDA WORKING" BUDGET**

January 28, 2015

Dick Kane, (850) 414-4595  
[dick.kane@dot.state.fl.us](mailto:dick.kane@dot.state.fl.us)

**TALLAHASSEE** – Governor Rick Scott today announced that the Florida Department of Transportation (FDOT) will receive \$9.9 billion in the "Keep Florida Working" budget to make strategic transportation investments statewide. The Governor's proposed budget follows this year's record funding of \$10.1 billion to improve Florida's infrastructure, including the largest FDOT work program in state history.

**Governor Scott said, "We've made tremendous investments in our state's transportation system during my time in office and our return on investment is clear. Strategic improvements to our transportation infrastructure will position Florida as a global leader for economic growth. Our 'KEEP FLORIDA WORKING' budget will continue to invest in our ports, our roadways and our entire transportation network to further our economic growth."**

The Governor's budget makes the following investments:

- \$3.8 billion for construction of highway projects
- \$109.6 million in seaport infrastructure improvements
- \$350 million for aviation improvements
- \$242.6 million for scheduled repair of 92 bridges and replacement of 16 bridges
- \$901.5 million for maintenance and operation
- \$548 million for public transit development grants
- \$168.3 million for safety initiatives
- \$38.3 million for bike and pedestrian trails

Major projects by region include:

### **Northeast Florida**

- \$116.5M for new road construction on SR 200 (US 301) in Bradford County. The Starke Bypass will provide a new four-lane road that will relieve congestion and provide for future traffic growth on the western side of US 301. The total length of the project is 7.3 miles.
- \$49.2M to add lanes and reconstruct SR A1A in a heavily commercial area on a significant east-west and evacuation route between I-95 and the Amelia Island and Fernandina Beach area in Nassau County. This project will relieve congestion and provide for future growth.



- \$94.5M for an interchange improvement at I-10 and the U.S. 301 interchange in Duval County. Currently this interchange combines trucks, tourist, trains and commuters into a small interchange that needs improvement to safely move truck traffic on and off I-10 while passenger vehicles still pass over the CSX railroad overpass. The right of way and construction will advance these significant safety improvements which will allow access from U.S. 301 northbound to I-10 eastbound. See website: [www.us301northflorida.com](http://www.us301northflorida.com) for more details.
- \$179.4M to construct I-95 interchange at I-295. This interchange is the gateway to Jacksonville and the location is adjacent to the Jacksonville International Airport and nearby JaxPort. These improvements are needed to alleviate safety concerns, congestion and for future growth.
- \$27M for new road construction on First Coast Expressway from SR 15 (US17) to SR 21 in Clay County. This project is a part of the 46-mile long limited access toll facility in Clay, Duval and St. Johns counties that connect I-10 and I-96 as an outer beltway. See website: [www.firstcoastexpressway.com](http://www.firstcoastexpressway.com) for more details.

#### **Northwest Florida**

- \$38M to add lanes and reconstruct US 29 (SR 95) from north of I-10 to Nine Mile Road in Escambia County, including reconstructing the interchange with Nine Mile Road to increase traffic capacity, mobility of people and goods, and to relieve congestion.
- \$46.1M to add lanes and reconstruct SR 10 (US 90A/Nine Mile Rd) from CR 99 (Beulah Rd) to SR 95 (US 29) in Escambia County. These projects will improve mobility along the designated Hurricane Evacuation Route while relieving congestion and promoting opportunities for growth along the corridor.
- \$34M to add lanes and reconstruct 3.2 miles of SR 87 from 2 miles south of Yellow River to CR 184, in Santa Rosa County. This project will improve mobility along a designated Hurricane Evacuation Route while relieving congestion and promoting future expansion.
- \$106.6M to add lanes and reconstruct SR 77 from north of CR 279 to north of Blue Lake Road in Washington County. These projects will improve mobility along the designated Hurricane Evacuation Route while relieving congestion.

#### **Southwest Florida**

- \$29.2M to add lanes and reconstruct US 17 from the DeSoto County Line to CR 634 (Sweetwater Rd). This is the missing link of widening US 17 to four lanes from Polk County to Charlotte County. Additional lanes will increase safety and relieve congestion on this major north-south corridor within an area of critical economic concern.
- \$60M to add lanes and reconstruct I-75 from Charlotte County line to Sumter Boulevard. Project improvements will reduce congestion and increase efficiencies of the I-75 corridor in conjunction with ongoing lane upgrades.

