



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

September 9, 2015

Board Meeting



MEETING NOTICE

DATE: Wednesday, September 9, 2015

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
One Landmark Building
315 E. Robinson Street
Suite 355
Orlando, Florida 32801

Transit Options to MetroPlan

www.sunrail.com (for schedule)

SunRail - LYNX Central Station

12 minute walk to MetroPlan

Connections:

Bus Link 51 (Platform X) or

Bus Link 125 (Platform V)

Your stop: 315 E. Robinson Street

Bike Racks available in parking garage located
on Ridgewood Street

Mayor Jim Swan, Board Chairman, Presiding

PLEASE SILENCE CELL PHONES

- I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
- II. CHAIRMAN'S ANNOUNCEMENTS - Chairman Swan
- III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS - Mr. Barley
- IV. CONFIRMATION OF QUORUM - Ms. Tolliver
- V. AGENDA REVIEW - Mr. Barley

VI. COMMITTEE REPORTS

Bicycle and Pedestrian Advisory Committee - Mr. Rob McKey
Municipal Advisory Committee - Mayor Charles Lacey
Technical Advisory Committee - Mr. Kelly Brock
Transportation Systems Management & Operations Advisory Committee - Mr. Hazem El-Assar
Citizens' Advisory Committee - Mr. Carnot Evans

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 XIV.

VIII. CONSENT AGENDA (ACTION ITEMS)

A. Approval of Minutes - July 8, 2015 Board Meeting (Tab 1)

The minutes of the July 8, 2015 Board meeting are provided at Tab 1.

B. Approval of June (preliminary year-end 2015) and July Monthly Financial Reports; and Acknowledgement of July and August 2015 Travels (Tab 2)

The preliminary monthly financial reports for the period ending June 30, 2015 and July 31, 2015 are provided at Tab 2 for approval. Acknowledgment is also requested of travel outside our region during the months of July and August 2015, which is also provided at Tab 2.

C. Ratification of Budget Amendment #2 (Tab 3)

Ratification of Budget Amendment #2 is requested. This amendment was made to the UPWP and budget to allocate \$500,000 of SU funds to complete the ITS Master Plan. The Board approved the scope and advertising of this project at the July 8, 2015 meeting and the Board Chairman approved this amendment on July 30, 2015. A copy of budget amendment #2 is included at Tab 3.

D. Approval of Budget Amendment #3 (Tab 4)

Approval is requested of budget amendment #3 to carry forward FTA X023 and X024 grant funds from FY 2015 and to reduce new FTA X025 and TD grant funds from estimate to actual. Included in the amendment is a reconciliation of salary, fringe, indirect, consultants, and pass through funds as well as funds for our annual contribution to the Distinguished Lecture Series sponsored by the University of Central Florida's Graduate Program in Urban & Regional Planning and maintenance for a new Long Range Transportation Plan (LRTP) Interactive Tool. A copy of budget amendment #3 is included at Tab 4.

E. Approval of Community Advisory Committee Membership Application (Tab 5)

At the July meeting, the Board approved the bylaws for the new Community Advisory Committee. As part of implementing this new Committee, staff has developed an application process for the 16 MetroPlan Orlando appointees. Board approval of the application (found at Tab 5) is requested.

F. Approval of "Put the Brakes on Fatalities Day" and Resolution No. 15-12 (Tab 6)

The fifteenth annual "Put the Brakes on Fatalities Day" will be held on, October 10, 2015 in communities across the country. This is a national initiative that focuses on reducing the number of highway fatalities by improving our roadways, our vehicles and driver behavior. The goal is to unite the country to achieve one full day of zero traffic deaths by promoting safer highways and encouraging safer behavior. In support of this national campaign and recognizing that safety is one of the Board's top priorities, approval is requested of Resolution No. 15-12 declaring October 10, 2015 (provided at Tab 6) as "Put the Brakes on Fatalities Day" in the Orlando metropolitan area.

G. Approval of "Blind Americans Equality Day" and Resolution No. 15-13 (Tab 7)

In 1964, Congress passed a resolution allowing former President Lyndon Johnson to proclaim October 15 to be "White Cane Safety Day." Besides serving as a national observance, it enables us to celebrate the achievements of people who are blind or visually impaired and the important symbol of blindness and a tool of independence, the white cane. In 2011, "White Cane Safety Day" was named "Blind Americans Equality Day" by President Barack Obama. Approval is requested of Resolution No. 15-13 (provided at Tab 7) declaring October 15, 2015 as "Blind Americans Equality Day" in the Orlando metropolitan area.

H. Approval of Year 2040 LRTP Re-adoption Public Involvement Plan (Tab 8)

Action is requested to approve the Public Involvement Plan for the re-adoption of the 2040 Long Range Transportation Plan (LRTP), provided at Tab 8. Public involvement is required in federal law as part of the development of the organization's long range plan. The 45-day public comment period for the draft Public Involvement Plan opened on July 23, 2015. Because most of the technical updates that will be made to the 2040 Plan are administrative in nature, this Public Involvement Plan focuses on Board and Committee involvement at key decision points. It also outlines objectives and strategies for presenting the information to the public - building on extensive efforts previously completed for the original 2040 Long Range Transportation Plan - and providing opportunities for public comment.

Citizens' Advisory Committee - recommend approval

Bicycle and Pedestrian Advisory Committee - recommend approval

Technical Advisory Committee - recommend approval

Transportation Systems Management & Operations Committee - recommend approval

Municipal Advisory Committee - will meet on September 3, 2015

I. Renew Agreement with University of Florida for Crash Database

(Tab 9)

Approval is requested to award a sole source contract to the University of Florida to update MetroPlan Orlando's Web-based Crash Database. This is a continuing project with the University of Florida to update the database through 2016. This provides web-based access to crash data and analytical tools to MetroPlan Orlando staff and partners. It is currently hosted at the University of Florida's Geoplan Center. Improvement in access to crash data and analysis contribute to the fulfillment of the requirement to include safety as a planning factor that a metropolitan planning organization must address in its transportation planning process and will support MetroPlan Orlando's mission to make the roadways safer. This request is being handled in compliance with the Board-approved procedures for awarding sole source contracts. The sole source contract, which is permitted under our procurement rules since the contractor is another public entity, will be for a total amount of \$30,000. Funds are included in our approved FY 2015/2016 budget for this purpose. A copy of the Scope of Services is provided at Tab 9.

J. Board Personnel Committee Report - Renewal of Executive Director's Employment Agreement

The Executive Director's employment agreement automatically renews in March of each year unless notice of non-renewal is provided by October 1st of the prior year. The Board's Personnel Committee (which currently includes Chairman Swan, Vice Chairman Boyd, Secretary/Treasurer Dallari and Commissioner Thompson) unanimously recommends that the Executive Director's employment agreement be allowed to renew in March 2016.

K. Approval to Exercise Contract Option for Florida State Legislative Services

The Board approved a three year contract, with two options to renew for an additional year each, with William J. Peebles, P.A. for Florida State Government Relations Services effective November 1, 2012, subject to annual renewals at the sole discretion of the Board. The first year of the contract stipulated an annual fee of \$60,000 plus travel expenses approved in advance by the Executive Director. Authority to extend the contract into its second and third year was approved by the Board on September 11, 2013 and September 10, 2014. Authority is now requested to exercise the first renewal option effective November 1, 2015 at the same rate plus travel under F.S. 112.061 and other expenses as approved in advance by the Executive Director. Funds are in our approved FY2015/2016 budget to cover this expense.

L. Travel Authorization

Authorization is requested for Commissioner Janer and Commissioner Constantine (both of whom serve on our Transportation Disadvantaged Local Coordinating Board) to attend the Annual Florida Public Transportation Association and the Commission for the Transportation Disadvantaged to be held in Daytona Beach on October 25 through October 28, 2015. Funds are available in our approved FY2015/2016 budget.

IX. OTHER ACTION ITEMS

A. Approval to Ratify FDOT TIP Amendment and Resolution No. 15-14

(Tab 10)

(ROLL CALL REQUIRED)

Ms. Mary Schoelzel, FDOT, is requesting Board approval to amend the FY 2014/15-2018/19 and 2015/16-2019/20 TIP to include projects pertaining to the I-4 westbound rest area, the Spring Lake Elementary School sidewalks and the Colonial pedestrian overpass.

Due to the emergency nature of these amendments, the Chairman of the MetroPlan Orlando Board signed Resolution No. 15-14 on August 17, 2015 in order for FDOT to be able to allocate the funds for the projects included in the amendment request in a timely manner. The resolution is provided at Tab 10. 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. Board approval is requested to ratify Board Resolution No. 15-14.

Citizens' Advisory Committee - recommend approval

Bicycle and Pedestrian Advisory Committee - recommend approval

Technical Advisory Committee - recommend approval

Transportation Systems Management & Operations Committee - recommend approval

Municipal Advisory Committee - will meet on September 3, 2015

B. Acceptance of 2015 Federal Certification Report

(Tab 11)

Ms. Shakira Crandol, United States Department of Transportation/Federal Highway Administration, will summarize the Federal Certification Report that they have prepared. Federal law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly conduct a federal certification review of MetroPlan Orlando (and similar metropolitan planning organizations serving areas with populations in excess of 200,000) at least every four years. This is to ensure compliance with all federal regulations, to identify best practices and to suggest ways of further improving the region's transportation planning process. The federal certification review team conducted their most recent review during a site visit with us on February 9-11, 2015 during which they made a presentation at a MetroPlan Orlando Board meeting to explain the certification process. Representatives from FHWA/FTA have prepared their report, a copy of which is provided at Tab 11. Following Ms. Crandol's presentation, Board action is requested to accept this report.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

(Tab 12)

A. Correspondence

- Letter to Mr. Barley from Congressman Mica dated July 10, 2015, Subject: Private Management of LYNX
- Letter from Mr. Barley to Secretary Boxold dated July 13, 2015, Subject: FTE SR417 widening project
- Letter to Mr. Barley from Representative Brodeur dated July 28, 2015, Subject: Private Management of LYNX
- Memo to Board members from Mr. Huttman dated August 24, 2015, Subject: Review of Planned Widening of SR414/Maitland Boulevard

B. Status Updates

- FDOT Construction Status Report - August 2015
- Monthly Air Quality Report - will be provided at the meeting.

C. General Information

- Regional Prioritized Project Lists approved by the Central Florida MPO Alliance - July 2015
- Central Florida Commuter Rail Commission Meeting - September 23, 2015 hosted by MetroPlan Orlando
- USDOT "Beyond Traffic MegaRegion Tour" hosted by Mayor Dyer - October 2, 2015
- Central Florida MPO Alliance Meeting - October 9, 2015
- FDOT Public Hearing on Tentative Five-Year Work Program - October 15, 2015 - DeLand, FL
- Florida MPO Advisory Council - October 22, 2015 - Orlando, FL

D. Featured Articles and Research

- *"What Do Americans Think About Federal Tax Options to Support Public Transit, Highways and Local Streets and Roads?"* Mineta Transportation Institute, June 2015
<http://transweb.sjsu.edu/PDFs/research/1128-american-survey-federal-taxes-public-transit-highways-streets-roads.pdf>
- *"Why Can't We Move?"* APTA's Passenger Transport, July 2015
http://www.metroplanorlando.com/files/view/commentary_why_can_t_we_move.pdf

- "Accessible Transit Services for All" FTA Research, just released but dated December 2014
http://www.fta.dot.gov/documents/FTA_Report_No._0081.pdf
- "From Horseless to Driverless: If autonomous vehicles rule the world," The Economist, August 2015
<http://worldif.economist.com/article/11/what-if-autonomous-vehicles-rule-the-world-from-horseless-to-driverless>
- "Urban Mobility Scorecard" Texas A&M Transportation Institute, August 2015
<http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015-wappx.pdf>

XI. PRESENTATIONS

A. Development of the Central Florida Expressway Authority's New Master Plan

Ms. Laura Kelley, Executive Director of the Central Florida Expressway Authority, will review the process being used to develop a new CFX master plan. The presentation will also include information on the I-4 Commuter Relief Program where expressway users will be eligible for discounts during the I-4 Ultimate Project.

B. Status Report (Re)adoption of Year 2040 Long Range Transportation Plan

Ms. Mary Raulerson, Kittelson and Associates, will provide a status report on the 2040 LRTP re-adoption process with a focus on the regional transit element.

C. Presentation on Traffic Signal Retiming Results

Mr. Eric Hill, MetroPlan Orlando, will give a presentation on the results of traffic signal retiming in the MetroPlan Orlando area during FY 2014/15.

D. Market Research Findings

Dr. Jim Wright, University of Central Florida, will present the results of the MetroPlan Orlando & UCF 2015 public opinion survey on transportation issues. View an infographic of eight key survey findings here: <http://bit.ly/1TRWvEP>. The full research report is available here on MetroPlan Orlando's website:
http://www.metroplanorlando.com/files/view/public_opinion_research_2015.pdf

E. Expansion of Best Foot Forward

Ms. Amanda Day, Bike/Walk Central Florida, will provide an update on the Best Foot Forward campaign and on efforts to expand the reach of the Pedestrian and Bicyclist Safety Program in the MetroPlan Orlando service area.

F. Florida Transportation Plan Update

Ms. Mary Schoelzel, FDOT, will provide an overview of the work that is underway to update the Florida Transportation Plan and to invite participation in the process.

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING - November 4, 2015 - *In place of Veterans Day on November 11th*

XV. 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.

TAB 1





MEETING MINUTES

DATE: Wednesday, July 8, 2015

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
One Landmark Building
315 E. Robinson Street
Suite 355
Orlando, Florida 32801

Mayor Jim Swan, Board Chairman, Presiding

Members in Attendance:

Mr. Dean Asher, GOAA
Hon. Pat Bates, City of Altamonte Springs
Hon. Scott Boyd, Orange County
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Mr. Larry Dale, Sanford Airport Authority
Hon. Bob Dallari, Seminole County
Hon. Buddy Dyer, City of Orlando
Hon. Ted Edwards, Orange County
Hon. Cheryl Grieb, Osceola County
Hon. Samuel B. Ings, City of Orlando
Hon. Teresa Jacobs, Orange County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Joe Kilsheimer, City of Apopka
Hon. Charles Lacey, Municipal Advisory Committee
Hon. Bryan Nelson, Orange County
Hon. Jim Swan, City of Kissimmee

Hon. Victoria Siplin for Hon. Jennifer Thompson, Orange County
Hon. Jeff Triplett, City of Sanford

Advisors in Attendance:

Ms. Noranne Downs, District 5 Secretary, FDOT
Ms. Pat Devillers for Ms. Candy Bennage, Kissimmee Gateway Airport
Mr. Kelly Brock, Technical Advisory Committee
Mr. Hazem El-Assar, Transportation Systems Management & Operations Committee
Mr. Tom O'Hanlon for Mr. Carnot Evans, Citizens' Advisory Committee
Mr. Rob McKey, Bicycle and Pedestrian Advisory Committee

Members/Advisors not in Attendance:

Hon. Fred Hawkins, Jr., Central Florida Expressway Authority

Staff in Attendance:

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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Jim Swan called the meeting to order at 9:00 a.m. and Mr. Larry Dale led the Pledge of Allegiance. Mayor Swan introduced FDOT Secretary Jim Boxold who led a transportation discussion.

Secretary Jim Boxold (FDOT) reviewed Central Florida's major projects (I-4, SunRail, OIA Intermodal Center and others) and noted the partnerships that have made them all successful. He provided an overview on the need for the Florida Turnpike Enterprise (FTE) SR 417 project noting the project limits, projected future congestion concerns, benefits of the project and express lanes network. Secretary Boxold reviewed efforts to reduce impacts to the driving public during the SR 417 construction. Discussion ensued relative to the need for the SR 417 express lanes project. Other discussions included a possible change in ownership of SR 528,

SR 417 and SR 429 and the timeframe of any agreement with CFX and FTE; traffic management during the I-4 construction; importance of funding SunRail Phase II and III; City of Orlando Church St. to Washington St. redevelopment project and noise concerns at Rand Yard (Sanford) with the expansion of SunRail. Board Members expressed their appreciation to Secretary Boxold for all the work that is underway in Central Florida and for the excellent working relationships that exist with District 5 and FTE staffs.

II. CHAIRMAN'S ANNOUNCEMENTS

Chairman Swan congratulated Winter Springs Mayor Charles Lacey (MAC Chairman). Effective July 1, 2015 MAC became a voting member on the Board. He congratulated Commissioner Bob Dallari who was elected to serve as NARC's Senior Vice-President. Commissioner Viviana Janer reported on the TDLCB May 14, 2015 meeting. Mayor Kilsheimer reported that he enjoyed the MPOAC Weekend Institute that he attended in May and encouraged other Board members to attend the 2016 sessions.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Harry Barley acknowledged Alternates: Commissioner Victoria Siplin for Commissioner Jennifer Thompson; Ms. Pat Devillers for Ms. Candy Bennage and Mr. Tom O'Hanlon for Mr. Carnot Evans. Mr. Barley also acknowledged Special Guests: Commissioner Jose Alvarez and Mr. Mike Steigerwald (Kissimmee); Mayor A. Dale McDonald (Maitland); Ms. Diane Scaccetti (FTE); Ms. Leslie O'Shaughnessy (Congressman Mica's Office), Ms. Helen Miller (Senator Nelson's Office) and Ms. Amanda Day (Bike/Walk Central Florida and Best Foot Forward). He acknowledged Ms. Lisa Portelli, an Adjunct UCF Instructor and her students who assisted with the Health Impact Assessment on SR 50 BRT. Mr. Barley reported that Mr. Howard Glassman retired as Florida MPOAC Executive Director and Mr. Carl Mikyska (formerly with FHWA) has been hired as his successor. Mr. Barley reported on the Federal Transportation Bill - MAP 21, noting that a short-term extension was passed through July 31, 2015 and noted that there is still concern that the Federal Transportation Trust Fund will become insolvent this summer which will impact the significant funding gap to meet the transportation needs nationwide. He encouraged members to contact their Central Florida Congressional Delegation members to discuss prospective solutions. Mr. Barley announced the CFMPOA meeting and Annual Joint CFMPOA-WCFCC meeting to be held on July 10, 2015 at the new Florida Polytechnic University campus in Lakeland. A video was shown calling attention to the dangers of distracted driving.

IV. CONFIRMATION OF QUORUM

Ms. Lena Tolliver confirmed a quorum of 19 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 Consent Agenda Item: H. Approval of Central Florida MPO Alliance Regional Transit Priorities list is being replaced with the revised version provided in members' supplemental folders.

VI. COMMITTEE REPORTS

Municipal Advisory Committee (MAC): Mayor Charles Lacey reported that the MAC met on July 2, 2015 and recommended approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP). The MAC elected Mayor Lacey as Chairman and Mayor Bruhn (Windermere) as 1st Vice-Chairman and Mayor Borders (St. Cloud) as 2nd Vice-Chairman.

Technical Advisory Committee (TAC): Mr. Kelly Brock reported that the TAC met on June 26, 2015 and recommended approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP). He also reported that members expressed concerns with Florida Turnpike Enterprise facilities and safety concerns at I-4 and John Young Parkway.

Transportation Systems Management & Operations Committee (TSMO): Mr. Hazem El-Assar reported the TSMO Committee met on June 26, 2015 and also recommended approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP).

Citizens' Advisory Committee (CAC): Mr. Tom O'Hanlon reported that the CAC met on June 24, 2015 and recommended approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP). The CAC also approved the new Community Advisory Committee bylaws being presented for Board approval today. He noted that three members were opposed based on the proposed composition of the committee.