#### **Southeast Florida**

- \$78.3M to add lanes and reconstruct SR 997/Krome Avenue from a 2-lane undivided to a 4-lane divided roadway with a shared-use path between SR 90/SW 8 Street to south of SW 136 Street. This project will provide additional capacity, system connectivity, multimodalism and address safety along the corridor.

- \$40.4M annual maximum availability payment to operate and maintain the Port of Miami Tunnel Project. This project will improve traffic flow in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets and will aid ongoing and future development in and around downtown Miami.
- \$89.8M replacement of two bridges on SR-80/Southern Boulevard over Lake Worth Lagoon and the reconstruction of roadway for the bridge approaches from Washington Avenue to SR A1A/South Ocean Boulevard in Palm Beach County within the City of West Palm Beach and the Town of Palm Beach. This will increase safety, efficiency and the mobility of people and goods.
- \$5M design project to replace the SR-A1A/North Bridge over the Intercostal Waterway in St. Lucie County. This project will replace the existing movable bascule bridge with a high-level fixed bridge. Construction is scheduled for FY2019. This will increase safety, efficiency and the mobility of people and goods.

#### **East Central Florida**

- \$28.8M for a new interchange at I-95 and St. Johns Heritage Parkway, also known as the Palm Bay Parkway, located North of Micco Road. The interchange will increase access and safety as current interchanges at Malabar Road and in Indian River County are more than 12 miles apart. The new interchange will also promote connectivity to the new parkway project in western Brevard County.
- \$6.5M of right of way purchase and environmental work for eventual new road construction on SR 429/46 from west of Old McDonald Rd to east of Wekiva River Road in Lake County. This is nearly a five mile, tolled section of Wekiva Parkway that takes the project through Lake County over the Wekiva River and just into Seminole County. Much of it will be above grade and elevated to make room for wildlife crossings and to protect the environment.
- \$13.6M of right of way purchase for new road construction on SR 429/~~49~~ from east of Wekiva River Road to east of Rinehart Road in Seminole County. This partially tolled section features an elevated parkway and includes numerous bridges over side streets, parallel frontage roads for local traffic, and a multi-use trail that crosses the Wekiva River into Seminole County and continues to Longwood Markham Road. This section also connects the Wekiva Parkway to Interstate 4 and provides interconnectivity between two major limited access facilities. In addition, this will link Wekiva Parkway to the Florida Turnpike's SR 417 in Seminole County, which will provide access to Sanford, as well as to Orlando via the east side.

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#### **West Central Florida**

- \$43.1M to add lanes and reconstruct US 301 from SR 674/Sun City Center Boulevard to CR 672/Balm Road to increase capacity and enhance interregional connectivity along US 301, a major north-south corridor within the Tampa Bay Region.
- \$80.3M for an aviation capacity project at Tampa International Airport Gateway Center which will create an automated people mover which is intended to move visitors from a consolidated rental car facility to the main terminal at TIA and thereby reducing the congestion along George Bean Parkway. This will also



- provide a link from the proposed Westshore Multimodal Center to the airport and greatly enhance the movement of visitors and residents throughout the region.
- \$45.8M to add lanes and reconstruct SR 54 from CR 577/Curley Road to CR 579/Morris Bridge Road to increase capacity in order to accommodate the expected future demand. This will also improve access to the expanding US 301 corridor allowing both regional and local travelers greater access and reduce congestion in the City of Zephyrhills
  - \$148.9M for new road construction from US 98 to SR 44 (Suncoast Parkway 2) in Hernando and Citrus counties. This 13-mile extension along with the Veterans Expressway and the existing Suncoast Parkway will make up a 70-mile limited access transportation corridor stretching from downtown Tampa into Citrus County. The extension will be an all-electronic, cashless toll facility.

**FDOT Secretary Jim Boxold said, "I applaud Governor Scott's investment in Florida's transportation system. The funding will not only create jobs for our citizens but continue to keep Florida on the road to having the best infrastructure in the country."**

The transportation building industry recognizes that a thriving economy is not possible without good quality infrastructure.

**Florida Transportation Builders' Association (FTBA) President Bob Burleson said, "The state's transportation builders thank Governor Scott for his continued support of major transportation improvements in Florida. These investments will mean more jobs for our transportation workers and increased mobility for our citizens and visitors."**

The Governor's "Keep Florida Working" Budget continues to prepare for the post-Panama Canal expansion which will support job creation by funding vital seaport infrastructure improvements.

**Florida Ports Council President and CEO Doug Wheeler said, "We appreciate Governor Scott's efforts to create jobs and boost the economy by prioritizing seaport and freight infrastructure, needed for Florida to be competitive. The funding strengthens Florida's position as a leader in the global movement of freight and as a hub for international trade."**

**Floridians for Better Transportation President Matthew D. Ubben said, "Now that Florida is the third largest state, Governor Scott's transportation budget will create more opportunities to help meet the transportation needs of our growing communities. Governor Scott is to be commended for developing a strong, innovative transportation infrastructure where businesses can prosper."**

**Asphalt Contractors Association of Florida 2015 President Mark Marine said, "With this budget, Governor Scott is sending a powerful message on the importance of our transportation system. For a growing state like Florida, making transportation a priority is critical to moving Florida's citizens and economy forward."**

**Florida Concrete & Products Association President Mike Murtha said, “Governor Scott’s proposed budget is further proof of his leadership to make sure Florida has a world-class transportation system that enhances mobility and provides jobs for Florida’s families. This budget will continue to strengthen the state’s economic growth.”**

**Florida Transportation Commission Chairman Jay Trumbull said, “Governor Scott deserves high praise for his recurring investment in Florida’s transportation infrastructure. The Florida Department of Transportation excels in meeting or exceeding many of its performance measures and this budget will help the state continue to set the standard for transportation across the nation.”**

**Florida Public Transportation Association Executive Director Lisa M. Bacot said, “We compliment Governor Scott for his increased funding for public transportation. Additional money for public transit development grants will go a long way in improving the quality of life for Florida’s families.”**

For additional details on the Governor’s “Keep Florida Working” Budget for FY 2015-2016, visit <http://www.keepfloridaworking.com/>

*Celebrating 100 Years of Innovation, Mobility and Economic Development*  
[www.dot.state.fl.us/agencyresources/anniversary/](http://www.dot.state.fl.us/agencyresources/anniversary/)



### Summary of Fees, Taxes, and Surcharges by Source

Source	Atlanta (ATL)	Boston (BOS)	Charlotte (CLT)	Chicago (ORD)	Dallas (DFW)	Denver (DEN)	Las Vegas (LAS)	Los Angeles (LAX)	Orlando (MCO)	New York (LGA)	San Francisco (SFO)
Airport Concession Fee Recovery	11.11%	11.11%	11.11%	11.11%	11.11%	11.11%	10.00%	11.11%	10.45%	11.75%	11.11%
Auto Renting Occupation Tax (State)				5%			10%		\$2.00/day	6%	
Chicago Transaction Tax				8%							
City tax					5.00%					4.50%	1.00%
City/county tax			3.00%			7.25%		0.50%			
Convention surcharge		\$10.00/rntl									
County tax	3%						2%			5%	0.25%
Customer Facility Charge	\$5.00/day	\$6.00/day	\$4.00/day	\$8.00/day	\$4.00/day	\$2.15/day	\$3.75/day	\$10/rntl	\$2.50/day		\$20.00/rntl
Customer Transportation Charge					\$2.20/rntl						
Energy Charge	\$1.49	\$1.49		\$1.49		\$1.49			\$1.49		
Highway Use Tax (Alt. Gross Rec)			8.00%								
Metropolitan Pier & Expo Authority				6%							
Parking Fine Recovery Charge		\$ .60/rntl									
Property tax, title/license reimb.					\$1.45						
Rental motor vehicle excise tax	3%										
Road Safety Program Fee											
Road Safety Program Fee						\$2.00					
State Sales Tax	4%	6.25%			10%	2.90%	8.10%	7.25%	6.50%	4.00%	6.00%
Special District Tax				1.00%		1.20%		1.50%		0.38%	1.00%
California Tourism/Promotions Tax								2.85%			2%
U Drive It Tax			5.00%								
Vehicle Licensing Cost Recovery (VLC)	\$1.47	\$1.49	\$0.38	\$2.36		\$0.57	\$3.08	\$ .22/day	\$ .77/day	\$0.50	
Waste Tire/Battery Fee											
Base Rate (One-day rental)	\$67.78	\$54.00	\$53.00	\$65.00	\$71.00	\$97.00	\$60.99	\$41.04	\$54.69	\$234.00	\$60.09
Fees, Taxes, surcharges	\$24.19	\$31.91	\$20.44	\$34.80	\$28.24	\$32.09	\$26.42	\$19.73	\$16.85	\$78.28	\$35.92
Total Rental	\$91.97	\$85.91	\$73.44	\$99.80	\$99.24	\$129.09	\$87.41	\$60.77	\$71.54	\$312.28	\$96.01
% fees, taxes, surcharges	26%	37%	28%	35%	28%	25%	30%	32%	24%	25%	37%