Bicycle and Pedestrian Advisory Committee (BPAC): Mr. Rob McKey reported that BPAC met on June 24, 2015 and recommended approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP). The BPAC also approved the new Community Advisory Committee bylaws being presented for Board approval today.

VII. PUBLIC COMMENTS ON ACTION ITEMS

Ms. Susan Bradshaw expressed concerns with the SR 414 widening project in Maitland; noting that the Lake Faith Villas residents currently have to deal with overwhelming noise and dust from vehicles and that the community does not qualify for a noise abatement wall.

Mr. Barley noted that the letter submitted by Ms. Bradshaw and other letters submitted regarding the SR414 project were in Board members' supplemental folders and would be addressed during the Transportation Improvement Program request for approval later on today's agenda.

VIII. CONSENT AGENDA (ACTION ITEMS)

A. Approval of Minutes - May 13, 2015 Board Meeting

The minutes of the May 13, 2015 Board meeting were provided for approval.

B. Approval of April and May 2015 Monthly Financial Reports; and Acknowledgement of April through June 2015 Travels

The preliminary monthly financial reports for the period ending April 30, 2015 and May 31, 2015 were provided for approval. Acknowledgment was also requested of travel outside our region during the months of April through June 2015, also provided.

C. Approval of Fiscal Year 2015 Budget Amendment #7

Approval of Budget Amendment #7 was requested to closeout Fiscal Year 2015. This budget amendment was requested to reallocate local funds for overspent line items in several tasks; to reallocate consultant service funds within the PL grant to better align with the general planning consultant's activities including the purchase of cellular data used to track origins and destinations; and to reallocate salary, fringe, and indirect costs due to cost overruns in several tasks. There is no change to the total budget and no grants have been overspent. There is no change to the total salary, fringe, or indirect budgets respectively. A preliminary copy was provided.

D. Approval to Advertise RFP for ITS Master Plan

Approval was requested for staff to advertise a Request for Proposals (RFP) for consultant services to complete an Intelligent Transportation Systems (ITS) Master Plan. The \$500,000 that has previously funded the Road Ranger Program will be allocated to the ITS Master Plan. This opportunity came up since the time our 2-Year UPWP was approved by the Board in May 2014 and, therefore, approval to advertise the RFP is being requested. The scope of work for this project was provided for information purposes. This project, along with the scope, has been developed in cooperation with our Management and Operations Subcommittee and, more recently, the newly formed Transportation System Management and Operations Committee.

E. Approval of New Community Advisory Committee Bylaws

As part of the continued implementation of MetroPlan Orlando's Strategic Business Plan, staff has worked with the Restructure Subcommittee to combine the Citizens' Advisory Committee and the Bicycle and Pedestrian Advisory Committee into a single, newly formed committee. The Restructure Committee, made up of members from each advisory committee, guided the process of selecting the committee name, recommending the committee's make up, and drafting bylaws. Board approval of the recommended bylaws includes approval of the name Community Advisory Committee and its makeup. A copy of the bylaws was provided. Following Board approval, staff will develop a member application and appointment process for seats appointed by the MetroPlan Orlando Board to be presented for approval in September. The first meeting of the new Community Advisory Committee will take place in January 2016. Board approval of the Community Advisory Committee Bylaws was requested.

F. Ratification of Amended List of Items for Disposal

Ratification was requested of an updated list of fixed assets for disposal that was approved at the May 13, 2015 Board meeting. After that meeting, additional items were located that were ready for disposal. Staff received approval from the Board Chairman to add those items to the disposal list for auction with ratification by the Board at the next

regularly scheduled Board meeting due to the fact that the equipment was scheduled for auction with Gideon Auctioneers in June. A full list of auctioned fixed assets was provided.

G. Approval of 2015 Board Committee Assignments and Appointments

Board approval was requested of the revised 2015 Board Committee Assignments and Appointments as a result of the Municipal Advisory Committee status change from non-voting membership to voting membership with eligibility for board committee assignments. Approval was requested that MAC Chairman, Mayor Charles Lacey be assigned to the Regional Leadership Council. The MAC becomes a full board member effective July 1, 2015. The revised list was provided for approval.

H. Approval of CFMPOA Priority Project List

Now in entering the third year of a regional prioritization process, the CFMPOA will approve an updated list of Regional Priority Projects at its meeting on July 10, 2015. The draft is an update of last year's document with adjustments based on completion of phases or programming of funds for forthcoming phases. The regional list addresses priorities in three categories: Strategic Intermodal System projects, Regional Trail projects (with the Coast to Coast Connector an established priority), and Regional Transit projects. The projects are consistent with each respective M/TPO's priority list and will be used by FDOT for project selection. The project list will be presented to the committees for input at their upcoming meetings in August/September. Approval of the CFMPOA Priority Project list was requested and included the revised transit list as reported by Mr. Barley under Agenda Review.

I. Approval of Contribution to Bike/Walk Central Florida

Board approval was requested to make a contribution to Bike/Walk Central Florida in the amount of \$100,000 to continue the work of the "Best Foot Forward" bicycle and pedestrian safety program and to expand its reach into Seminole and Osceola Counties. Bicycle and pedestrian safety continues to be a high priority focus area for MetroPlan Orlando, local governments and our partner agencies. Funds for this purpose are included in our approved FY2015/2016 budget.

J. Approval of Contribution to ITNOrlando

Board approval was requested to make a contribution to the Independent Transportation Network of Orlando (ITNOrlando), an affiliate of ITNAmerica, in the amount of \$10,000. ITNOrlando is an innovative program providing dignified transportation services to senior citizens and people with visual impairments using both volunteer and paid drivers. Given the growth in our region's senior population and the lack of alternatives for people who cannot drive, ITNOrlando serves an important need. The current ITNOrlando service area includes Altamonte Springs, Longwood, Casselberry, Maitland, Eatonville, Winter Park, portions of unincorporated Orange County and downtown Orlando. Efforts are underway to expand service to other areas with high concentrations of senior citizens. It was noted that Commissioner Clarke is a member of the ITNOrlando Board and Mr. Barley is a former Board member and he continues as a volunteer with the organization. Funds are available in our approved FY2015/2016 budget to cover this expense.

K. TDLCB Travel Authorization

Board authorization was requested for two members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) to attend the Florida Commission for the Transportation Disadvantaged's Annual Best Practices and Training Workshop on October 26-28, 2015 in Daytona Beach, Florida.

L. Approval of Contract Extension for Graphic Design Services with Popcorn Initiative

The Board approved a three-year contract, with two options to renew for an additional year each, with Popcorn Initiative for Graphic Design Services effective October 12, 2011. Approval was requested to exercise the second and final option to renew the agreement. Funds are in our approved FY2015/2016 budget to cover this expense.

Commissioner Bob Dallari requested that the ITS Master Plan Scope of Work include a description of the Regional Traffic Management Center currently located on Semoran Blvd., Orlando to be a more automated and intuitive facility similar to the New York City Center.

MOTION: Commissioner Bob Dallari moved approval of the Consent Agenda Items: A-L to include the revised CFMPOA Transit Project list (Item: H). Mayor Buddy Dyer seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

(Roll Call Votes are Required for Ratification of Approval of Emergency TIP Amendments Items A: 1-2 below; these two items may be approved with one vote, unless a Board member wishes to remove an item for discussion and separate action)

A. (1) Ratification of Approval of FDOT Requested Amendments to the FY 2015/16-FY 2019/20 and FY 2010/11- FY 2014/15 Transportation Improvement Program (TIP) and Resolution No. 15-09

Ms. Mary Schoelzel, FDOT, requested ratification of approval for the Requested Emergency Amendments to the FY 2014/15-2018/19 TIP. FDOT requested approval of this Emergency Amendment to the FY 2014/15-2018/19 TIP on May 6, 2015. This needed to be approved before the July 8, 2015 Board meeting or funds would be forfeited. A letter describing this amendment was provided along with Resolution No. 15-09. In a case such as this, MetroPlan Orlando procedures allow for the Board Chairman to approve the amendment and sign the Resolution without calling an emergency meeting of the Board. Then the amendment and the corresponding Resolution must be ratified at the next regularly scheduled Board meeting. It is requested that the Board ratify approval of the TIP amendment and Resolution No. 15-09 provided.

(2) Ratification of Approval of FDOT Requested Amendments to the FY 2015/16-FY 2019/20 and FY 2010/11- FY 2014/15 Transportation Improvement Program (TIP) and Resolution No. 15-10

Ms. Mary Schoelzel, FDOT, requested ratification of approval for the Requested Emergency Amendments to the FY 2014/15-2018/19 TIP. FDOT requested approval of this Emergency Amendment to the FY 2014/15-2018/19 TIP on June 10, 2015. This needed to be approved before the July 8, 2015 Board meeting or funds would be forfeited. A letter describing this amendment was provided. In a case such as this, MetroPlan Orlando procedures allow for the Board Chairman to approve the amendment and sign the Resolution without calling an emergency meeting of the Board. Then the amendment and the corresponding Resolution must be ratified at the next regularly scheduled Board meeting. A copy of which was provided to the Advisory Committees for their review; the MAC will meet on July 2, 2015. It is requested that the Board ratify approval of the TIP amendment and Resolution No. 15-10 provided.

MOTION: Commissioner Samuel Ings moved approval (of both Items: IX. A. 1 and 2) to ratify approval of FDOT Requested Amendments to the FY 2015/16-FY 2019/20 and FY 2010/11- FY 2014/15 Transportation Improvement Program (TIP) supported by Resolution No. 15-09; and also ratification of approval of FDOT requested Amendments to the FY 2015/16-FY 2019/20 and FY 2010/11- FY 2014/15 Transportation Improvement Program (TIP) supported by Resolution No. 15-10. Mr. Larry Dale seconded the motion, which passed unanimously. (Roll Call Conducted) *Mayor Jacobs was out of the room.*

B. Approval of Transportation Improvement Program and Resolution No. 15-11

Action was requested by Mr. Keith Caskey, MetroPlan Orlando staff, to approve the FY 2015/16-2019/20 Transportation Improvement Program (TIP). This document includes the transportation projects in the MetroPlan Orlando region that are programmed for funding over the next five years. He called attention to the Florida Turnpike Enterprise Express Lanes projects in the region. A copy of the draft TIP was provided. A copy of the FY 2019/20-2039/40 PPL that was adopted last year and has been updated to show the latest project phases that have been funded based on the new TIP was provided along with Resolution No. 15-11. A TIP public hearing was held on June 22, 2015 and a summary of comments (both verbal and written) that were received during the public comment period were provided. Mr. Caskey noted that staff will coordinate a meeting with FDOT and the City of Maitland to discuss funding justification for the SR 414 project as a result of public comments that were received.

Commissioner Dallari expressed concern with any expressway agency plan to add toll lanes on existing toll facilities where drivers will pay existing tolls with the option to pay additional tolls to avoid traffic congestion.

MOTION: Commissioner Viviana Janer moved approval of the FY 2015/16-2019/20 Transportation Improvement Program (TIP). Mayor Teresa Jacobs seconded the motion, which passed unanimously. (Roll Call Conducted)

Discussion followed with Mr. Dale relative to the status of SR 415 and SR 46. Mr. Barley noted that the limits on the SR 46 widening project were moved west and replaced with safety improvements.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

A. Correspondence

- Letter from Chairman Swan to Therese McMillan (FTA) dated May 18, 2015, Subject: SunRail Phase II-South and Phase II-North
- Letter from Mr. Barley to Mr. Jacob Stuart, Central Florida Partnership, dated May 26, 2015, Subject: Transportation Task Force
- Memo from Mr. Barley to Board Members dated June 2, 2015, Subject: MAP-21 Update

B. Status Updates

- FDOT Construction Status Report - June 2015
- Strategic Business Plan Update June 2015
- Monthly Air Quality Report -provided at the meeting.

C. General Information

- MetroPlan Orlando Exhibit on Average Daily Number of Visitors
- Map Showing Toll Facilities in Central Florida by Owner/Operator
- All Aboard Florida Ridership and Revenue Study - May 2015
- Annual Meeting of the Central Florida MPO Alliance with our partners from the Tampa Bay region - Florida Polytechnic University in Lakeland, Florida - July 10, 2015
- 2015 Transportation Summit hosted by Floridians for Better Transportation - St. Augustine - July 22-24, 2015 (Registration required)
- Florida MPO Advisory Council Meeting - Orlando, FL - July 23, 2015
- Central Florida Partnership's Regional Transportation Forum - Hyatt Regency Hotel at Orlando International Airport - August 13, 2015 (Registration required)
- Transportation Disadvantaged Local Coordinating Board Meeting - August 13, 2015
- Florida Transportation Data Symposium - Omni Hotel at ChampionsGate - August 18-20, 2015 (Registration required)

- FDOT's TRANSPLEX: Transportation Planning Exchange Conference - Hyatt Regency Grand Cypress Hotel, Orlando - August 24-25, 2015 (Registration required)
- FDOT/Florida Transportation Plan and Strategic Intermodal System (SIS) Public Meeting - Hyatt Regency Grand Cypress - August 25, 2015

D. Featured Articles and Research

- *"Who Pays for Roads?,"* United States Public Interest Research Group, Spring 2015
<http://www.uspirg.org/sites/pirg/files/reports/Who%20Pays%20for%20Roads%20vUS.pdf>
- *"A Bathtub Model of Downtown Traffic Congestion,"* Richard Arnott, Access Magazine, June 2015
<http://www.accessmagazine.org/articles/spring-2015/a-bathtub-model-of-downtown-traffic-congestion/>
- *"Tipping Point in Transit"* by Farhad Manjoo in The New York Times, June 10, 2015
http://www.metroplanorlando.com/files/view/tipping_point_for_transit_article_for_june_2015_board.pdf
- *"Innovative Transportation Index - The Cities Where New Technologies and Tools Can Reduce Your Need to Own a Car"* Frontier Group U.S. PIRG
http://www.uspirg.org/sites/pirg/files/reports/Innovative_Transportation_Index_USPIRG.pdf

MOTION: Mayor Buddy Dyer moved approval of Information Items for Acknowledgement (A-D). Commissioner Samuel Ings seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Status Report on (Re)adoption of Year 2040 LRTP

Mr. Alex Trauger, MetroPlan Orlando staff, provided a status report on the process and next steps relating to the re-adoption of the Year 2040 Long Range Transportation Plan which needs to be completed by December 2015.

B. Status Report on SR50 Health Impact Assessment (HIA)

Ms. Gabriella Arismendi, MetroPlan Orlando staff, and Mr. David Moran (one of our interns) presented the SR50 Health Impact Assessment (HIA) findings and recommendations. HIAs bring together scientific data, health expertise and public input to identify the potential - and often overlooked - health effects of proposed laws, regulations, projects and programs. The HIA study corridor covers SR50 (Colonial Drive) from Powers Drive to SR434 (Alafaya Trail) in Orange County, then north in the SR434 corridor to Mitchell Hammock Road in Seminole County. Additional information on the study was provided at the meeting.

Commissioner Cheryl Grieb expressed interest with including HIA in future projects. Ms. Arismendi noted that staff encourages implementing HIA in BRT studies. In response to a question on the study's next steps, Ms. Arismendi stated that the next steps will include a review of the HIA recommendations with partner agencies followed by developing an implementation timeline. The final report will be available in July/August.

XII. OTHER BUSINESS

A. Legislative Update

Ms. Virginia Lewis Whittington, MetroPlan Orlando staff, summarized the results of the 2015 legislative session in Tallahassee highlighting the Board-approved legislative priorities; a copy of which was provided. She also reviewed the proposed schedule to prepare for the 2016 Legislative session in Tallahassee which will start earlier than usual. The Executive Committee is scheduled to meet on September 9, 2015 to develop a list of legislative priorities for the 2016 session for Board approval.

XIII. BOARD MEMBER COMMENTS

None

XIV. PUBLIC COMMENTS (GENERAL)

Mr. David Bottomley informed members of the passing of his father; Mr. Ernest Chapman Bottomley. In lieu of flowers donations to personal charities are encouraged.

XV. NEXT MEETING - September 9, 2015 - No August Board Meeting Scheduled

XVI. ADJOURNMENT

There being no further business, the meeting adjourned at 11:05 a.m. The meeting was transcribed by Lena Tolliver.

Approved this 9th day of September, 2015.

Mayor Jim Swan, Chairman

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 6/30/15

ASSETS

Operating Cash in Bank	\$ 2,725,247.75
Petty Cash	\$ 125.00
SBA Investment Account	\$ 1,838,979.91
Rent Deposit	\$ 34,120.66
Prepaid Expenses	\$ 53,027.68
Accounts Receivable - Grants	\$ 565,655.58
Accounts Receivable - General	\$ 655.88
Fixed Assets-Equipment	\$ 455,913.01
Accumulated Depreciation	\$ (292,872.79)

TOTAL ASSETS:	<u>\$ 5,380,852.68</u>
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LIABILITIES

Vouchers Payable	\$ 330,010.38
Salary Payables	\$ 76,070.18
Accrued Personal Leave	\$ 278,699.39

TOTAL LIABILITIES:	<u>\$ 684,779.95</u>
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$ 53,027.68
Deposits	\$ 34,120.66
Unassigned:	\$ 4,608,924.39

TOTAL EQUITY:	<u>\$ 4,696,072.73</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 5,380,852.68</u>
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Net difference to be reconciled:	\$ -
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NOTE: Preliminary June closing -- not audited.

METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 6/30/15

REVENUES	CURRENT	Y-T-D	BUDGET as of B/E #7	VARIANCE (over)/under	PERCENTAGE OF BUDGET
Federal	\$ 594,882.55	\$ 2,149,181.14	\$ 2,953,811.00	\$ 804,629.86	72.76%
State	\$ 51,422.92	\$ 202,024.73	\$ 259,141.00	\$ 57,116.27	77.96%
Local	\$ 91.00	\$ 1,061,297.50	\$ 1,061,207.00	\$ (90.50)	100.01%
Interest Income	\$ 4,629.95	\$ 7,540.09	\$ 2,800.00	\$ (4,740.09)	269.29%
Other	\$ 655.88	\$ 11,524.31	\$ 16,250.00	\$ 4,725.69	70.92%
Contributions	\$ -	\$ 25,000.00	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ -	\$ -	\$ 194,867.00	\$ 194,867.00	0.00%
Local Funds Transfer	\$ 24,032.20	\$ 130,903.90	\$ 194,555.00	\$ 63,651.10	67.28%
TOTAL REVENUES:	\$ 675,714.50	\$ 3,587,471.67	\$ 4,707,631.00	\$ 1,120,159.33	76.21%

EXPENDITURES

Salaries	\$ 168,724.97	\$ 1,350,139.95	\$ 1,703,620.00	\$ 353,480.05	79.25%
Fringe Benefits	\$ 49,037.71	\$ 398,521.82	\$ 535,464.00	\$ 136,942.18	74.43%
Local Match-Transf Out	\$ 24,032.20	\$ 130,903.90	\$ 194,555.00	\$ 63,651.10	67.28%
Audit Fees	\$ -	\$ 24,500.00	\$ 37,500.00	\$ 13,000.00	65.33%
Computer Operations	\$ 1,492.61	\$ 49,244.32	\$ 53,345.00	\$ 4,100.68	92.31%
Dues & Memberships	\$ 391.55	\$ 9,193.03	\$ 12,345.00	\$ 3,151.97	74.47%
Equipment & Furniture	\$ 40,925.00	\$ 57,657.39	\$ 62,000.00	\$ 4,342.61	93.00%
Graphic Printing/Binding	\$ (4,445.00)	\$ 6,471.21	\$ 31,277.00	\$ 24,805.79	20.69%
Insurance	\$ 1,473.67	\$ 22,453.99	\$ 27,069.00	\$ 4,615.01	82.95%
Legal Fees	\$ 11,949.50	\$ 47,146.14	\$ 45,000.00	\$ (2,146.14)	104.77%
Office Supplies	\$ 2,928.67	\$ 32,296.28	\$ 53,935.00	\$ 21,638.72	59.88%
Postage	\$ 147.46	\$ 3,551.75	\$ 8,425.00	\$ 4,873.25	42.16%
Books, Subscrips/Pubs	\$ (3,917.53)	\$ 2,469.42	\$ 7,408.00	\$ 4,938.58	33.33%
Exec. Dir 457 Def. Comp.	\$ -	\$ 18,000.00	\$ 18,000.00	\$ -	100.00%
Rent	\$ 19,703.32	\$ 218,719.40	\$ 229,842.00	\$ 11,122.60	95.16%
Equipment Rent/Maint.	\$ 1,233.00	\$ 17,925.00	\$ 23,560.00	\$ 5,635.00	76.08%
Seminars & Conf. Registr.	\$ 247.97	\$ 24,654.77	\$ 30,148.00	\$ 5,493.23	81.78%
Telephone	\$ 1,042.07	\$ 6,049.69	\$ 7,350.00	\$ 1,300.31	82.31%
Travel	\$ 7,787.60	\$ 28,908.92	\$ 30,795.00	\$ 1,886.08	93.88%
Small Tools/Ofc. Mach.	\$ 239.99	\$ 914.18	\$ 1,300.00	\$ 385.82	70.32%
HSA Annual Employer Contrib.	\$ -	\$ 11,650.00	\$ 11,650.00	\$ -	100.00%
Computer Software	\$ -	\$ 14,043.33	\$ 66,500.00	\$ 52,456.67	21.12%
Contingency	\$ -	\$ -	\$ 21,995.00	\$ 21,995.00	0.00%
Contractual/Temp Services	\$ 9,359.50	\$ 15,580.00	\$ 21,690.00	\$ 6,110.00	71.83%
Pass-Thru Expenses	\$ 40,109.36	\$ 231,965.82	\$ 413,052.00	\$ 181,086.18	56.16%
Consultants	\$ 322,759.48	\$ 649,108.35	\$ 896,588.00	\$ 247,479.65	72.40%
Advertising/Public Notice	\$ 1,997.56	\$ 8,478.62	\$ 31,282.00	\$ 22,803.38	27.10%
Other Misc. Expense	\$ 365.30	\$ 9,236.31	\$ 9,010.00	\$ (226.31)	102.51%
Contributions	\$ -	\$ 66,200.00	\$ 66,200.00	\$ -	100.00%
Educational Reimb.	\$ -	\$ -	\$ 1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$ -	\$ 10,000.00	\$ 13,500.00	\$ 3,500.00	74.07%
Indirect Expense Carryforward	\$ -	\$ -	\$ 41,536.00	\$ 41,536.00	0.00%
TOTAL EXPENDITURES:	\$ 697,585.96	\$ 3,465,983.59	\$ 4,707,631.00	\$ 1,241,647.41	73.62%
AGENCY BALANCE	\$ (21,871.46)	\$ 121,488.08			

NOTE: Preliminary June closing -- not audited.

METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 7/31/15

ASSETS

Operating Cash in Bank	\$ 2,136,063.06
Petty Cash	\$ 125.00
SBA Investment Account	\$ 1,835,264.54
Rent Deposit	\$ 34,120.66
Prepaid Expenses	\$ 41,127.55
Accounts Receivable - Grants	\$ 597,007.88
Fixed Assets-Equipment	\$ 455,913.01
Accumulated Depreciation	\$ (292,872.79)

TOTAL ASSETS:	<u>\$ 4,806,748.91</u>
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LIABILITIES

Vouchers Payable	\$ 231.79
Accrued Personal Leave	\$ 275,212.21

TOTAL LIABILITIES:	<u>\$ 275,444.00</u>
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EQUITY

FUND BALANCE:

Nonspendable:	
Prepaid Items	\$ 41,127.55
Deposits	\$ 34,120.66
Unassigned:	\$ 4,456,056.70

TOTAL EQUITY:	<u>\$ 4,531,304.91</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 4,806,748.91</u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 7/31/15

REVENUES	CURRENT	Y-T-D	BUDGET as of B/E #2	VARIANCE (over)/under	PERCENTAGE OF BUDGET
Federal	\$ 101,535.42	\$ 101,535.42	\$ 3,677,304.00	\$ 3,575,768.58	2.76%
State	\$ 4,637.72	\$ 4,637.72	\$ 244,953.00	\$ 240,315.28	1.89%
Local	\$ -	\$ -	\$ 1,105,319.00	\$ 1,105,319.00	0.00%
Interest Income	\$ 352.59	\$ 352.59	\$ 2,800.00	\$ 2,447.41	12.59%
Other	\$ 39.50	\$ 39.50	\$ 16,250.00	\$ 16,210.50	0.24%
Contributions	\$ -	\$ -	\$ 25,000.00	\$ 25,000.00	0.00%
Cash Carryforward	\$ -	\$ -	\$ 300,954.00	\$ 300,954.00	0.00%
Local Funds Transfer	\$ 4,637.72	\$ 4,637.72	\$ 146,532.00	\$ 141,894.28	3.16%
TOTAL REVENUES:	\$ 111,202.95	\$ 111,202.95	\$ 5,519,112.00	\$ 5,407,909.05	2.01%
EXPENDITURES					
Salaries	\$ 89,583.38	\$ 89,583.38	\$ 1,730,930.00	\$ 1,641,346.62	5.18%
Fringe Benefits	\$ 28,326.75	\$ 28,326.75	\$ 533,004.00	\$ 504,677.25	5.31%
Local Match-Transf Out	\$ 4,637.72	\$ 4,637.72	\$ 146,532.00	\$ 141,894.28	3.16%
Audit Fees	\$ -	\$ -	\$ 39,500.00	\$ 39,500.00	0.00%
Computer Operations	\$ 1,836.45	\$ 1,836.45	\$ 54,195.00	\$ 52,358.55	3.39%
Dues & Memberships	\$ 5,780.00	\$ 5,780.00	\$ 12,345.00	\$ 6,565.00	46.82%
Equipment & Furniture	\$ -	\$ -	\$ 166,600.00	\$ 166,600.00	0.00%
Graphic Printing/Binding	\$ -	\$ -	\$ 29,125.00	\$ 29,125.00	0.00%
Insurance	\$ 1,475.68	\$ 1,475.68	\$ 27,548.00	\$ 26,072.32	5.36%
Legal Fees	\$ -	\$ -	\$ 40,000.00	\$ 40,000.00	0.00%
Office Supplies	\$ 1,000.08	\$ 1,000.08	\$ 48,458.00	\$ 47,457.92	2.06%
Postage	\$ 318.15	\$ 318.15	\$ 5,884.00	\$ 5,565.85	5.41%
Books, Subscrips/Pubs	\$ 4,356.20	\$ 4,356.20	\$ 7,428.00	\$ 3,071.80	58.65%
Exec. Dir 457 Def. Comp.	\$ -	\$ -	\$ 19,000.00	\$ 19,000.00	0.00%
Rent	\$ 17,594.51	\$ 17,594.51	\$ 258,586.00	\$ 240,991.49	6.80%
Equipment Rent/Maint.	\$ 1,458.00	\$ 1,458.00	\$ 25,560.00	\$ 24,102.00	5.70%
Seminars & Conf. Registr.	\$ 2,479.06	\$ 2,479.06	\$ 22,610.00	\$ 20,130.94	10.96%
Telephone	\$ 244.23	\$ 244.23	\$ 6,750.00	\$ 6,505.77	3.62%
Travel	\$ 1,280.52	\$ 1,280.52	\$ 33,895.00	\$ 32,614.48	3.78%
Small Tools/Ofc. Mach.	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	0.00%
HSA Annual Employer Contrib.	\$ -	\$ -	\$ 16,250.00	\$ 16,250.00	0.00%
Computer Software	\$ -	\$ -	\$ 55,000.00	\$ 55,000.00	0.00%
Contingency	\$ -	\$ -	\$ 47,680.00	\$ 47,680.00	0.00%
Contractual/Temp Services	\$ 314.00	\$ 314.00	\$ 33,450.00	\$ 33,136.00	0.94%
Pass-Thru Expenses	\$ -	\$ -	\$ 369,101.00	\$ 369,101.00	0.00%
Consultants	\$ -	\$ -	\$ 1,591,000.00	\$ 1,591,000.00	0.00%
Repair & Maintenance	\$ 109.06	\$ 109.06	\$ 1,200.00	\$ 1,090.94	9.09%
Advertising/Public Notice	\$ 25.20	\$ 25.20	\$ 24,900.00	\$ 24,874.80	0.10%
Other Misc. Expense	\$ 1,083.84	\$ 1,083.84	\$ 9,240.00	\$ 8,156.16	11.73%
Contributions	\$ 110,000.00	\$ 110,000.00	\$ 110,700.00	\$ 700.00	99.37%
Educational Reimb.	\$ -	\$ -	\$ 1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$ -	\$ -	\$ 5,500.00	\$ 5,500.00	0.00%
Indirect Expense Carryforward	\$ -	\$ -	\$ 42,951.00	\$ 42,951.00	0.00%
TOTAL EXPENDITURES:	\$ 271,902.83	\$ 271,902.83	\$ 5,519,112.00	\$ 5,247,209.17	4.93%
AGENCY BALANCE	\$ (160,699.88)	\$ (160,699.88)			



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Monthly Travel Summary - July - August, 2015

Traveler: Eric T. Hill
Dates: July 12-15, 2015
Destination: Boston, MA
Purpose of trip: To attend COMTO 44th National Meeting & Training Conference
Cost: \$2,027.78
Paid By: MetroPlan Orlando funds

Traveler: Cynthia A. Lambert
Dates: August 4-5, 2015
Destination: Ft. Lauderdale, FL
Purpose of trip: To attend Southern Transportation Civil Rights Training Symposium
Cost: \$516.06
Paid By: MetroPlan Orlando funds

Traveler: Harold W. Barley
Dates: August 8-11, 2015
Destination: Austin, TX
Purpose of trip: To attend NARC Executive Director's Conference
Cost: \$582.19
Paid By: MetroPlan Orlando funds

Traveler: Commissioner Robert E. Dallari
Dates: August 11-12, 2015
Destination: Austin, TX
Purpose of trip: To attend NARC Board of Directors' Meeting
Cost: \$319.00
Paid By: MetroPlan Orlando funds

TAB 3



FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. : FY 2016
2

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 07/30/15

DECREASE BUDGET:

(WHOLE DOLLARS ONLY)

PROJECT ELEMENT CODE DESCRIPTION

AMOUNT

TOTAL: \$ 0.00

INCREASE BUDGET:

(WHOLE DOLLARS ONLY)

PROJECT ELEMENT CODE DESCRIPTION

AMOUNT

33216		40000	Federal Revenue	500,000.00
33216	326820	63000	Consultants	500,000.00

TOTAL: \$ 1,000,000.00

REASON(S):

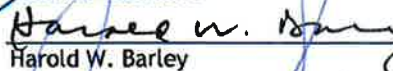
1) To add a new SU project and budget to the UPWP for the ITS Master Plan Project to be completed by a consultant which will be advertised and bid according to MetroPlan Orlando's purchasing policies and CCNA.

Finance Director's Signature:


Jason S. Loschiavo

Date: 7/29/15

Executive Director's Signature:


Harold W. Barley

Date: 7-29-15

MetroPlan Orlando Board Chairman


Mayor Jim Swan

Date: 7/30/15

REMARKS:

Revised 06/20/12

TAB 4



FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :

FY 2016

3

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 9/9/2015

DECREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
34016	--	40000	State Revenue	597.00
34016	416850	63400	Advertising/Public Notice	597.00
36015	615100	50000	Salary & Leave	18,512.00
36015	615100	50500	Fringe Pool	5,800.00
36015	615100	59700	Indirect Cost Pool	4,029.00
36015	615850	62900	Pass-Thru	20,135.00
36016	--	40000	Federal Revenue	19,257.00
36016	--	41000	State Revenue	2,407.00
36016	--	49800	Local Match Transfer In	2,407.00
36016	616100	50000	Salary & Leave	15,723.00
36016	616100	50500	Fringe Pool	4,926.00
36016	616100	59700	Indirect Cost Pool	3,422.00
38016	816200	63000	Consultants	65,000.00
38016	816840	63000	Consultants	5,000.00
38016	816870	62600	Contractual Services	5,000.00

TOTAL: \$ 171,618.00

INCREASE BUDGET:

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
36015	--	40000	Federal Revenue	54,379.00
36015	--	41000	State Revenue	6,797.00
36015	--	49800	Local Match Transfer In	6,797.00
36015	615210	62900	Pass-Thru	4,449.00
36015	615810	62900	Pass-Thru	76,000.00
36015	615820	62900	Pass-Thru	21,000.00
36015	615840	62900	Pass-Thru	15,000.00
36014	--	40000	Federal Revenue	34,557.00
36014	--	41000	State Revenue	4,320.00
36014	--	49800	Local Match Transfer In	4,320.00
36014	614010	50000	Salary & Leave	16,695.00
36014	614010	50500	Fringe Pool	5,230.00
36014	614010	59700	Indirect Cost Pool	3,634.00
36014	614082	62900	Pass-Thru	17,638.00
38016	816830	63000	Consultants	65,000.00
38016	816400	60500	Computer Operations	10,000
37016	716100	50000	Salary & Leave	17,540.00

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :

FY 2016

3

37016	716100	50500	Fringe Pool	5,496.00
37016	716100	59700	Indirect Cost Pool	3,817.00
37016	716110	61100	Office Supplies	100
37016	716150	59800	Local Match Transfer Out	8,710.00
37016	716300	61100	Office Supplies	100
37016	716700	64600	Community Relations Sponsorships	5,000
37016	--	49700	Cash Carry Forward	40,763.00

TOTAL: \$ 427,342

REASON(S):

1) To carryforward FTA X023 and X024 funds from FY'15 including LYNX pass through funds. 2) To reduce new FTA X025 and TD grant funds from estimate to actual. 3) To add local funds for the UCF Lecture Series and office supplies. 4) To reallocate consultant and computer operations PL funds for a freight study and maintenance for a new LRTP Interactive Tool.

Finance Director's Signature:

Jason S. Loschiavo

Date:

Executive Director's Signature:

Harold W. Barley

Date:

REMARKS:

Revised 06/20/12

TAB 5





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

**Community Advisory Committee
MEMBERSHIP APPLICATION**

This application will be kept on file and remain active for two years from date received. Submit application to MetroPlan Orlando via email or mail. Questions? Call 407-481-5672 x315.

EMAIL: CACapplication@MetroPlanOrlando.com

MAIL: CAC Application c/o MetroPlan Orlando, 315 E. Robinson Street, Suite 355, Orlando, FL 32801

YOUR CONTACT INFORMATION

Name:

Email:

Phone:

Please provide your home and work address (if applicable). Check the box of your preferred mailing address.

Home Address:

Continuous resident of [INSERT COUNTY] since [INSERT YEAR].

Employer:

Work Address:

YOUR TRANSPORTATION INTERESTS

Tell us about your transportation interests and habits.

Do you use the LYNX bus system? YES (REGULARLY), YES (OCCASIONALLY), NO

Do you use SunRail? YES (REGULARLY), YES (OCCASIONALLY), NO

Do you drive a car? YES (REGULARLY), YES (OCCASIONALLY), NO

Do you ride a bicycle? YES (REGULARLY), YES (OCCASIONALLY), NO

Do you walk in increments of 10 min. or more? YES (REGULARLY), YES (OCCASIONALLY), NO

Do you have a passion for advocacy in any of the following areas (choose all that apply):

- ☐ pedestrian safety
- ☐ bicyclist safety
- ☐ bus transit
- ☐ rail transit
- ☐ safe driving
- ☐ persons with disabilities
- ☐ students
- ☐ seniors (over age 65)
- ☐ business involvement in civic activities

- ☐ other [FREE RESPONSE]

Select seats you are qualified for and interested in filling (choose all that apply):

- ☐ Multimodal advocates (persons advocating for various transportation options, such as bicycle, pedestrian, roadway, bus, passenger rail)
- ☐ Underserved (low income persons and minorities)
- ☐ Transportation disadvantaged (disabled or seniors over age 65)
- ☐ Business community

DEMOGRAPHICS

The following information will be used to satisfy Equal Opportunity Act reporting and research requirements. These questions are voluntary.

Gender: FEMALE, MALE, OTHER

Race: WHITE, BLACK, HISPANIC/LATINO, AMERICAN INDIAN/ALASKAN NATIVE, ASIAN, NATIVE HAWAIIAN/PACIFIC ISLANDER, MULTIRACIAL, OTHER [FREE RESPONSE]

Do you have a physical disability? YES, NO

Your age range: 18-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+

Is your household income at or below [U.S. Department of Health and Human Services poverty guidelines](#)? YES, NO

Are you a student? YES, NO

YOUR ABILITY TO SERVE

Community Advisory Committee meetings are generally held up to eight times a year on the fourth Wednesday of the month at 9:30 a.m. Can you regularly attend meetings? YES, NO

Can you serve a four-year term? YES, NO

Are you willing to abide by Florida's [Government-in-the-Sunshine laws](#) and ethical guidelines? YES, NO

Have you previously served on a MetroPlan Orlando board or committee? YES, NO
If yes, which committee and when did you serve? [FREE RESPONSE]

Do you have any potential conflicts of interest that might occur if you are appointed (see [this conflict of interest form](#) for details on what constitutes a conflict)? YES, NO
If yes, please provide details here. [FREE RESPONSE]

Please note: Applicants who work in the transportation industry or are currently elected officials cannot serve as members of the Community Advisory Committee, per committee bylaws.

Do you work in the transportation industry? YES, NO, UNSURE (if so, please list why) [free response]

Are you an elected official? YES, NO

STATEMENT OF INTEREST

Please use the space below to describe your reasons for wanting to participate in MetroPlan Orlando's Community Advisory Committee. This information will help us create a committee that reflects the diversity of Central Florida. Please limit your response to 500 words or less. In preparing your statement of interest, consider the following:

- What type of role do you think you could play as part of the CAC?
- What kind of feedback do you think you can provide to MetroPlan Orlando?
- How would you update your community about what you learn as a CAC member?
- What interests, personal qualifications or previous experience do you have that will help you be a productive CAC member?

[FREE RESPONSE]

I attest that the information in this application is true to the best of my knowledge.

Signature & Date

*Although not required, letters of recommendation are accepted and can be sent to CACapplication@metroplanorlando.com.

Non-Discrimination Policy

MetroPlan Orlando's work is conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to MetroPlan Orlando compliance with [Title VI nondiscrimination](#) policy may do so by contacting:

Cynthia Lambert
Public Information Manager
MetroPlan Orlando (315 E. Robinson Street, Suite 355, Orlando, FL 32801)
CLambert@metroplanorlando.com

All inquiries or complaints will be handled according to MetroPlan Orlando procedure and in a prompt and courteous manner.

Accommodations for Disabilities and Language

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 MetroPlan Orlando staff member Ms. Cathy Goldfarb (contact info below), at least three days prior to the event. In addition, persons requiring translation services, which are provided at no cost, should also contact Ms. Goldfarb at least three business days prior to the event.