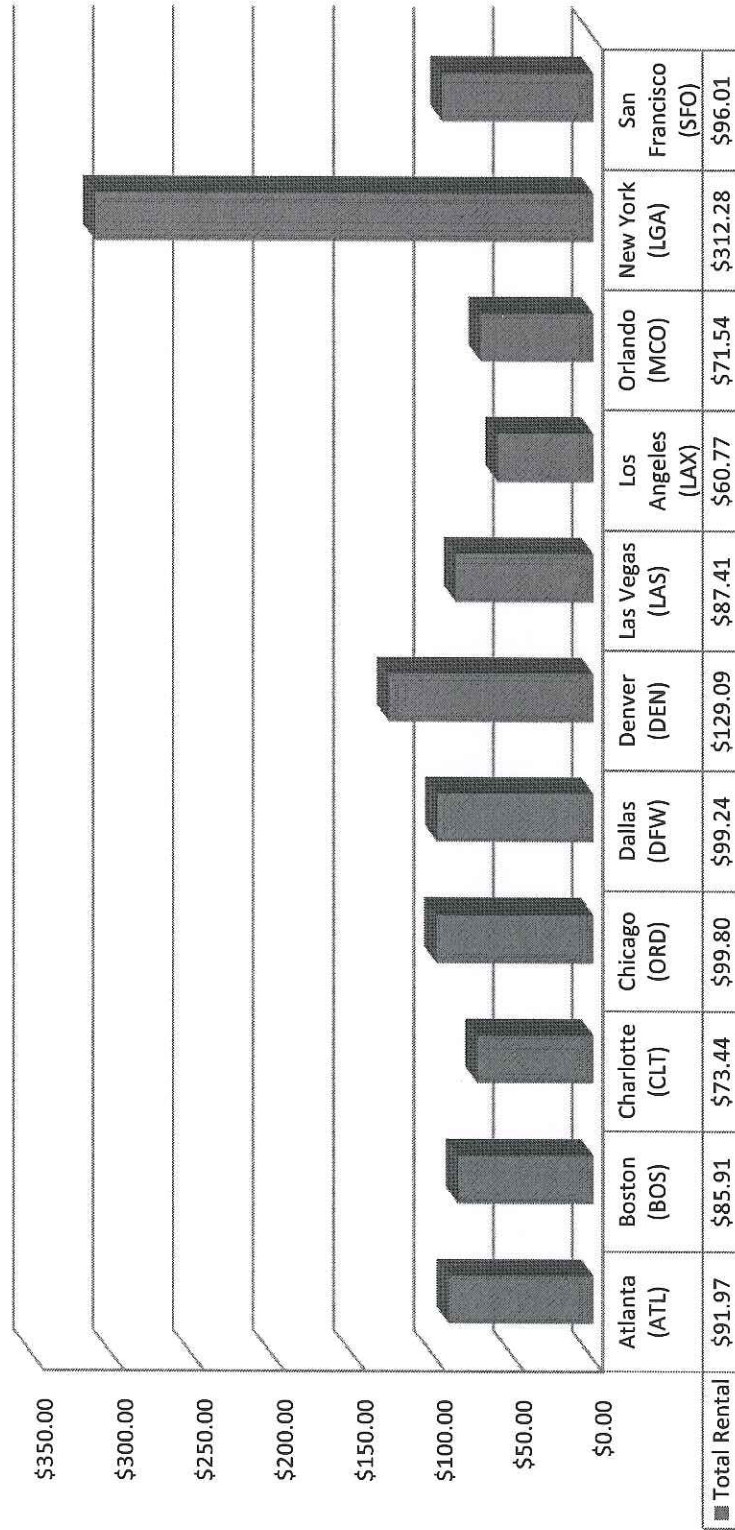
#### Note(s):

Base rates shown are from a rental car agency located at the airport in each market.

Base rates shown are for online reservations.