Contact Information:

Cathy Goldfarb | (407) 481-5672 x315 | Email: cgoldfarb@metroplanorlando.com
Address: MetroPlan Orlando, 315 East Robinson Street, Suite 355, Orlando, Florida, 32801

TAB 6





RESOLUTION NO. 15-12

SUBJECT:

**Declaring October 10, 2015 as "Put the Brakes on Fatalities Day®"
in the Orlando Metropolitan Area**

Whereas, October 10, 2015, is the Fifteenth Annual Put the Brakes on Fatalities Day® and

Whereas, traffic crashes across America caused 32,479 fatalities in 2011; 33,782 fatalities in 2012; 37,719 people in 2013; and killed 32,675 in 2014; and

Whereas, traffic crashes throughout Florida caused 2,673 fatalities in 2011; 2,661 fatalities in 2012; 2,810 fatalities in 2013; and killed 2,768 people in 2014; and through July 21, 2015 we have lost 1,427 lives due to traffic crashes; and

Whereas, traffic crashes here in the MetroPlan Orlando planning area caused 245 deaths in 2011; 224 in 2012; 260 in 2013; 257 in 2014; and through July 21, 2015 we have lost 105 lives due to traffic crashes; and

Whereas, MetroPlan Orlando recognizes the importance of integrating Safety Conscious Planning into the metropolitan transportation planning process; and

Whereas, a solvable distraction is unrestrained/unsafely restrained children; and

Whereas, spinal cord damage, internal bleeding and death are more likely in auto accidents involving young children if parents do not use a booster seat; and

Whereas, a young child is four times as likely to experience an injury to the head and neck and three times as likely to experience an abdominal injury when restrained with a seat belt vs. a booster seat; and

Whereas, a booster seat gives the child a much greater chance of surviving a crash injury-free; and

Whereas, Florida's children deserve to be protected; and

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that October 10, 2015 is designated as



"PUT THE BRAKES ON FATALITIES DAY®"

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of September, 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,
Senior Board Services Coordinator

TAB 7





RESOLUTION NO. 15-13

SUBJECT:

**Declaring October 15, 2015 as "Blind Americans Equality Day"
in the Orlando Metropolitan Area**

Whereas, in 1964, Congress passed a resolution allowing former President Lyndon Johnson to proclaim October 15 to be "White Cane Safety Day"; and

Whereas, it is important that all residents in the Orlando Metropolitan Area that are blind or visually impaired have the opportunity to live active, independent lives; and

Whereas, approximately 32,000 residents in Central Florida are blind or visually impaired; and

Whereas, for Floridians who are blind or visually impaired, the white cane is an important tool for self-reliance and full participation and inclusion in our society; and

Whereas, the use of white canes, dog guides, and public and private transportation programs has ensured Floridians who are blind or visually impaired can travel efficiently and safely, breaking down barriers to success and independence; and

Whereas, in 2011 "White Cane Safety Day" was named "Blind Americans Equality Day" by President Barack Obama; and

Whereas, President Obama called upon public officials, business and community leaders, educators, librarians, and Americans across the country to observe this day with appropriate ceremonies, activities, and programs; and

Whereas, we recommit to forging ahead with the work of perfecting our Union and ensuring we remain a Nation where all our people, including those living with disabilities, have every opportunity to achieve their dreams.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that October 15, 2015 is designated as

"Blind Americans Equality Day"

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of September, 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,
Senior Board Services Coordinator
and Recording Secretary

TAB 8



DRAFT



2040 LONG RANGE TRANSPORTATION PLAN RE-ADOPTION

PUBLIC INVOLVEMENT PLAN

315 E. Robinson Street, Suite 355 | Orlando, FL 32801 | (407) 481-5672

MetroPlanOrlando.com



July 2015



MetroPlan Orlando
2040 Long Range Transportation Plan Re-adoption
Public Involvement Plan

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How to Get Involved in the Transportation Planning Process

LEARN ABOUT TRANSPORTATION AND ADD INPUT TO THE PLANNING PROCESS:

- **IN PERSON** - ATTEND AND MAKE A PUBLIC COMMENT AT A MEETING (VIEW THE CALENDAR ON OUR WEBSITE); INVITE US TO SPEAK TO YOUR GROUP
- **EMAIL** - SEND COMMENTS OR QUESTIONS TO LRTP@METROPLANORLANDO.COM
- **PHONE** - CALL US AT 407-481-5672
- **SOCIAL MEDIA** - FOLLOW US ON TWITTER (@METROPLAN_ORL) OR LIKE US ON FACEBOOK
- **WEBSITE** - LEARN ABOUT THE LONG RANGE TRANSPORTATION PLAN OR SEND COMMENTS AT METROPLANORLANDO.COM/PLANS/LONG-RANGE-TRANSPORTATION-PLAN

Re-adopting the 2040 Long Range Transportation Plan

MetroPlan Orlando, the metropolitan planning organization (MPO) for Orange, Osceola, and Seminole counties, provides leadership in transportation planning by engaging the public and fostering effective partnerships. One of the organization's major responsibilities is developing a Long Range Transportation Plan (LRTP), which sets a 20-year vision for the region. The current Year 2040 Long Range Transportation Plan was adopted by the MetroPlan Orlando Board in June 2014. This plan is updated every five years to meet federal requirements and adjust to the region's evolving needs.

Four other planning organizations, along with MetroPlan Orlando, are included in the Florida Department of Transportation's District 5. The fastest growing district in the state, District 5 covers nine counties and nearly 9,000 square miles.

These other planning organizations have responsibilities for the 20-year visions in their areas. While there is a great deal of coordination among the planning organizations within the FDOT district, each planning organization designs its own long range transportation plan and sets its own vision in coordination with FDOT. Each plan includes technical work and public involvement.

A crucial element for all the long range transportation plans is determining future demands on the regional transportation system. Computer models aid planners in making these forecasts. These instruments are complex tools that predict how many people will be using a region's system in future years and what their travel needs will be.

To improve regional consistency, MetroPlan Orlando is changing its long range transportation plan schedule and switching to the forecasting tool used by FDOT and other planning organizations in Central Florida. This will require a re-adoption of the 2040 Long Range Transportation Plan, which is expected to be complete in December 2015.

Besides these administrative changes, the readopted plan will reflect major projects and events that have occurred since June 2014 and better represent the region's transit alternatives. Since the 2040 Plan was originally adopted, better information has become available on costs associated with transit projects. The readopted plan will also confirm regional transit priorities and seek public input on proposed changes.

Public Involvement & Plan Re-adoption

Developing a long range plan traditionally requires two key elements: technical work and community engagement. Ultimately, the MetroPlan Orlando Board adopts the long range plan after considering public input and recommendations from local transportation planners. The process will work in the same way for this re-adoption.

This Public Involvement Plan creates opportunities for stakeholders and citizens to be informed and engaged throughout the re-adoption of the 2040 Long Range Transportation Plan. The Public Involvement Plan will provide a roadmap to achieve goals and objectives for public involvement, ensuring diverse and inclusive public input.

Public Input from the 2040 Plan Process

The community engagement process for the 2040 Long Range Transportation Plan was guided by a Public Involvement Plan, which was adopted by the MetroPlan Orlando Board on January 9, 2013 after considering input from advisory committees and members of the public. The plan included targeted objectives, a variety of strategies and associated performance measures to ensure effectiveness.



During the 18-month public involvement phase for the 2040 Plan, MetroPlan Orlando's objective-driven approach produced a successful community outreach program that garnered significant citizen input. Among the results:

- 2,406 Central Floridians from ages 5 to 90 were personally reached by MetroPlan Orlando staff at 48 outreach events in Orange, Osceola and Seminole counties
- An additional 1,510 residents participated in market research efforts and provided opinions and input on transportation
- 712 people signed up for MetroPlan Orlando emails to keep abreast of transportation news
- An average of 1,600+ visitors per month to www.metroplanorlando.com
- Surpassed the goal of Twitter followers by 145% and the goal of Facebook likes by 47%

Several themes emerged from the public input received for the creation of the 2040 Long Range Transportation Plan. Overall, it was clear Central Floridians were frustrated with the level of traffic congestion and that they discerned negative impacts personally and for the region. The community wanted more transportation options and recognized the importance of connectivity among modes.



The majority of citizens who filled out surveys (87%) said the region should invest more in transportation. However, there remains a need to inform the public on how transportation is funded.

These themes provide a foundation for this public involvement plan to build on, ensuring that MetroPlan Orlando's planning process is continuing, cooperative and comprehensive. Because the 2040 Plan re-adoption is more administrative than the

original 2040 Plan, it will be more narrowly focused. The close attention to public transportation projects and funding information will allow MetroPlan Orlando to elaborate on at least two areas where there appears to be a need for increased public information.

Public Involvement Requirements

The Public Involvement Plan meets federal requirements for public involvement as identified in 23 CFR 450.316 and 23 CFR 450.322. MetroPlan Orlando will meet all federal and state requirements to document a participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the planning process.

MetroPlan Orlando is developing this public involvement plan in consultation with all interested parties, describing procedures, strategies, and desired outcomes relating to:

- a. Providing adequate notice of public participation activities;
- b. Providing timely notice and reasonable access to information about transportation issues and processes;
- c. Using visualization techniques;
- d. Making public information available on www.metroplanorlando.com;

- e. Holding public meetings at convenient and accessible locations and times;
- f. Demonstrating explicit consideration and response to public input received;
- g. Seeking out and considering the needs of persons traditionally underserved by existing transportation systems, such as low-income and minority citizens;
- h. Providing an additional opportunity for public comment, if the final proposed plan differs significantly than the version made available for public comment;
- i. Coordinating with the statewide transportation planning public involvement and consultation processes;
- j. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Goals, Objectives, Strategies and Evaluation Measures

The goal of this Public Involvement Plan is to establish a comprehensive, inclusive process to create continuous opportunities for diverse involvement during the re-adoption of MetroPlan Orlando's 2040 Long Range Transportation Plan.

The following objectives, strategies, and tools will be used to achieve the stated goal during e implementation of this plan. Evaluation measures are also outlined to ensure effectiveness.

1. **Objective:** Help facilitate in-depth discussions of the 2040 Plan re-adoption with decision-makers, focusing on MetroPlan Orlando's Board and committees. Because of the nature of the update and the compressed time frame, it is crucial to provide these decision-makers adequate information to discuss the re-adoption with their staffs and constituencies. The most substantive changes for the re-adoption are in the administrative and financial aspects of the transit alternatives, and these decision-makers have recommendation/voting responsibilities related to setting the region's public transit priorities.

Strategies/Tools:



- Compile a report summarizing available public input about transit, using data from community outreach events, market research and comments at public meetings, email and social media;
- Provide timely updates on public input as the re-adoption process progresses;
- Help prepare key messages, talking points, collateral materials and presentation tools for use at MetroPlan Orlando Board and committee meetings;
- Team with our regional partners - transportation agencies, local governments and key community organizations - to raise awareness of the 2040 Plan re-adoption;
- Contribute to coordination meetings between MetroPlan Orlando staff and local government staff.

Evaluation Measures: Public input report, research data, presentation materials and partner updates

2. **Objective:** Ensure that all 2040 Plan re-adoption materials communicate MetroPlan Orlando's message in an effective, appealing way by using visualization (photos, illustrations, charts, etc.) and plain language, as defined by Federal Plain Language Guidelines.

Strategies/Tools:

- Describe the 2040 Plan re-adoption effort on the website and in materials so that it's clear why this planning effort is important;
- Use appropriate illustrations, photos and graphics with electronic and print items that stress transit as the primary focus for the re-adoption;
- Include various ways to submit public comments (phone, email, social media, postal service, etc.) on all materials and messages to the public;
- Place at least one article on public involvement activities for the 2040 Plan with accompanying visuals in a MetroPlan Orlando electronic newsletter;
- Advise media outlets, as appropriate, on developments in the 2040 Plan re-adoption and maximize earned media opportunities;
- Update plan documentation.

Evaluation Measures: Content review, open and click-through rates from electronic newsletter article on 2040 Plan re-adoption

3. **Objective:** Provide online opportunities for the public to learn about the transportation planning process through MetroPlan Orlando's website, achieving a monthly average of 1,000 unique visitors to the site.

Strategies/Tools:

- Drive traffic to website from social media channels, electronic newsletter and email information blasts;
- Include website address in all materials and presentations and encourage visits to learn more;
- Use website homepage and plan pages to highlight 2040 Plan re-adoption information and seek links to plan pages from partner websites;
- Provide online opportunities for the public to view a short video that explores how public transit works and how it fits into the transportation system (as outlined in Objective No. 5);
- Provide all technical reports related to 2040 re-adoption on the MetroPlan Orlando website.



Evaluation Measures: Website Statistics (Google Analytics)

4. **Objective:** Provide opportunities for round-the-clock public engagement through social media channels, achieving the following results: Twitter – 3,200 followers, at least 85 total interactions (retweets + mentions + replies); 850 Facebook likes, with 16,000 total organic impressions (number of times posts were seen in News Feeds, Tickers or on visits to the page).

Strategies/Tools:

- Find and share recent national and international news articles that illustrate key long range transportation planning principles, especially as they apply to transit;
- Encourage continuous two-way communication with the public by posting photos from meetings and events and stimulating interest in future discussions;
- Ensure that social media efforts in support of the 2040 Plan re-adoption effort comply with MetroPlan Orlando's existing social media policy;
- Provide social media messages to partner organizations, when appropriate.

Evaluation Measures: Social Media Statistics

5. **Objective:** Create a short video that explores how public transit works and how it fits into the regional transportation system. The video would support the 2040 Plan re-adoption by giving the public information on transit alternatives that are changing in the update.

Strategies/Tools:

- Combine live footage with informative slides to drive home a transit message;
- Distribute the video to board and committee members and get feedback;
- Put the video on YouTube and drive viewers to it through the website and social media channels.

Evaluation Measures: YouTube statistics, qualitative board and committee feedback

Identifying Stakeholders



Achieving these public involvement goals and objectives begins with appropriately identifying stakeholders with a jurisdictional, direct or other interest in contributing input to the 2040 Plan re-adoption.

The Public Involvement Plan includes conducting a formal, comprehensive community inventory to develop a stakeholder database. The database that was developed for the 2040 Plan provides the foundation for the re-adoption database. A variety of resources will be used to review and augment the database.

The stakeholder database will be updated as needed during the public involvement process, and at a minimum will include the following entities:

Board and Committees

MetroPlan Orlando Board
Citizens' Advisory Committee
Technical Advisory Committee
Municipal Advisory Committee

Transportation System Management & Operations Committee
Bicycle and Pedestrian Advisory Committee
Transportation Disadvantaged Local Coordinating Board

State and Federal Agencies

Federal Transit Administration
Federal Highway Administration
Central Florida Congressional Delegation
Florida Department of Transportation
 reThink Commuter Services Program
 SunRail Commuter Rail Service
Florida's Turnpike Enterprise
Central Florida Legislative Delegation
Florida Department of Environmental Protection
South Florida Water Management District
St Johns Water Management District
Wekiva River Basin Commission

Local Governments

Orange County & City Governments
Osceola County & City Governments
Seminole County & City Governments
Local government environmental staff

Community Organizations

Condo/Homeowners/Neighborhood Associations
Apartment Complexes
League of Women Voters
Sierra Club
Audubon Florida
1000 Friends of Florida
Bicycle and Pedestrian Advocacy Groups
Faith-based Organizations
Veterans Associations
County Watch
Urban League
Social Service Organizations
Kiwanis Organizations
Universities/Colleges
Rotary Clubs
Disability Advocacy Groups
Sorority and Fraternity Organizations
Leadership Orlando
Leadership Seminole
Leadership Osceola
Myregion.org

Other Interested Parties

Business & Tourism Associations

Central Florida Partnership
Seminole Regional Chamber of Commerce
Kissimmee / Osceola County Chamber of Commerce
Apartment Association of Greater Orlando
Hispanic Chamber of Commerce
African-American Chamber of Commerce
Asian-American Chamber of Commerce
Chamber of Commerce for Persons with Disabilities
Visit Orlando
Metro Orlando Economic Development Commission
Realtors Associations
Central Florida Hotel & Lodging Association
Florida Vacation Rental Managers Association

Media

Local Newspapers
Local Television Stations
Local Radio Stations
Online Publications
Transportation & Transit Trade Publications
Neighborhood/Community Newspapers
Community Blogs

Notification Requirements

MetroPlan Orlando is dedicated to appropriately notifying the community about the public involvement program for the 2040 Plan re-adoption, as required by federal and state law. Specifically, this includes:

- Advertising all MetroPlan Orlando Board meetings including 2040 Plan re-adoption activities and posting board and committee meetings on the website calendar;
- Posting a draft Public Involvement Plan on www.metroplanorlando.com for a 45-day comment period prior to adoption by the MetroPlan Orlando Board;
- Presenting the draft Public Involvement Plan to all MetroPlan Orlando committees;
- Providing notice of public outreach activities for re-adoption in the Long Range Transportation Plan sections of MetroPlan Orlando's newsletter, website and social media;
- Using diverse media outlets to publicize public participation activities where appropriate;
- Sending notification via email to community members in the MetroPlan Orlando database when appropriate.

Public Involvement Schedule of Activities

The timeline for public involvement related to the 2040 Plan re-adoption is tight, given that updates to the plan are mostly administrative. The anticipated vote on the 2040 Plan re-adoption should come from the MetroPlan Orlando Board in December of 2015. This is the general way activities are anticipated to break down.

2040 Long Range Transportation Plan Re-adoption Public Involvement Schedule								
Public Involvement Task	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan. 2016
Develop Public Involvement Plan								
Public Involvement Plan Review and Comment								
Request Public Involvement Plan Approval								
Board and Committee discussions on re-adoption								
Implement Public Involvement Plan								
Prepare Final Report and Other Documentation								

Final Report

A comprehensive, appealing and easy-to-understand final Public Involvement Report will be produced for the 2040 Plan re-adoption. The report will document all outreach efforts including public involvement strategies, activities and materials, along with evaluation and performance measures for each methodology. Public comments gathered during the process will be summarized, evaluated and provided to the MetroPlan Orlando Board, so they receive proper consideration during the plan development and approval process.

TAB 9



EXHIBIT A

SCOPE OF SERVICES

UPDATE OF THE METROPLAN ORLANDO CRASH GEOSPATIAL DATABASE

Submitted to:

Eric T. Hill
Director, Systems Management and Operations
MetroPlan Orlando
One Landmark Center
315 East Robinson Street, Suite 355
Orlando, FL 32801
407.481.5672 Ext. 316;
fax 407.481.5680
ehill@metroplanorlando.com

Submitted by:

Ilir Bejleri, Ph.D.
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431 Arch Bldg.
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Fax: 352-392-3308
ilir@ufl.edu

July 7, 2015

EXHIBIT A

UPDATE OF THE METROPLAN ORLANDO CRASH GEOSPATIAL DATABASE

1. PROJECT PURPOSE

The purpose of the **PROJECT** is to update the regional crash database for the METROPLAN ORLANDO area comprised of three counties: Seminole, Orange and Osceola. The database will be updated for one full year as specified in the Duration of Agreement section below.

The METROPLAN ORLANDO regional crash database is housed at University of Florida under *Signal Four Analytics* -a statewide crash data system, hosted at the University of Florida's GeoPlan Center. The development and maintenance of Signal Four Analytics is funded by the State through a grant from Florida Traffic Records Coordinating Committee. The state funding covers daily acquisition of the crash data from DHSMV and FHP, processing and loading of crash data daily, automated geocoding, new features and software updates, training and site hosting. While these are valuable services for METROPLAN ORLANDO users, there are several items of a local nature that are not covered in the scope of work of the state grant. First, about 60-70% of crashes will require *interactive geocoding*, as the success rate of batch geocoding of new crash forms using Navteq GIS streets is only about 30-40% depending on the quality of the crash data. Second, the regional database will need to be updated with *traffic volumes on local roads* (AADT) necessary to calculate crash rates and vehicle miles traveled (VMT). Additionally the University of Florida team will assist METROPLAN ORLANDO staff with custom statistics and analysis to support METROPLAN ORLANDO's mission to improve traffic safety.