The same pickup/return dates/times and vehicle class (mid-size/intermediate) were used in all cases.

## Total One-Day Rental by Market (Dec 2014)



**Note(s):**

Base rates shown are from a rental car agency located at the airport in each market.

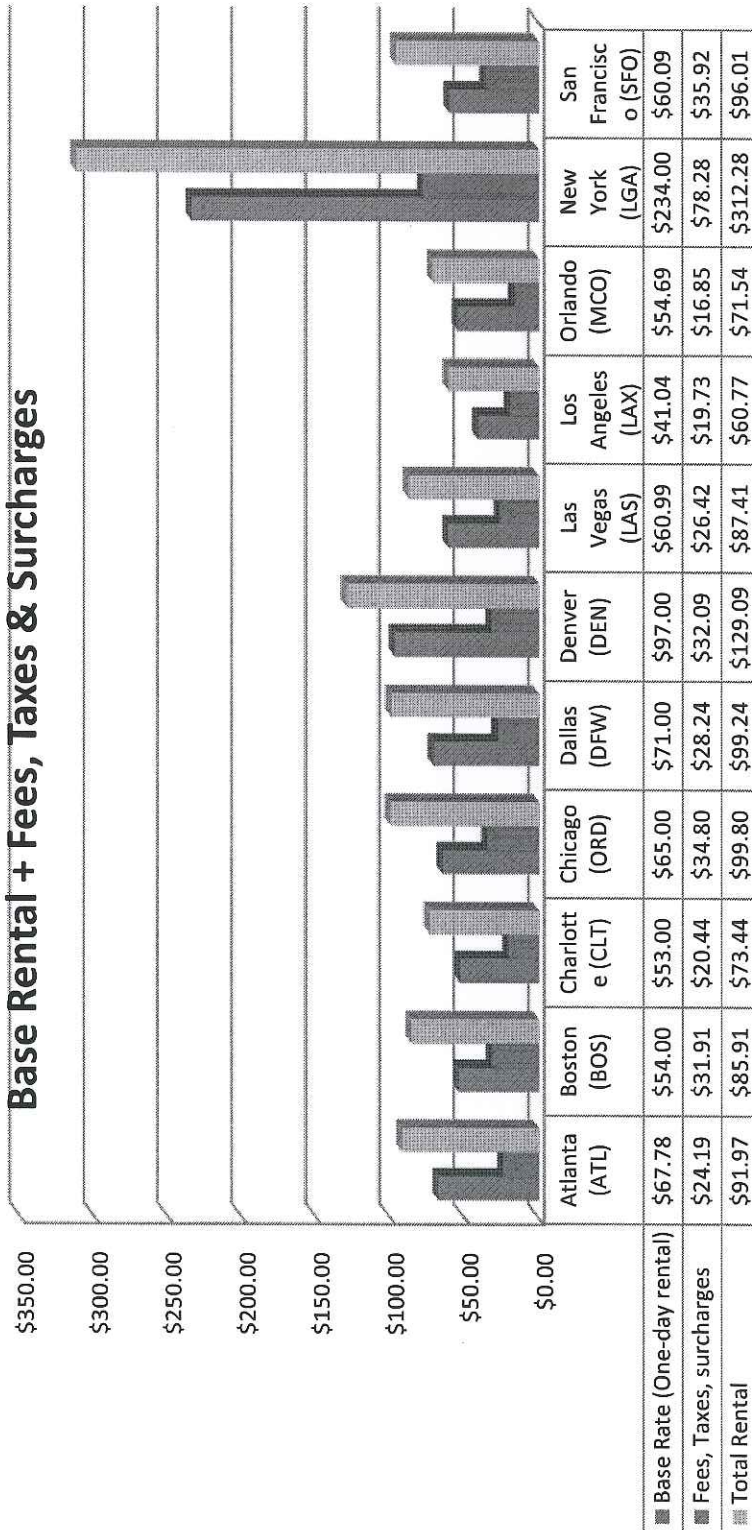
Base rates shown are for online reservations.

The same pickup/return dates/times and vehicle class (mid-size/intermediate) were used in all cases.



## One-Day Rental (Dec 2014)

### Base Rental + Fees, Taxes & Surcharges



#### Note(s):

Base rates shown are from a rental car agency located at the airport in each market.

Base rates shown are for online reservations.

The same pickup/return dates/times and vehicle class (mid-size/intermediate) were used in all cases.