2. PROJECT TASKS

TASK 1 - INTERACTIVE GEOCODING OF CRASH DATA

The purpose of this task is to continue to *interactively* geocode long and short form crashes on public roads. Based on historic data it is estimated that about 30,000 to 32,000 crashes will require interactive geocoding for one year. These are crashes that fail automatic geocoding for both long and short forms. The UF team will conduct interactive geocoding of crashes daily. UF team will continue to work on improving the geocoding tools to shorten the geocoding time and will seek to obtain FDOT geocoded long form crashes to use as reference to reduce the interactive geocoding need. Additional efforts will be made to also coordinate with local engineering agencies in the METROPLAN ORLANDO area that may be geocoding crashes independently to avoid duplications and to reduce geocoding effort by the UF team. In terms of overall geocoding success rate (both automatic and interactive), it is expected that about 93-95% of all the crashes on public roads will be geocoded successfully. The other 5-7% is typically impossible to geocode due to insufficient location information on the crash form.

TASK 2- SUPPORT WITH CUSTOM ANALYSIS AND UPDATE OF LOCAL ROADWAY DATA

The purpose of this task is two folds. The UF team will support the METROPLAN ORLANDO staff with custom queries and analysis including VMT analysis. Second, UF team will update the local traffic volume which is required for calculation of crash rates on local roads and can be used to develop vehicle miles traveled. The local traffic volume will be obtained from the local traffic engineering agencies and it will be mapped to the Florida unified basemap. This task will also include any updates of the intersections with red-light running cameras.

3. BUDGET

This is a fixed cost project for one year. The estimated budget needed to accomplish the proposed tasks is shown in table 1 below. It includes salaries and benefits, Geoplan Center CPU services, travel and the University of Florida overhead charge.

Role/Item	Base Salary	Project Effort	Project Salary	Benefits	Total Cost
Faculty	\$ 108,392	3.0%	\$ 3,251.77	\$ 837.33	\$ 4,089.10
OPS Staff	\$ 36,540	25.0%	\$ 9,135.00	\$ 493.29	\$ 9,628.29
OPS System Staff	\$ 95,381	3.0%	\$ 2,861.43	\$ 154.52	\$ 3,015.94
OPS Tech Support Staff	\$ 76,591	5.0%	\$ 3,829.54	\$ 206.80	\$ 4,036.34
Admin Assistant	\$ 61,596	1.7%	\$ 1,047.13	\$ 56.55	\$ 1,103.68
Total Salary					\$ 21,873.34
Geoplan CPU Services	\$25/hour	50 hours			\$ 1,500.00
Travel					\$ 626.66
Subtotal					\$ 24,000.00
UF Overhead (25%)					\$ 6,000.00
Total Project					\$ 30,000.00

Table 1 - Estimated Budget

Salaries: The base annual salary for each position is shown in the second column. It assumes 12 months full time. The third column shows the estimated effort on this project and the corresponding salary amount is shown in the 4th column followed by the fringe benefits. The roles and effort for each position are explained below:

- Faculty member will devote his time to oversee the entire project. He will provide direction and leadership and coordinate all components of the project.
- An OPS staff member will be responsible for conducting geocoding and for updating local data as well as quality assurance and software testing.
- An OPS technical support staff will provide technical assistance to the project.
- An OPS system staff will work bug fixing and enhancement of the geocoding tools, to load in the database the local data and to develop custom queries and analysis to support Metroplan Orlando staff with their needs.
- The administrative staff will be responsible for the Geoplan grant management.

GeoPlan CPU Services: GeoPlan Center is a research and teaching facility at the Department of Urban and Regional Planning at University of Florida that specializes in GIS. GeoPlan supports department's GIS projects with computers, software, and data processing. GeoPlan maintain computers, servers, data and some software not supported by University funding. Therefore, GeoPlan services are charged to applicable projects that require GIS. The Geoplan services are required to support the team with the required computer use, software licensing, data processing, database and networking support for this project. The details of the cost per hour and the number of hours estimated for the Geoplan CPU services are shown in the table.

Travel: Travel is required to meet with the METROPLAN ORLANDO staff and to provide updates to the METROPLAN ORLANDO technical and advisory committees. Three trips are estimated.

University of Florida Overhead Rate (Indirect Cost): University of Florida charges 25% of the total project direct cost to projects funded by Florida local agencies. For more information please visit <http://research.ufl.edu/research/proposal/fa-rates.html>

4. PAYMENT SCHEDULE

METROPLAN ORLANDO will be billed quarterly in lump sums of \$7,500 each. Progress reports are due with each invoice.

TAB 10





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

RESOLUTION NO. 15-14

SUBJECT:

**APPROVAL OF EMERGENCY AMENDMENTS TO THE
FY 2014/15-2018/19 & FY 2015/16-2019/20
TRANSPORTATION IMPROVEMENT PROGRAMS**

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 and FY 2015/16-2019/20 Transportation Improvement Programs (TIPs) per letter dated August 12, 2015 that provides details and supporting justification; and

WHEREAS, the MetroPlan Orlando Board will not be meeting until September 9, 2015, and this TIP amendment resolution must be signed by the MetroPlan Orlando Board Chairman prior to that meeting date in order for FDOT to be able to allocate the funds for the projects included in the amendment request in a timely manner; and

WHEREAS, FDOT is therefore 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, 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

- **FM #4349151 - Colonial Drive Pedestrian Overpass from Gertrude's Walk to Dinky Line Trail - Funding consists of \$2,059,136 in ACSA funds, \$1,463,705 in ACSU funds, \$491,993 in SE funds and \$5,180,627 in SU funds for construction in FY 2015/16;**

Seminole County

- **FM #4344841 - I-4 Eastbound and Westbound Rest Areas Reconstruction - Project to be deleted due to change in the scope of the project to only include the westbound rest area and funds to be transferred to project #4344842;**
- **FM #4344842 - I-4 Westbound Rest Area Reconstruction - Funding consists of \$8,423 in DIH funds and \$382,705 in DDR funds for design in FY 2015/16, and \$8,620,973 in DRA funds and \$102,700 in DIH funds for construction in FY 2015/16;**
- **FM #4374571 - Spring Lake Elementary School/Weathersfield Avenue Sidewalks - Funding consists of \$566,230 in SU funds and \$57,000 in LF funds for construction in FY 2015/16; 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 that the amendments to the FY 2014/15-2018/19 and FY 2015/16-2019/20 TIPs requested by FDOT are approved by the MetroPlan Orlando Board Chairman, on behalf of the MetroPlan Orlando Board, on August 17, 2015; and

BE IT FURTHER RESOLVED that the aforementioned amendments shall be presented for ratification to the full MetroPlan Orlando Board at its regular scheduled meeting on September 9, 2015.

Certificate

The Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a resolution approved in accordance with Section IX.(m) of MetroPlan Orlando's Internal Operating Procedures for emergency Transportation Improvement Program amendments; which shall be presented to the full Board for approval at their next meeting on September 9, 2015.

Signed by,


Honorable Jim Swan, Chairman

8/17/15

Date

Attest:


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

Ratification

BE IT FURTHER RESOLVED that the aforementioned amendments listed above are hereby duly ratified by the MetroPlan Orlando Board this 9th day of September, 2015.

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

August 12, 2015

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

Dear Mr. Huttman:

Subject: REQUEST FOR ADMINISTRATIVE TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes be made to the MetroPlan Orlando Adopted Fiscal Year (FY) 2014/15 – 2018/19 and FY 2015/16 – 2019/20 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Work Program:

Seminole County

Project:

FM 434484 -1 I-4 (SR 400) EB AND WB REST AREAS

Current TIP Status:

Project to be deleted from the FY 2014/15-2018/19 TIP and the FY 2015/16 – 2019/20 TIP

Proposed Amendment:

Deleting Phase 31 (Design In-House) - \$8,423 in DIH Funds in FY 2015/16

Deleting Phase 32 (Design) - \$80,000 in DDR Funds in FY 2015/16

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

Deleting Phase 52 (Construction) - \$5,374,373 in ACNP Funds in FY 2015/16

Deleting Phase 52 (Construction) - \$13,824,522 in DRA Funds in FY 2015/16

Deleting Phase 52 (Construction) - \$527,142 in DS Funds in FY 2015/16

Deleting Phase 61 (Construction In-House) - \$102,700 in DIH Funds in FY 2015/16

Deleting Phase 62 (Construction Support) - \$1,460,273 in DRA Funds in FY 2015/16

Explanation:

Project scope was modified to include only the Westbound Rest Area. Funds will be moved to new project 434484-2. We are deleting 434484-1 to replace it with 434484-2. The original project (434484-1)

included reconstructing both the eastbound and westbound rest areas. Due to public comments, it has been decided to only replace in kind the westbound rest area. The westbound rest area must be replaced due to the I-4 Ultimate construction and water retention needs.

Project:

FM 434484 -2 I-4 (SR 400) WEST BOUND REST AREA RECONSTRUCTION IN SEMINOLE COUNTY

Current TIP Status:

New project to be added to the FY 2014/15 – 2018/19 and 2015/16 – 2019/20 TIP

Proposed Amendment:

Adding Phase 31 (Design In-House) - \$8,423 in DIH Funds in FY 2015/16

Adding Phase 32 (Design) - \$382,705 in DDR Funds in FY 2015/16

Adding Phase 52 (Construction) - \$7,160,700 in DRA Funds in FY 2015/16

Adding Phase 61 (Construction In-House) - \$102,700 in DIH Funds in FY 2015/16

Adding Phase 62 (Construction Support) - \$1,460,273 in DRA Funds in FY 2015/16

Explanation:

Project scope was modified to include only the Westbound Rest Area. Funds will be moved to new project 434484-2. We are deleting 434484-1 to replace it with 434484-2. The original project (434484-1) included reconstructing both the eastbound and westbound rest areas. Due to public comments, it has been decided to only replace in kind the westbound rest area. The westbound rest area must be replaced due to the I-4 Ultimate construction and water retention needs.

Project:

FM 437457 -1 SPRING LAKE ELEMENTARY WEATHERSFIELD AVENUE SIDEWALKS

Current TIP Status:

New project to be added to the new 2015/16 – 2019/20 TIP

Proposed Amendment:

Adding Phase 58 (Construction) - \$566,230 in SU Funds in FY 2015/16

Adding Phase 68 (Construction) - \$57,000 in LF Funds in FY 2015/16

Explanation:

Adding construction funds for sidewalks on various streets in Altamonte Springs (Tulane Dr., Notre Dame Dr., Clemson Dr., Baylor Ave., Lynchfield Ave., & Trinity Ave.). Certain phases of this project may be authorized or encumbered before the October 1st beginning of the Federal fiscal year, therefore the Department is requesting these amendments to ensure planning consistency required for the authorization of funds.

Orange County

Project:

FM 434915 -1 COLONIAL PED OVERPASS / FROM GERTRUDE'S WALK TO DINKEY LINE TRAIL

Current TIP Status:

Project currently in FY 2015/16 – 2019/20

Proposed Amendment:

Phase 58 (Construction) - \$2,059,136 in ACSA Funds in FY 2015/16

Phase 58 (Construction) - \$1,463,705 in ACSU Funds in FY 2015/16

Phase 58 (Construction) - \$491,993 in SE Funds in FY 2015/16

Phase 58 (Construction) - \$4,340,195 in SU Funds in FY 2015/16

Phase 61 (Construction In-House) - \$4,930 in SU Funds in FY 2015/16

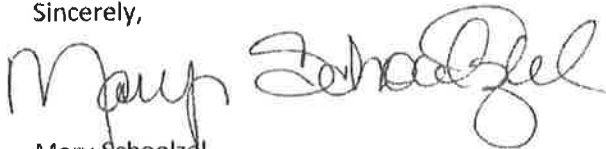
Phase 68 (Construction LAP) - \$835,502 in SU Funds in FY 2015/16

Explanation:

Project rolled forward from Fiscal Year 2015, and needs to be added to fiscal year 2015/16 in both the FY 2014/15 – 2018/19 and 2015/16 – 2019/20 TIP. Certain phases of this project may be authorized or encumbered before the October 1st beginning of the Federal fiscal year, therefore the Department is requesting these amendments to ensure planning consistency required for the authorization of funds.

If you have any questions please contact me at 386-943-5398.

Sincerely,



Mary Schoelzel

Government Operations Manager

CC: Keith Caskey, MetroPlan Orlando

TAB 11





2015
Certification Report
Orlando/Kissimmee Transportation
Management Area
(MetroPlan Orlando)

Prepared by:
Federal Highway Administration
Florida Division
Federal Transit Administration
Region IV

August 2015

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Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

A joint FHWA/FTA Federal Review Team conducted a review of the Orlando/Kissimmee Transportation Management Area (TMA) **February 9-11, 2015**. The Orlando/Kissimmee Transportation Management Area consists of the MetroPlan Orlando MPO. Since the last certification review in 2011, this TMA has made significant improvements to its transportation planning processes as indicated by the **12 noteworthy practices** highlighted in this report. This review also identified **4 recommendations** that the MPO should consider for improving their planning process. There were **2 corrective actions** identified.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Orlando-Kissimmee TMA, which is comprised entirely by MetroPlan Orlando, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C subject to the MPO satisfactorily addressing the Corrective Actions stated in this report. MetroPlan Orlando is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. The MPO's progress in meeting the corrective actions will be monitored and evaluated. This certification will remain in effect until **August 2019**.

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Section I.	Overview of the Certification Process
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Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of the previous jointly issued certification report.

The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a Certification Review provides an external view of the TMA’s transportation planning process. The Certification Review also helps ensure that the major issues facing a metropolitan area are being addressed.

A certification review generally consists of four primary activities. The activities include: a “desk audit” which is a review of the TMA’s main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; the preparation of a “FHWA/FTA TMA Certification Review Report” that documents the certification review’s findings; and a formal FHWA Florida Division presentation of the review’s findings at a future MPO Board Policy meeting.

The review for MetroPlan Orlando was held **February 9-11, 2015**. During the site visit, the Federal Review Team met with the staff of MetroPlan Orlando, the FDOT, LYNX transit staff, elected officials, committee representatives, and the public. See **Appendix A** for a list of review team members and site visit participants. See **Appendix B** for the site visit agenda. The public meeting for this certification review was held on Monday, February 9, 2015. The purpose of the public meeting is to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process. For those that could not attend the public meeting or who did not want to speak at the public meeting, contact information for the Federal Review Team was provided. A copy of the notice for the public meeting is provided in **Appendix C**. Minutes from the public meeting including a listing of those in attendance and a summary of the public comments, along with how they were considered in preparing the report is provided in **Appendix D**. Members of the public are given 30 days from the date of the public meeting to mail, fax or email their comments and may also request a copy of the certification review report via these methods. Following the certification review site visit we received only one request for a copy of the certification review report and that was from Congressman Mica.

Section II.	MetroPlan Orlando Previous Certification Findings Status/Update
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The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to MetroPlan Orlando during the previous certification review in 2011.

A. Corrective Actions

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably. “MetroPlan Orlando” and “MPO” will also be used interchangeably.

1. **Public Involvement Plan Documentation:** In reviewing the Public Participation Plan, the Federal Review Team noted that there is not enough explicit information included about how the public can get engaged in the planning process. In accordance with CFR 450.316 (a)(1), “the participation plan shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for: (i) providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP; and (ii) providing timely notice and reasonable access to information about transportation issues and processes.” The MPO will need to update their Public Participation Plan and make these changes by December 31, 2011.
 - **Update:** On December 7, 2011, MetroPlan Orlando sent documentation indicating the update of their Public Participation Plan. The update of the MetroPlan Orlando Public Participation Plan in November 2011 was made to address the Public Involvement Plan Documentation corrective action. Upon review of the document FHWA and FTA noted that the update included an enhanced section on how the public can get involved in the planning process. Although not addressed through a separate letter at the time of the MPO’s action, a closeout letter was sent to the MPO on February 7, 2013, that granted full certification to MetroPlan Orlando.
2. **Public Participation Plan Measures of Effectiveness:** There are many features included in the MPO’s Long Range Transportation Plan Public Involvement Report, that are not detailed in the MPO’s Public Participation Plan, including how the staff’s measures of effectiveness techniques help to guide the MPO’s approach to public involvement and visual examples of tools used to engage the public. When the staff prepares an update of their current plan they will need to utilize some of the same approaches demonstrating measures of effectiveness as required by 23 CFR 450.316(1)(x) for the update of their Public Participation Plan. The MPO will need to update their Public Participation Plan and make these changes by December 31, 2011.
 - **Update:** On December 7, 2011, MetroPlan Orlando sent documentation indicating the update of their Public Participation Plan. The update of the MetroPlan Orlando Public Participation Plan in November 2011 was made to also address the Public

Participation Plan Measures of Effectiveness corrective action. The MPO did not specifically request an updated federal planning finding based on these changes. Upon review of the document FHWA and FTA noted that the update of the Public Involvement Plan included a detailed evaluation of measures of effectiveness for the previous year (February 2010-February 2011). Although not addressed through a separate letter at the time of the MPO's action, a closeout letter was sent to the MPO on February 7, 2013, that granted full certification to the MetroPlan Orlando MPO.

3. **Transportation Improvement Program (TIP):** The TIP must include for each project the estimated total project costs, which may extend beyond the timeframe of the TIP in accordance with 23 CFR 450.324(e)(2). The current TIP does not display the total project costs which may extend beyond the timeframe of the TIP. The MPO staff needs to update, revise and obtain MPO Board approval of a new TIP which displays the total project cost(s) by June 30, 2012.
 - **Update:** The change to the TIP was incorporated in the development of the MPO's FY2012/2013-2016/2017 Transportation Improvement Program (TIP), which was approved by the MetroPlan Orlando Board on July 11, 2012. On January 28, 2013, MetroPlan Orlando provided the Federal Review Team with a sample page showing the new format. Full certification was granted to the MPO following the satisfaction of their third and final corrective action via a closeout letter on February 7, 2013.

B. Recommendations

1. **Title VI and Related Requirements:** The Federal Review Team recommends that MPO staff work with the appointing jurisdictions to help ensure that the Citizens Advisory Committee membership is representative of the region's diverse population. Staff should also consider adding a brief "How Can I Get Involved?" section to the beginning of the Public Participation Plan.
 - **Update:** According to staff, appointments made to the Citizens Advisory Committee are made by the counties, cities and towns included in the regional partnership. These entities have their own methods for recruiting community volunteers to serve on various public advisory boards, including the Citizens Advisory Committee. Since appointments are being made by numerous entities, MPO staff asserts that they attempt to influence the process but are not in control of the outcome. To assist with committee appointments, staff submits a letter to the appointing authority. This letter reminds the appointing official of the purpose of the committee. A sample of this language is provided below:

"It is important for our Citizens' Advisory Committee to reflect our region's diverse population in terms of age, gender, socio-economic status, ability, and ethnicity. In order to accomplish this and recognizing the Committee's current composition, we ask that special consideration be given to applicants who are women, minorities, younger people or transit riders."

2. **Transportation Improvement Program (TIP):** The project sponsor is not always specified when reviewing the projects in the TIP as required. The Federal Review Team recommends that the project sponsor be more clearly identified for all projects by either stating the sponsor on each project or clearly indicating the project sponsor at the top of each page if the implementing agency has several projects
- **Update:** This change was incorporated in the development of the MetroPlan Orlando's FY2012/2013-2016/2017 TIP which was approved by the MetroPlan Orlando Board on July 11, 2012. This was reported to the FHWA/FTA Federal Review Team in a letter dated January 28, 2013, which was accompanied by a sample page showing the new format.

Section III.	Organization of MPO (23CFR 450.310, 312, 314)
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A. Description of Planning Area

The Orlando/Kissimmee Urbanized Area's planning boundaries include all of Orange, Osceola and Seminole Counties. Since the last certification review the area has experienced significant growth. The 2010 Census data demonstrated that the Kissimmee Urbanized Area (KUA) in Osceola County reached a population of over 200,000. As a result of this growth, the KUA was designated as a new Transportation Management Area in July 2012. According to staff there were no necessary adjustments to the planning boundary as a result of the Kissimmee Urbanized area designation. There also were no changes necessary for MPO Board representation.

In addition to increasing population growth in Osceola County, the MetroPlan Orlando planning area has also grown more racially diverse; this is especially true for the area's Hispanic population. According to staff, tourism continues to be one of the main industries in the Orlando area. The total number of visitors increased by 24% during the ten-year period from 2004 through 2013, with the number of domestic visitors increasing by over 20%, and the number of international visitors increasing by nearly 86%.

The three county region has six big transportation projects underway or in the planning stages: Wekiva Parkway, SunRail Phase 2 and 3, the reconstruction of Interstate 4 through the heart of Orlando, the Coast-to-Coast Trail and the "All Aboard Florida" intercity rail project and new toll roads being advanced by the Osceola County Expressway Authority.

B. Metropolitan Planning Organization Structure

The MetroPlan Orlando Board's make up includes 19 voting members (elected and appointed officials) and 6 non-voting advisors. Prior to making decisions, the MetroPlan Orlando Board receives recommendations from the advisory committees where the Chairpersons serve on the Board in a non-voting capacity. According to staff these

committees ensure that the board considers diverse points of view during the transportation planning process.

The primary responsibility of the MPO is to develop plans, policies and priorities that guide local decision making on transportation issues. The MPO staff provides day-to-day transportation planning expertise to the MPO and executes the direction of the MPO Board. MetroPlan Orlando is currently fully staffed, despite experiencing some staff turnover since the last certification review. While the standard MPO staff positions are included within MetroPlan Orlando, the staff also includes a Director of Regional Partnerships as well as a staff of two to perform marketing and outreach efforts. MetroPlan has also put quite a bit of effort into the recruitment of interns. MetroPlan Orlando currently has the following advisory committees: Bicycle and Pedestrian Advisory Committee; Citizens Advisory Committee; Municipal Advisory Committee and Transportation Technical Committee. The region's Transportation Disadvantaged Local Coordinating Board is also supported by MetroPlan Orlando.

In 2013, MetroPlan Orlando updated its Strategic Business Plan. The purpose of the Strategic Business Plan is to set goals and objectives for the organization and indicate areas of improvement. To update this plan, MPO staff underwent a six month strategic planning process whereby they conducted one-on-one interviews with key stakeholders and disseminated surveys to identify the organization's strengths, weaknesses, opportunities and threats. It is intended that this Strategic Business Plan provide direction to staff for the next four years.

Noteworthy Practice: The Federal Review Team offers one noteworthy practice for the MPO Board. For more details, please see **Section XII**.

C. Agreements

The MPO's agreements satisfy the federal requirements as outlined in 450.314 and are current.

Noteworthy Practice: The Federal Review Team offers one noteworthy practice pertaining to the organization of the Federal Certification Review site visit. For more details, please see **Section XII**.

Section IV.	Scope of the Planning Process (23 CFR 450.306)
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A. Transportation Planning Factors

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. MetroPlan Orlando addresses the required planning factors throughout the planning process and in the development of transportation planning products such as the LRTP, TIP and UPWP. The planning factors are also incorporated into the Goals, Objectives and Policies (GOPs) of the LRTP.

B. Air Quality

MetroPlan Orlando is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS). Staff is monitoring air quality monitor readings within their geographic area as well as the regulatory actions of the United States Environmental Protection Agency (USEPA).

C. Bicycle and Pedestrian Planning Activities

MetroPlan Orlando has a number of activities they support to advance bicycle and pedestrian planning. One example of this support includes their partnership with the Best Foot Forward campaign. Best Foot Forward's mission is to "improve pedestrian safety by getting drivers to yield to pedestrians in crosswalks and getting pedestrians to be more careful crossing the street." The Best Foot Forward campaign uses engineering, education and enforcement strategies to improve motorist yield rates at crosswalks as well as increase pedestrian compliance with crossing laws.

In addition, MetroPlan Orlando annually participates in the National Bicycle and Pedestrian Documentation Project. This is an effort to manually count cyclists and pedestrians at a number of locations. In the Orlando region, the effort was focused around new SunRail stations. MetroPlan Orlando supports the CyclingSavvy traffic cycling program, a 3-part, 9-hour course that teaches adults successful strategies for avoiding the most common cyclist and motorist mistakes that lead to crashes. Staff also shared that the MPO has a bike sharing system within the office and a bike is available for check-out for interested staff.

During the site visit the Federal Review Team had the opportunity to listen to a presentation provided by the staff to the MPO Board. This presentation showed regional information that had been collected about crash types and the behavior of pedestrians, cyclists and motorists leading to the crash. The presentation was quite detailed and demonstrated that the MetroPlan Orlando staff has a solid understanding of the issues affecting pedestrian and bicyclist safety in the region.

Noteworthy Practice: The Federal Review Team offers one noteworthy practice related to Bicycle and Pedestrian Planning. For more details about this noteworthy practice please see **Section XII**.

D. Transit

Public transit in the Orlando Metro Area is primarily operated by LYNX, a partnership of the Central Florida Regional Transportation Authority (CFRTA) and local governments. LYNX provides fixed route bus, ADA para-transit and vanpool service in Orange, Seminole and Osceola Counties. LYNX also operates LYMMO BRT in downtown Orlando. LYMMO is a Bus Rapid Transit (BRT) service. Buses operate in their own right-of-way providing a non-congested route downtown to major destinations.

LYNX is the designated recipient for 5307 and 5310 funds from FTA. LYNX moves about 100,000 riders each day (a 25% increase since 2011) across 77 fixed routes plus vanpool and para-transit service. LYNX operates 284 fixed route vehicles and 123 ADA/other vehicles. Orange, Seminole and Osceola Counties all provide some funding for LYNX. LYNX reported a total annual budget of \$127 million in 2014. Local funding sources for LYNX include general operating funds (property taxes) of the City of Orlando where a majority of LYNX routes are located. About 45% of total funding is local. MetroPlan routinely “flexes” 33% of available STP funds to LYNX annually. LYNX recently won a discretionary Ladders of Opportunity grant from FTA for \$9 million for construction of the Pine Hills Super Stop and articulated buses. LYNX reports its biggest funding challenge is the lack of a dedicated source of funding for public transit. LYNX completed a Comprehensive Operational Analysis (COA) in 2014. According to LYNX, if the COA improvements were to be implemented, LYNX would need an additional \$588 million in funding (by 2026).

Since the last TMA certification in 2011, FDOT has constructed and opened Phase I of SunRail – a 31 mile commuter rail transit (CRT) project serving 12 stations with revenue service. Phase II of SunRail (south to Poinciana and north to Deland, approximately 30 miles) is under discussion with FTA. Phase III (under discussion) is being planned to connect SunRail to Orlando International Airport (OIA). One of the major goals of LYNX and MetroPlan Orlando is to develop a dedicated source of funding for public transit. The opening of SunRail in phases will require increased LYNX transit service to serve SunRail stations. The FDOT has agreed to pay for SunRail service until 2021. After this time, the five local funding partners will need to take on SunRail operations and maintenance responsibilities.

The LYNX Transit Vision Plan indicates a major expansion of public transit is needed to meet area needs. For example, the Transit Needs Plan includes a total of 117 bus routes; 551 vehicles and 13 BRT routes to serve “Transit Emphasis Corridors.” The BRT service and Transit Emphasis Corridors would require additional buses, which would double LYNX fleet size to more than 600 vehicles.

Noteworthy Practice: The Federal Review Team offers two noteworthy practices related to Transit. For more details about these items please see **Section XII**.

E. Intelligent Transportation Systems (ITS)

MetroPlan Orlando works within FDOT District 5 ITS architecture and formally recognized the regional architecture with a 2005 Memorandum of Understanding. Member governments also conform with the regional architecture so that all stakeholders in the region spend their money compatibly instead of competitively. In 2014 both the regional architecture and the MetroPlan Orlando portion were updated concurrently. The ITS projects are coordinated by the Management and Operations committee. The MetroPlan Orlando board recently approved a staff request to develop a Regional ITS Master Plan which will evaluate the current transportation technology systems in the planning area, determine future needs and formulate an implementation

strategy for the future deployment and maintenance of the regional ITS. MetroPlan Orlando is active with the FDOT District-wide Transportation Systems Management and Operations Consortium and the Regional Traffic Incident Management Team. MetroPlan Orlando also maintains a membership with ITS America.

F. Freight Planning

In 2012, MetroPlan Orlando led the Central Florida Regional Freight Mobility Study. The seven-county study analyzed existing facilities, major trading partners, identified current and future commodity types, their volume, and mode of transportation. The study also developed a future year commodity analysis to forecast future system demand to identify capacity, operational, and institutional recommendations and solutions. More information relating to the regional freight study can be found at: <http://www.MetroPlanOrlando.com/modes/freight>. Findings from the study were then incorporated into the 2040 LRTP, Freight Mobility Technical Report. MetroPlan Orlando's Freight Advisory Council (FAC) is composed of a dedicated cross-sector group of freight stakeholders – public and private. This group steered the regional freight study from start to finish. While the study has been completed, MetroPlan continues to use the advisory council on an ad hoc basis. Most recently, the FAC was called together to serve as a “freight-minded” focus group for MetroPlan Orlando's Value Pricing Study. In addition, over the next 6 months they will be called upon to provide feedback for MetroPlan Orlando's Regional Complete Streets Study. According to MetroPlan Orlando staff, they have experienced a high level of participation from the freight community.

Noteworthy Practice: The Federal Review Team commends MetroPlan Orlando for their consideration of Freight in the Transportation Planning Process. For more details about this Noteworthy Practice please see **Section XII**.

G. Security Considerations in the Planning Process

MetroPlan Orlando has a Continuity of Operations Plan (COOP). The last revision to the plan was done in 2013. The purpose of the COOP is to ensure that MetroPlan Orlando is able to continue to perform its essential business functions in the event of disruption to normal working conditions. Such events could include, but not be limited to, emergencies resulting from fire, storms, natural disasters, terrorist activities, power outages, or other short or long-term disruptions to the physical environment in which employees operate. The COOP was last tested in December 2014. There were no changes made (or needed) from the testing in December 2014.

The staff works with the MPO's Management and Operations Subcommittee to identify opportunities for more investment in ITS to monitor and respond to transportation security issues. In addition, FTA funds have been programmed by MetroPlan Orlando and provided to LYNX to complete a Security Emergency Program Plan (SEPP) and Threat & Vulnerability Assessment.

The MPO staff participates in the Regional Traffic Incident Management (TIM) Team. This team serves as a forum for discussion and evaluation of agency response to emergency incidents. The team also discusses emerging strategies and technologies that are being deployed to respond to natural and man-made disasters that affect transportation. The MPO staff participated in the development of Emergency Management Plans for Orange, Osceola, and Seminole Counties. Staff also attends the Orange County Office of Emergency Management, Local Mitigation Strategy Working Group meetings.

H. Safety Considerations in the Planning Process

MetroPlan Orlando was a founding partner of the Best Foot Forward Campaign. More details of this campaign are included in the Bicycle and Pedestrian Planning section contained within this report. In addition, since many safety improvements (i.e., a countermeasure at an intersection) may come under the purview of the traffic engineer of a local jurisdiction, FDOT's Safety Engineer met with the Management and Operations Subcommittee this past year to review the process for using State safety funds to have a safety project programmed. Annual performance measures were established in the Planning It Safe project and include reduction in crash rate, fatality rate and pedestrian fatalities. It is anticipated that these and/or similar efforts will be sustained through the 2040 LRTP.

In 2013, MetroPlan Orlando adopted a Pedestrian Safety Action Plan. This plan identified high crash corridors in need of detailed assessment through the Pedestrian Road Safety Audit process and unlit highway corridors with significant numbers of night-time pedestrian crashes. The FDOT has completed audits of four of those corridors, has programmed pedestrian improvements for them, and has done lighting assessments and programmed lighting projects for those night-time crash corridors. MetroPlan Orlando has developed a list of priority projects to convert existing streets into multi-modal corridors. Projects on this list include studies for conventional widening projects, intersection improvements, multi-modal and context-sensitive improvements and Bus Rapid Transit (BRT) projects. Multi-modal enhancements could include bus bays, transit shelters, wider sidewalks, landscaping, and potential intersection improvements. Funding for these projects will occur through the regular transportation planning process. These projects are identified in the LRTP cost feasible project list and within MetroPlan's Prioritized Project List (PPL).

A regional crash database was launched by MetroPlan Orlando in 2010. This web-based system allows MetroPlan Orlando partners to access detailed crash reports. This data makes it possible to target low-cost engineering solutions to crash trouble spots and to identify larger projects that could have significant safety implications on high-crash corridors. The data also serves as a starting point for public awareness and involvement efforts in areas where there are crash concerns.

Section V.	Unified Planning Work Program (23 CFR 450.308)
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MetroPlan Orlando adopted their most recent UPWP on May 15, 2014. The UPWP is developed with the assistance of all committees. Invoices are submitted to the grantor on a monthly or quarterly basis as required. The Florida Department of Transportation requires all invoices to include all backup documentation to substantiate reimbursement including timesheet records, indirect detail, and copies of payment vouchers. Quarterly expenditure reports are sent to all funding partners. Monthly financial reports are presented to the Board. A Single Audit is conducted by a qualified external auditor on a yearly basis. During the site visit, MetroPlan Orlando staff was complimented by the Federal Review Team and the Florida Department of Transportation for their timeliness and efficiency with progress reports and invoice submittals.

Section VI.	Interested Parties (23 CFR 450.316)
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A. Outreach and Public Participation

Please note that for purposes of this report the terms “Public Participation Plan” and “Public Involvement Plan” are used interchangeably.

MetroPlan Orlando’s Public Participation Plan was last updated in May 2012 and is scheduled to be updated this year (2015). The plan is easy to read and like many of MetroPlan’s planning documents is visually engaging. It was clear to the Federal Review Team that since the last certification review MetroPlan Orlando staff has placed a greater emphasis on their measures of effectiveness. An annual review is conducted to evaluate the objectives outlined in the plan. Additionally, staff reviews the goals, objectives, strategies, and tools included in the plan each year to ensure activities are meaningful and effective. This internal review includes input from advisory committee members, board members, and staff. In addition MPO staff regularly requests and examines race and ethnicity data in surveys to ensure representative involvement. About half of MetroPlan’s events are targeted to high minority, low income populations.

The Federal Review Team was also provided with MetroPlan’s public participation portfolio. The portfolio includes flyers, pictures, brochures and infographics developed by staff to engage members of the public in the transportation planning process. It was clear to the team that MetroPlan understands that effective public involvement does not begin and end with mail-outs and public meetings. Rather, it uses innovative campaigns and local/regional partnerships to reach a broader audience. One example is the Transportation Superhero contest which asked elementary school students particularly in minority communities to design a comic book character that could solve the region’s transportation problems for the future. The campaign not only planted the seeds of responsible transportation decision-making among this critical demographic, it also involved parents that might otherwise not have had contact with the MPO.

Another example of innovative public outreach is the MPO’s partnership with Valencia College, the University of Central Florida and the University of Florida. MetroPlan

Orlando contracts with schools for various studies and ensures that students are actively/visibly involved in the transportation planning process. This is important in that students are a constant, transient presence in the Orlando Metropolitan area and are heavy users of the system. Lastly, MetroPlan is an enthusiastic user of social media as part of its public engagement strategies. In fact, the Review Team noted continuous and real time tweets and uploads to Facebook of certification related events. Though its tracking of social media has not yet extended to zip codes or other identifying data, the MPO does monitor interactions to their social media channels as a measure of effectiveness and satisfactorily demonstrated broad and increasing use of social media by the community.

Noteworthy Practices and Recommendation: The Federal Review Team offers two noteworthy practices and one recommendation related to Public Participation. For more details about these items, please see **Section XII**.

B. Tribal Coordination

There are no federally recognized tribes located in this area that require formal coordination with the MPO.

C. Title VI and Related Requirements

MetroPlan Orlando updated its Title VI/Nondiscrimination Policy and Plan in December 2014 and has aligned its program plan updates to the triennial cycle requested by FTA and FHWA. The MPO's Limited English Proficiency (LEP) Plan was also recently revamped using the latest available demographic data and updated information on new partnerships and activities. Along with the Broward MPO, MetroPlan has been selected by FHWA's Office of Civil Rights to present LEP best practice tips on an upcoming national webinar. MetroPlan Orlando has an extensive and informative website through which the public may quickly and easily view nondiscrimination information in English and Spanish. Not only is information available from the main page, but there are several other pages that contain links to the information.

MetroPlan Orlando has an extensive inventory of community characteristics which it uses for public involvement strategies, traffic modeling and as a data layer for other activities. For example, in a recent crash analysis safety study of pedestrians and bicyclists, the MPO used crash data in conjunction with demographic data to map both where accidents took place and where the victims lived. This information was invaluable when targeting safety campaigns and apportioning funding for improvements. The MPO is savvy about collecting best quality data which means that it uses not just census information, but also State economic statistics and regional reports created under contract with its area Institutes of Higher Education (IHE). As with most MPOs, MetroPlan Orlando is still grappling with how to best use the enormous amounts of data it receives, and it is not clear what extent the MPO uses demographic data to evaluate projects in its LRTP and TIP, though community characteristics are considered in needs identification and project selection. Overall, the Review Team concludes that MetroPlan

Orlando has demonstrated substantially compliant public participation and nondiscrimination.

Noteworthy Practices and Recommendations: The Federal Review Team offers two noteworthy practices and two recommendations related to Title VI/ Non Discrimination. For more details about these items, please see **Section XII**.

Section VII.	Linking Planning and NEPA (23 CFR 450.318)
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The MPO continues to draw data from land use and environmental planning efforts completed in the regional “How Shall We Grow?” planning effort to influence their transportation planning decisions. The environmental goals developed during the “How Shall We Grow?” project was carried forward into the MPO’s Long Range Transportation Plan and used as a basis for avoiding particular areas that are environmentally sensitive. “How Shall We Grow?” was a regional visioning exercise that included MetroPlan Orlando as one of the leading partners. It focused on centers, corridors, conservation and countryside (more details about this visioning effort were provided in the 2011 Certification Review report). MetroPlan Orlando looks at particular corridors that may be constrained due to community concerns, along with natural and built environment issues and eliminates those roadways from consideration for expansion.

Florida’s Efficient Transportation Decision Making (ETDM) process was introduced into MetroPlan Orlando’s Long Range Transportation Plan for the first time in the 2025 Plan. MetroPlan Orlando participates in the evaluation of projects when projects are included in the Efficient Transportation Decision Making (ETDM) tool. The projects in the 2040 LRTP have not all been screened as many have yet to reach that stage in project development.

MetroPlan Orlando has recently begun work on the correlation between transportation and public health. This research has allowed them to investigate how transportation decisions/implementation helps to foster healthier lifestyles such as more walking or bicycling. Staff hopes the effort will lead to quantifiable criteria that can be used in project ranking efforts.

Section VIII.	Long Range Transportation Plan (23 CFR 450.322)
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Since the previous certification review MetroPlan Orlando has completed an update to their Long Range Transportation Plan (LRTP). The 2040 LRTP was adopted by the MPO Board on June 11, 2014. As the LRTP was being updated, MetroPlan Orlando created a public involvement plan specifically to solicit input for the LRTP. The Public Involvement Plan for the 2040 Long Range Transportation Plan was adopted by the MetroPlan Orlando Board on January 9, 2013. During the LRTP outreach process, updates on the effectiveness of public involvement were provided to the board and advisory committees quarterly. A report was prepared at the end of the long range plan process in 2014 to evaluate and document all outreach outcomes. According to staff

during the creation of the 2040 Long Range Transportation Plan, MetroPlan Orlando staff reached 2,406 Central Floridians at a total of 48 events during the intensive outreach period. Additionally, 712 citizens joined the organization's electronic mailing list during that period to receive periodic transportation updates.

MetroPlan's base year for the 2040 LRTP was 2009. This base year was selected based on the LRTP adoption schedule and available traffic data for model calibration. The base year dataset was developed and adopted in partnership with FDOT and local government partners. As it relates to model scenarios, MetroPlan staff ran 2009, E+C, 2015, 2020, 2025, 2030, and 2040 model scenarios. Pertaining to age of data, the base year parcel data is from 2009 but was interpolated into TAZs in 2010-2011. Future year SE data sets were developed beginning in 2012 and were unanimously adopted by the MPO Board and committees in 2013.

One key component of MetroPlan Orlando's 2040 Long Range Transportation Plan is its attention to performance measurement. At the conclusion of each goal identified in the MPO's plan is an identified evaluation criterion and performance measure. The MPO also does a great job providing detail related to the approach taken in the development of 2040 LRTP. For the 2040 update the MPO utilized a Sustainable Land Use Forecast which assumes a scenario whereby jobs and housing are closer together and where there is a greater consideration of multimodal transportation options.

During the Federal Certification Review desk audit the Federal Review Team reviewed the MPO's Long Range Transportation Plan to ensure its consistency with federal rule and regulations. 23 CFR 450.322 outlines the content required in the development of the metropolitan transportation plan and the Federal Review Team utilizes this information to make sure the LRTP is in compliance. While it is clear that several of the required components are included in the MPO's LRTP such as safety, a consideration for bicycle/pedestrian facilities, a consideration for the CMP, an opportunity for the public to provide comment etc., the Federal Review Team did notice a couple of elements related to environmental mitigation and project phase detail missing. The elements that are missing were also noted in December 2014 when FHWA sent MPO staff comments on the 2040 LRTP. As MetroPlan Orlando prepares to readopt the 2040 Long Range Transportation Plan, the Federal Review Team has identified two corrective actions within this report to address the gaps between the MPO's LRTP and the regulations.

Noteworthy Practice and Corrective Actions: The Federal Review Team offers one noteworthy practice and two corrective actions related to Long Range Transportation Planning. For more details about these items, please see **Section XII**.

A. Travel Demand Modeling/Data

Travel forecasting is conducted by the MPO staff and utilizes the Florida Standard Urban Transportation Model Structure (FSUTMS) platform. The FSUTMS model uses a four step travel demand forecasting process and has four options relative to the modes

of travel: Highway-Only Process, Single-Path Transit Process, Multi-Path Transit Process, and Multi-Path Multi-Period Transit Process.

For more than 15 years, MetroPlan Orlando has independently developed its own travel demand model, known as the OUATS model. As a result staff is capable of editing and modifying model input files to run alternative scenarios and interpret results. The OUATS model is also utilized by local government partners and their consultants. Recently, Osceola County utilized the 2040 OUATS model in development of their Mobility Fee study. The base year for MetroPlan's 2040 LRTP was 2009. This base year was selected based on the MPO's LRTP adoption schedule and available traffic data for model calibration. The base year dataset was developed and adopted in partnership with FDOT and local government partners.

B. Financial Plan/Fiscal Constraint

In developing the 2040 financial forecast, MPO staff held board workshops, met with local government planning and budgeting partners, and made multiple presentations to the MPO Board and advisory committees. According to staff this coordination was done to ensure that funding strategies aligned with the MPO's planning vision and goals. Cost estimates were derived from the responsible jurisdictions: FDOT sources for Federal and State (SIS, FIHS) facilities; Orange, Osceola and Seminole Counties and City of Orlando for local roads; and LYNX for transit. Operating and maintenance costs for local roads were taken "off the top" by the respective county and city or were calculated separately by FDOT for State highways.

Discussions are ongoing throughout the region related to the need for a long-term dedicated funding source for multimodal transportation improvements. As means of achieving this vision, MetroPlan Orlando hosts the Regional Transportation Funding Task Force. This group is composed of elected officials, local government staff and business leaders from Orange, Osceola, Seminole, and Volusia Counties. The currently committed and reasonably available funding levels are the foundation for the financials used in developing the Cost Feasible Plan. The revenue forecasts were used to pare down the needed project list to a cost feasible list for 2040 and interim years 2020, 2025, and 2030. The list was based on year-of-expenditure (YOE) estimates for project costs and available funds for the same interim year. Based off of this listing we found MetroPlan's 2040 LRTP to be fiscally constrained as required by federal law.

Section IX.	Congestion Management Process (CMP) (23 CFR 450.320)
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The CMP is updated every five years and is done in conjunction with the update of the Long Range Transportation Plan. The last plan was adopted by the board in June 2014. In developing the CMP, the MPO's Management and Operations Subcommittee was utilized as the steering committee. The foundation of the CMP is based upon the fact that much of the urban area is already built out to the maximum number of travel lanes, lack of funding limits the large-scale projects that can be implemented and transportation safety remains a major concern. Staff explained that evaluating the CMP

is a fluid activity that has matured over time. Currently, the process has become more data driven and performance based. This approach has directed the efforts of the MPO to implement new technologies and systems to improve regional efficiencies. MetroPlan Orlando uses a benefit/cost ratio to determine levels of effectiveness among project types.

Staff annually publishes a report titled “Tracking the Trends” which gives a status of socioeconomic and transportation indicators. This report will be utilized to include CMP system performance measures which will then complement the information currently provided in the report. A significant focus of the next update will be to strengthen multimodal performance measures. It is important to note that staff has already put in place a number of indicators to quantify both recurring and non-recurring congestion performance measures within the transportation system.

Section X.	Transportation Improvement Program (TIP) (23 CFR 450.324,326, 328, 330, 332)
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MetroPlan Orlando’s TIP serves as a financially feasible program of improvements for all modes of travel within the three county area. The TIP is financially constrained as explained and shown on pages I-2 and II-10 of the TIP document. The TIP is developed in coordination with the FDOT and LYNX. MetroPlan Orlando’s TIP is published electronically and can be found on the MPO website. While the MPO does not produce a large number of paper copies, however they are available upon request. The TIP is developed annually and projects are selected from the Project Priority List (PPL). The purpose of using multiple categories of projects is to ensure project diversity within the TIP and so that one mode of transportation does not consume all of the transportation dollars available to the region. The Board Chairman has the authority to approve emergency amendments to the TIP and then the full Board is asked to ratify the amendments at the next regularly scheduled Board meeting. This provision and the procedures to execute an emergency amendment are explained on page I-8 of the TIP. This information is also included in the MPO’s Public Participation Plan.

Recommendation: The Federal Review Team offers one recommendation related to the Transportation Improvement Program. For more details about this recommendation please see **Section XII**.

Section XI.	Regional Coordination
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Since the last certification review, the MPO created and staffed a position, Director of Regional Partnerships. During the public meeting, the regional coordination efforts of MetroPlan Orlando were praised by many partner agencies. The staff of MetroPlan Orlando attends the board meetings of the adjacent MPOs and participates in the work of the Central Florida MPO Alliance (CFMPOA) in an effort to establish a regional forum for collaboration among the neighboring MPOs. MetroPlan Orlando continues to serve as the clearinghouse, primary coordinators and lead administrative staff support for the

CFMPOA. This alliance has been formalized with an interlocal agreement among the member entities.

Noteworthy Practice: The Federal Review Team offers one noteworthy practice related to Regional Coordination. For more details about this item, please see **Section XII**.

Section XII. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2015 Federal Certification Review Report. These findings, which are identified as noteworthy practices, corrective actions and recommendations, are intended to not only ensure continuing regulatory compliance of MetroPlan Orlando's transportation planning process with Federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. **Corrective Actions** reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. **Recommendations** reflect national trends and best practices, and are intended to provide assistance to the TMA to improve the planning process. **Noteworthy Practices** highlight efforts that demonstrate innovative ideas for implementing the planning requirements.

At the conclusion of the Federal Review site visit, the Federal Review Team asked MPO staff if they had any training or technical assistance needs. The following items were identified:

- Climate Change Resiliency
- Eligibility of STP funds for Staffing
- Guidance on LRTP Re-Adoption for purposes of update schedule being aligned with the rest of District 5 M/TPOs.

Please note: The Federal Review Team is committed to working with MPO staff to satisfy these training needs to the greatest extent possible.

A. Noteworthy Practices

- 1. Site Visit:** The Federal Review Team was impressed with the organization and facilitation of the MetroPlan Orlando's site visit. MetroPlan staff went above and beyond to schedule a variety of field activities that helped enhance the team's understanding of program implementation. Trips on SunRail, LYNX LYMMO and a fixed route bus gave the team a chance to speak to the public outside of structured meetings, while a tour of the Second Harvest Food Bank illustrated the importance of freight planning to low income communities and emphasized the importance of relationship building between a local MPO and the community. MetroPlan Orlando staff also welcomed participation throughout the entire day by various MetroPlan Orlando board and advisory members who sat in on portions of the meeting. MetroPlan staff went to great lengths to grant the Federal Review Team full access to both MetroPlan Orlando staff as well as their partnering local stakeholders.

2. **MPO Board:** Since the last certification review, the Municipal Advisory Committee has been given a voting seat on the MetroPlan Orlando Board, effective July 1, 2015. The Municipal Advisory Committee (MAC) was established specifically to strengthen ties with the region's cities and towns that do not meet population requirements that warrant direct representation on the MetroPlan Orlando Board. The MAC is intended to ensure that the views of those smaller municipalities are considered in the decision-making process so that broad-based support among the elected officials may be generated. The Federal Review Team compliments the MetroPlan Orlando Board for recognizing the valued input of the Municipal Advisory Committee.
3. **Bicycle and Pedestrian Planning:** The Federal Review Team would like to recognize MetroPlan Orlando for their efforts related to Bicycle and Pedestrian Planning. MetroPlan Orlando's support of the Cycling Savvy Program and Best Foot Forward Bicycle and Pedestrian Safety Program are just two examples of how the MPO has become a leader in combating bicycle and pedestrian safety issues in this planning area. In addition, in 2013 MetroPlan Orlando in partnership with FDOT launched a Bicycle and Pedestrian Count Program. This multi-faceted program incorporates analysis of high usage and crash bicycle and pedestrian corridors, manual counts, and the implementation of digital counter technology in key corridors. The Federal Review Team would like to commend MetroPlan Orlando staff for being one of the forerunners in the state utilizing this type of technology for bicycle and pedestrian planning.
4. **Transit:** The Federal Review Team would like to commend LYNX for the following noteworthy practices related to regional coordination. These efforts clearly demonstrate LYNX's commitment to effective partnership in the transportation planning process: 1) Partnership on the "How Shall We Grow?" initiative; 2) Complete Streets advocacy; 3) SunRail funding advocacy; 4) adoption of a Transit Oriented Development "vision"; and 5) the Central Florida Regional Planning Model effort.
5. **Transit:** The Federal Review Team commends MetroPlan Orlando for undertaking a Health Impact Assessment (HIA) as part of the SR 50 transit study. The MPO will be studying health impacts of the project's proposed reduction of vehicles miles traveled (VMT), active transportation, healthy community design, and improved safety. HIAs are an excellent tool in transportation decision-making and a key component of Environmental Justice, both from the analytical standpoint and also for identifying mitigation measures.
6. **Freight:** The Federal Review Team would like to compliment MetroPlan Orlando on efforts related to Freight Planning. This certification marks one of the first times that an MPO has discussed freight as it relates to nondiscrimination and workforce development. MetroPlan Orlando's approach to freight is enthusiastic and comprehensive. While oftentimes freight discussions are about requirements and challenges, MetroPlan Orlando sees opportunities for increasing partnership and

boosting the economy. During a board meeting held at Second Harvest Food Bank, MetroPlan Orlando reminded attendees that freight means many things, not the least of which is feeding those in need. In addition, MetroPlan Orlando staff encourages Freight participation by taking Freight related issues directly to freight interest groups to seek feedback. This approach helps circumvent the frustration of many MPOs that express concerns about how hard it is to get Freight stakeholders to the table. The Federal Review Team is impressed by MetroPlan Orlando's approach to freight and looks forward to seeing the program evolve and advance.

- 7. Public Participation (Visualization):** The MetroPlan Orlando staff has done an outstanding job utilizing graphics to communicate information to members of the public. These "infographics" are visually appealing one page documents that communicate pertinent information in a concise, summarized format. Currently MetroPlan Orlando has an infographic to detail the relationship between transportation and lung health as well as one to detail information about the Coast-to-Coast Trail. Copies of these infographics are located in Appendix E of this report.
- 8. Public Participation (Youth Engagement):** The Federal Review Team would like to compliment MPO staff for efforts related to youth engagement in the planning process. Staff created a Transportation Superhero contest to engage elementary school students. In addition, the MPO has built strong partnerships with surrounding colleges and universities to recruit interns as a part of MetroPlan Orlando staff. The Executive Director currently serves on the advisory board for the University of Central Florida's Urban & Regional Planning program and during the development of the 2040 LRTP, staff presented information and received input from UCF students. MetroPlan has also recruited UCF student representatives to serve on advisory committees. Future plans for youth involvement include strengthening ties with Florida A & M University Law School, Valencia College, and Seminole State College. During the site visit it was clear that MetroPlan Orlando views the engagement of younger generations in the planning process as a priority.
- 9. Title VI/ Non Discrimination:** The Federal Review Team congratulates MetroPlan Orlando on its cordial and practical relationship with disability advocates including the local Center for Independent Living (CIL). It is clear that MetroPlan values the input of its community with disabilities, and not solely in transportation decision making. For example, in contemplating an office move, MetroPlan asked its CIL representative to visit proposed properties to assess not just accessibility but usability and comfort. The representative characterized the MPO/CIL relationship as 'family.' The team also observed input from other members of the community with disabilities, each appearing to have active, sustained and critical roles either within the organization or as valued members of the public. The FHWA believes targeted outreach is an integral part of Americans with Disabilities Act (ADA) compliance, but also an effective way of evaluating the accessibility of current facilities and future needs.

10. Title VI/ Non Discrimination: The Federal Review Team was impressed by MetroPlan's collection of demographic data in an effort to better understand the community and its needs. One example is the MetroPlan Orlando's careful examination of growth patterns. MetroPlan Orlando used a variety of data sources and learned that there was a larger increase in the population among those over 80 years old than those over 65. MetroPlan Orlando reasoned that this group would have more mobility issues than other age groups, and that as a region it would require increased attention. Thus, MetroPlan Orlando split the demographic groups to ensure the unique needs of this community were considered. Another example is MetroPlan Orlando's use of crash data to map high risk areas and target responses. Using zip code data, MetroPlan Orlando not only identified crash locations but also where victims lived. Layering this information over base data, MetroPlan Orlando could then target and prioritize outreach and public education efforts.

11. Long Range Transportation Plan: The Federal Review Team would like to commend the MPO for their efforts related to performance measurement. During the review of planning documents it was clear that MetroPlan Orlando includes performance measurement as a regular part of their planning process. For the 2040 Long Range Transportation Plan seven overarching goals were established. Each goal includes an associated listing of the evaluation criteria and performance measures to quantify these goals. According to staff based on recommendations that came out of the LRTP's Congestion Management Process (CMP), the Plan's effectiveness can be measured annually by reviewing and analyzing the identified system analysis criteria.

12. Regional Coordination: The Federal Review team would like to commend MetroPlan Orlando for their efforts related to Regional Coordination. During the Public Meeting, Executive Directors from two neighboring M/TPOs provided public comment about the leadership provided by MetroPlan Orlando related to regional coordination. In addition to serving as the primary coordinators and lead administrative support staff for the Central Florida MPO Alliance (CFMPOA), MetroPlan staff also attends meetings of the neighboring MPOs in order to strengthen ties and ensure regional cooperation. It was clear from the comments of the neighboring M/TPOs as well as feedback received during the certification review site visit that MetroPlan is very committed to strengthening regional coordination in this region.

B. Corrective Actions

- 1. Long Range Transportation Plan:** In accordance with 23 CFR 450.322 (f)(7) "A metropolitan transportation plan shall include, a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation

plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.” During the review of the MetroPlan Orlando’s Long Range Transportation Plan the Federal Review Team did not locate summary information related to environmental mitigation. **The MPO needs to modify the 2040 Long Range Transportation Plan to include a narrative of environmental mitigation activities that has been developed in consultation with Regulatory Agencies. This modification needs to be completed by or before December 31, 2015.**

2. **Long Range Transportation Plan:** In accordance with 23 CFR 420.322 (f)(10) the metropolitan transportation plan shall, at a minimum include, “A financial plan that demonstrates how the adopted transportation plan can be implemented.” During the review of the MetroPlan Orlando’s 2040 Long Range Transportation Plan the Federal Review Team observed that the MPO’s LRTP Cost Feasible table does not include project phase information for projects identified in the Cost Affordable Plan. As stated in the November 2012 letter on LRTP Expectations, revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into “Preliminary Engineering”). **The MPO needs to modify the 2040 Long Range Transportation Plan’s Cost Affordable Plan tables to include this project detail. The modification to the Long Range Transportation Plan needs to be completed by December 31, 2015.**

C. Recommendations

1. **Public Participation Plan:** MetroPlan Orlando’s public participation plan is due for an update in 2015. The Federal Review Team recommends that MetroPlan Orlando take this excellent opportunity to enhance what works and eliminate what does not as it pertains to public engagement strategies. In addition, as MetroPlan Orlando prepares for the public participation plan update, please ensure that documentation on how the measures of effectiveness inform the update to the public participation plan is included.
2. **Title VII/ Non Discrimination:** MetroPlan Orlando uses demographic data to target and assess its Public Involvement, and also to analyze needs/impacts in areas like safety, bicycle/pedestrian and corridor studies. As with other Florida MPOs, MetroPlan Orlando is beginning to understand that environmental justice considerations are required in all federally funded programs, services and activities, including the LRTP and TIP. While ETDM is an excellent tool and

good start, the Team recommends that MetroPlan Orlando use its community demographics and characteristics to ensure that Environmental Justice analyses are conducted and described in planning documents. Policies, projects and other activities advanced to benefit or to avoid, minimize or mitigate adverse impacts on minority and other communities should be described.

3. **Title VI/ Non Discrimination:** Under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. MPOs share a common minimum obligation; to ensure all planning products include accessibility considerations and to involve the community with disabilities or their service representatives in the planning process. More specific guidance on ADA/504 requirements for planning agencies from FHWA should be available soon. In the meantime, the Federal Review Team recommends that MetroPlan Orlando consider taking strong practice steps to coordinate with its local governments with compliance, which could include sharing data and other pedestrian facility information; identifying partners in need of training or assistance; and reporting to FDOT or FHWA innovative programs or cost effective tools that might assist public agencies with meeting accessibility requirements. As one of the nation's top planning organizations, MetroPlan is well placed to be a leader in helping to guarantee equal access for our most vulnerable users.
4. **Transportation Improvement Program:** The Transportation Improvement Program (TIP) should include measures from the Congestion Management Process (CMP), specifically system performance measures and strategies. While it may be clear to the Federal Review Team that the strategies discussed under the Management and Operations section in the TIP are related to strategies included in the CMP plan, it may not be clear to a member of the public. Therefore it is recommended that the Executive Summary of the TIP be updated to explicitly demonstrate how measures from the CMP are reflected in the TIP.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Orlando-Kissimmee TMA, which is comprised entirely by MetroPlan Orlando, substantially meets the Federal planning requirements in 23 CFR 450 Subpart C subject to MetroPlan Orlando satisfactorily addressing the Corrective Actions stated in this report. The MPO is encouraged to provide FHWA and FTA with evidence of satisfactory completion of the corrective actions prior to the deadline. The MPO's progress in meeting the corrective actions will be monitored and evaluated. This certification will remain in effect until **August 2019**.

APPENDIX A – MetroPlan Orlando Site Visit Participants

Federal Highway Administration (FHWA)

Shakira T. Crandol
Carl Mikyska
Carey Shepherd

Federal Transit Administration (FTA)

Keith Melton

Florida Department of Transportation (FDOT)

Sean Santalla
Diana Fields
Duane Compo
Mary Schoelzel
Kellie Smith
Yvonne Arens

MetroPlan Orlando

Harry Barley
Keith Caskey
Eric Hill
Cynthia Lambert
Cathy Goldfarb
Lena Tolliver
Alex Trauger
Virginia Whittington
Mighe Wilson
Jason Loschiavo
Gary Huttman
Anthony Washington
Gabiella Arismendi

LYNX

Andrea Ostrodka
Susan Black
Belinda Balleras

Other Participants

Mayor Jim Swan, City of Kissimmee/MetroPlan Orlando Board Chairman
Mr. Jacob Stuart, President, Central Florida Partnership
Mayor Ken Bradley, City of Winter Park and Chairman of MetroPlan Orlando's
Municipal Advisory Committee

APPENDIX B – Orlando TMA Certification Meeting Agenda

MetroPlan Orlando TMA Certification Meeting

315 E. Robinson Street, Orlando, FL 32801

February 9-11, 2015

Monday	February 9, 2015	Day One
Federal Certification Team Members	<ul style="list-style-type: none">➤ Shakira Crandol (FHWA)➤ Carey Shepherd (FHWA)➤ Carl Mikyska (FHWA)➤ Keith Melton (FTA)	
Time	Item	Lead
1:30p.m.	Welcome / Introductions <ul style="list-style-type: none">➤ Purpose of the Certification Process➤ Review schedule and close-out process	Federal Team
1:45 p.m.	Discussion of Previous Review Findings <ul style="list-style-type: none">➤ Federal TMA Certification➤ State/MPO Annual	Federal Team, MPO, LYNX, FDOT
2:00 p.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none">➤ Demographics➤ Boundaries➤ Political➤ MPO Structure➤ Process Changes➤ Agreements	Federal Team, MPO, LYNX, FDOT
2:30 p.m.	Break	
3:00 p.m.	Public Meeting	
5:00 p.m.	Adjourn for the day	

Tuesday	February 10, 2015	Day Two
8:30 a.m.	Follow Up from Day One	Federal Team
8:45 a.m.	MPO Plans:	Federal Team, MPO, LYNX,

	<ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	FDOT
9:30 a.m.	Congestion Management Process	Federal Team, MPO, LYNX, FDOT
9:45 a.m.	Intelligent Transportation System	Federal Team, MPO, LYNX, FDOT
10:00 a.m.	Title VI	Federal Team, MPO, LYNX, FDOT
10:30 a.m.	Public Involvement	Federal Team, MPO, LYNX, FDOT
11:00 a.m.	Break for Lunch The lunch break will include a visit to Sun Rail	
1:30p.m.	Transit	Federal Team, MPO, LYNX, FDOT
2:30p.m.	Bicycle/Pedestrian Planning	Federal Team, MPO, LYNX, FDOT
3:00 p.m.	Freight	Federal Team, MPO, LYNX, FDOT
3:30 p.m.	Environment/Air Quality/Public Health	Federal Team, MPO, LYNX, FDOT
3:45 p.m.	Safety and Security Considerations	Federal Team, MPO, LYNX, FDOT
4:00 p.m.	Regional Coordination	Federal Team, MPO, LYNX, FDOT
4:15 p.m.	Requests For Technical Assistance and Training	Federal Team, MPO, LYNX, FDOT
4:30p.m.	Adjourn for the Day	

Wednesday	February 11, 2015	Day Three
9:00 a.m.	MPO Board Meeting	MPO staff
11:30 a.m.	Break for Lunch	
	***Preliminary Findings Discussion with Federal Team	
1:00p.m.	Closeout Discussion	Federal Team, MPO, LYNX, FDOT
1:30p.m.	Conclude Site Visit	

APPENDIX C – MetroPlan Orlando Notice of Public Meeting



METROPLAN ORLANDO MEETING NOTICES

If any person with a disability, as defined by the Americans with Disabilities Act (ADA) needs special accommodations to participate in these proceedings, he or she should contact METROPLAN ORLANDO, 315 East Robinson Street, Suite 355, Orlando, FL, 32801 (407) 481-5672, no later than two business days prior to the proceeding.

The FEDERAL CERTIFICATION REVIEW will be held Monday, February 9 @ 1:30 p.m. in the Board Room. For further information contact Ms. Cathy Goldfarb @ (407) 481-5672 ext. 315

The FEDERAL CERTIFICATION REVIEW PUBLIC MEETING will be held Monday, February 9 @ 3:00 p.m. in the Board Room. For further information contact Ms. Cathy Goldfarb @ (407) 481-5672 ext. 315

The FEDERAL CERTIFICATION REVIEW will be held Tuesday, February 10 @ 8:30 a.m. in the Board Room. For further information contact Ms. Cathy Goldfarb @ (407) 481-5672 ext. 315

The FEDERAL CERTIFICATION REVIEW DEBRIEF will be held Wednesday, February 11 @ 1:00 p.m. in the Board Room. For further information contact Ms. Cathy Goldfarb @ (407) 481-5672 ext. 315

APPENDIX D – MetroPlan Orlando Summary of Public Meeting Minutes and Public Comments

FHWA/FTA would like to thank everyone who contributed comments for the Orlando/Kissimmee TMA Federal Certification Review. The public comments are a vital element of the certification review because the citizens are providing input about the transportation planning process and how the process is meeting the needs of the area. The public meeting comments included numerous accolades for MPO staff. There were also greetings brought by Congressman John Mica who spoke about the importance of transportation in Central Florida to tourism and the local economy. There were several favorable comments offered from both local and regional planning partners who spoke about the value of having MetroPlan Orlando as a planning partner. We have reviewed all comments and have taken them into consideration throughout the writing of this report. Thank you for your interest in the transportation planning process.

The next page begins the public meeting minutes and the public comments received.



**Federal Certification Review 2015
Public Meeting Summary**

DATE: February 9, 2015

LOCATION: MetroPlan Orlando Board Room
315 East Robinson Street, Suite 355
Orlando, Florida 32801

TIME: 3:00 p.m.

Those in attendance were:

Ms. Shakira Crandol, Federal Highway Administration Florida Division
Mr. Carl Mikyska, Federal Highway Administration Florida Division
Mr. Carey Shepherd, Federal Highway Administration Florida Division
Mr. Keith Melton, Federal Transit Administration Region IV
Mr. Harry Barley, MetroPlan Orlando
Mr. Gary Huttman, MetroPlan Orlando
Ms. Cynthia Lambert, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando
Mr. Keith Caskey, MetroPlan Orlando
Ms. Gabriella Serrado, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando
Ms. Mary Ann Horne, MetroPlan Orlando
Ms. Lena Tolliver, MetroPlan Orlando
Ms. Mary Schoetzel, FDOT District V
Mr. Duane Compo, FDOT District V
Mr. Sean Santalla, FDOT
Ms. Diana Fields, FDOT
Congressman John Mica
Ms. Leslie O'Shaughnessy, Congressman Mica's office
Mayor Jim Swan, City of Kissimmee/MetroPlan Orlando Board Chairman
Cmsr. Daisy Lynum, Retired MetroPlan Orlando Board Member
Ms. Cheryl Stone, Advocate/TDLCB
Ms. Amanda Day, Bike/Walk Central Florida
Mr. Bob O'Malley, CSX
Mr. Larry Kahn, CNL
Mr. Brindley Pieters, Citizens' Advisory Committee
Mr. Steve Noto, City of Lake Mary
Dr. Kelly Brock, City of Casselberry
Mr. Hazem El-Assar, Orange County
Ms. Lois Bollenback, River to Sea TPO
Mr. Bob Kamm, Space Coast TPO

Federal Certification Review Public Meeting
February 9, 2015
Page 1

The public meeting was called to order at 3:05 p.m.

Mr. Harry Barley, MetroPlan Orlando Executive Director, welcomed everyone to the public meeting. He informed attendees that the federal certification was a complete review of MetroPlan Orlando's policies, practices, and procedures. It also provided an opportunity, he noted, for MetroPlan Orlando to be recognized for what they do well and receive guidance from the federal team on what could be improved. Mr. Barley recognized elected officials in attendance including Congressman John Mica, Mayor Jim Swan and retired Commissioner Daisy Lynum. He introduced Mr. Carl Mikyska, Federal Highway Administration who then gave a presentation on the certification process.

Mr. Mikyska introduced the 2015 federal certification team members which included Mr. Mikyska, Ms. Shakira Crandol, Federal Highway Administration, Mr. Carey Shepherd, Federal Highway Administration, and Mr. Keith Melton, Federal Transit Administration. He informed attendees that the federal certification review was required every four years to review procedures, ensure federal requirements are being met, and get public input. The review, he noted, involved three primary activities which were a site visit, a report and a closeout presentation to the MetroPlan Orlando Board. Mr. Mikyska provided information on why the certification process was conducted, an overview of the certification process, why public input was sought, and details on the metropolitan planning process itself. He explained how public comments were utilized and what opportunities were available to make public comments, including an address to send written comments. All comments submitted would be summarized in a written report. Ms. Shakira Crandol informed attendees that speaker cards were provided for those who wished to make a comment and written comment forms were also provided. Congressman Mica was next to provide his comments and then the floor would be opened for public comments.

Congressman John Mica welcomed everyone and commented that MetroPlan Orlando was one of the best, responsive MPOs and a great partnership. He noted that MetroPlan Orlando works tirelessly to benefit not only their local community, but the entire region. Central Florida is one of the biggest tourist destinations, he noted, increasing the need for mobility and transportation. As former Chairman of the House Transportation and Infrastructure Committee, Congressman Mica told attendees that he found MetroPlan Orlando to be especially responsive and attentive and he had a great working relationship with the MPO. He called attention to the latest transportation bill, MAP-21, and some of the positive aspects of the bill including speeding up the process for projects and allowing for new highway capacity to be tolled. The current I-4 project, he noted, is a model for the tolling on new capacity concept along with the use of a public/private partnership. Congressman Mica expressed his concern regarding the need to accelerate the extension of the I-4 Ultimate project north to Volusia County and south to US 27 in Polk County in order to mitigate congestion that will be created by funneling of traffic after the current I-4 termini. He called attention to transit and the length of time it took to finally get commuter rail locally. Both Washington and the local jurisdictions have been responsive to the SunRail project, he explained, and Phase II was recently listed as not rated in the President's budget in order to access a separate funding source. Expectations are that the federal, state, and local partners will continue to work together to ensure that SunRail Phase II is completed. Congressman Mica indicated that he was unhappy with the current trend in regards to creating an intermodal center locally. He had secured \$28 million in earmarked funds for an intermodal development yet he felt ground is being lost with the move of private Greyhound bus service west and Megabus east. The Congressman stressed the need for

intermodal transportation to be convenient in order to maximize usage and connections to the airport are crucial. He called attention to technology funding that is available and the need to look at technology as another method of solving congestion issues. He said he would like to see Orlando become a model for traffic management to help with congestion, and technology is expected to be even more important in the future. He told attendees that MetroPlan Orlando is an excellent working group that is ahead of the game and has shown their willingness to be flexible and adapt. Congressman Mica noted that Congresswoman Brown has also been a great partner for transportation issues and with district boundaries redrawn, he is able to focus more on local projects. He commented that there are great models locally of working relationships that are moving transportation projects forward.

Public Comments:

Commissioner Daisy Lynam, retired MetroPlan Orlando board member, welcomed everyone. She commented that it has been a pleasure to have Congressman Mica and Congresswoman Brown serving the local jurisdictions and helping put legs under her regarding transportation. Commissioner Lynam noted that she has a keen interest regarding transportation since college and was puzzled by the lack of a transportation system locally. On becoming elected, she told attendees, she became very active with the light rail effort and was disappointed when it didn't come to fruition. MetroPlan Orlando, she said, has been a learning/teaching institute for her and it has been an honor to serve as a member, officer and chairman of the board. Commissioner Lynam noted that she has seen communities and regions work together at MetroPlan Orlando and the MPO serves as a model for making decisions that impact the community. She is happy with her experience at MetroPlan Orlando and the coordination and cooperative efforts at the MPO, not only with the three counties, but with many other local counties, including those in the Central Florida MPO Alliance (CFMPOA). It was at a CFMPOA meeting that she first saw a presentation by the Greenways and Trails Foundation regarding the Coast-to-Coast trail project and was enamored by the effort. Connectivity, she noted, was very important for the Coast-to-Coast project and getting the funding for closing the trail gaps was as well. Hard work and lobbying efforts paid off for the Coast-to-Coast trail and funding has been made available through FDOT. Commissioner Lynam told attendees that through her work with MetroPlan Orlando, she has made friends throughout the state. She called attention to MetroPlan Orlando's great leadership and staff noting that elected officials can't do it alone. Commissioner Lynam commented that she has heard much publicity about finding an alternate to I-4 during upcoming construction and she has been looking at new routes herself. In her opinion the Coast-to-Coast trail project is the greatest project and will generate economic activity locally for Florida tourism. In addition, MetroPlan Orlando staff has inspired and taught her to use transit when out of town. She now looks for public transit options when she travels and has saved money by using the transit system. Commissioner Lynam called attention to her advocacy for minority participation and how MetroPlan Orlando has been a great role model and forum for different counties' perspectives. She told attendees that MetroPlan Orlando makes every effort to promote outreach to the community and educate the community at every opportunity. She noted that the diversity of discussion and events is important, as well as MetroPlan Orlando staying focused on diversity and education.

Mr. Brindley Pieters, CAC member, commented that he has been involved at MetroPlan Orlando for a long time and gives the MPO accolades for how well they work with the three counties and the technology used. He had a neighbor that he directed to the MetroPlan Orlando website and he was impressed with how well the website works to help educate people. Mr. Pieters noted that MetroPlan Orlando works well with the counties and staff, does a good job with diversity and taking the time to go into all modes of transportation.

Mr. Steve Noto, City of Lake Mary, commented that he has been attending two meetings a month at MetroPlan Orlando for the past seven years and that Mr. Harry Barley and staff do a fantastic job. He noted that technology is updated on a regular basis, as is the website. Staff has also incorporated Facebook and Twitter into their outreach efforts. Mr. Noto told attendees that MetroPlan Orlando shares a lot of information and you can learn a lot about transportation planning. In regard to the committees and committee process, he commented that as past chairman of BPAC he witnessed a great deal of cooperation between MetroPlan Orlando and other agencies. When the Orlando area was designated dangerous for bicyclists and pedestrians, everyone worked together to improve safety. Mr. Noto noted that MetroPlan Orlando provides a wealth of statistics so that committee members are well-equipped with information to take back to their respective jurisdictions/agencies.

Ms. Amanda Day, Bike/Walk Central Florida, told attendees her focus is on three areas: the Coast-to-Coast Trail project, complete streets and Best Foot Forward. Best Foot Forward, is a nationally recognized program seeking to make the roads less dangerous for pedestrians, she noted, and is the one she would like to comment on at the public meeting. In 2012, MetroPlan Orlando, Winter Park Health Foundation and former Orange County Mayor Linda Chapin were all working on pedestrian safety and the decision was made to work together on a joint effort. Ms. Day noted that Best Foot Forward was launched through efforts at MetroPlan Orlando and now involves the City of Orlando, Orange County Government, Orlando Health Trauma Center, Orange County Public Schools, LYNX, Orlando Police Department and the Orange County Sheriff's Office. She said the program encourages drivers to yield to pedestrians and identifies where they would be best able to see outcomes and results. Strategies used by Best Foot Forward, she reported, are high visibility enforcement, community outreach/education and newsletters highlighting Best Foot Forward partners. Ms. Day commented that MetroPlan Orlando is an incredible organization with an incredible staff who are passionate about what they do.

Ms. Cheryl Stone, TD Advocate, commented that she has lived in Orlando for many years as far back as when I-4 was the biggest project to impact the community. She said she has worked with MetroPlan Orlando for a number of years dealing with transportation issues and the organization actively involves the disabled community and the elderly. MetroPlan Orlando, she noted, listens to community concerns, involves them in all phases of transportation planning and asks for their input. Through their involvement with MetroPlan Orlando, TD community members are able to go out and educate others in the community. Ms. Stone told attendees that MetroPlan Orlando staff find solutions to issues that are diverse and forward thinking, they are active listeners and there is good communication flow. Staff is respectful and supportive of events such as the TD Rider's Forum. In addition, she commented, MetroPlan Orlando staff listen to issues and take suggestions to the MetroPlan Orlando board for help. Ms. Stone told attendees that MetroPlan Orlando supports White Cane and Guide Dog Safety Day, is involved in TD month educating drivers, and TD Day in the state capitol advocating for legislative issues that concern the TD community. Staff also continues to be on guard to ensure legislators keep the TD Trust fund intact. MetroPlan Orlando works to educate the community making them aware of the transportation needs of the transportation disadvantaged. Ms. Stone called attention to the fact that not all transportation disadvantaged rides are for medical visits and there is a need for reliable transportation for jobs, education, recreation, and being involved in community activities. She noted that she was excited and thankful for SunRail which provided another option for accessible transportation, allowing the transportation disadvantaged to be more independent. If there is accessible transportation, she noted, the transportation disadvantaged are able to make money, spend money, pay taxes, vote and be a part of an inclusive community.

Mr. Bob Kamm, Space Coast TPO, commented that he knows the importance of the federal certification process and having the ability to communicate the full message on what the MPO does. He told attendees that MetroPlan Orlando is a regional transportation partnership and provides regional transportation leadership. MetroPlan Orlando, he noted, also provides program leadership doing things that nobody else in the area and country are doing. Mr. Kamm called attention to the quality of the public outreach documents MetroPlan Orlando produces and their commitment to quality. He commented that MetroPlan Orlando's leadership extends beyond the three counties they represent and they rise above boundary lines when issues arise. Mr. Kamm called attention to the broader association represented in the Central Florida MPO Alliance and how that partnership has allowed multiple M/TPOs to work on a platform collectively and deal with issues that could not be handled singularly. An example of this was the Coast -to-Coast trail which will cross the state and become a legacy project as a result of their teamwork. Mr. Kamm also noted MetroPlan Orlando's regional freight plan and the importance of connecting the second busiest cruise port in the nation (Port Canaveral) with the Orlando area via SR 528 which crosses county lines. He commended MetroPlan Orlando for recognizing the need for communication among multiple jurisdictions and counties and their willingness to solve problems for the public's benefit and not focus on boundary lines. He thanked MetroPlan Orlando for their leadership and support with the Central Florida MPO Alliance and called attention to no other MPO having a staff member devoted to regional partnerships.

Dr. Kelly Brock, City of Casselberry, commented that he has served as the city's Technical Advisory Committee representative at MetroPlan Orlando for seven years. He noted that although the City of Casselberry is a small city with a population of 27,000, the high traffic area of SR 436 and US 17-92 is located within the city limits. Dr. Brock told attendees that during his time at MetroPlan Orlando, he has found them to be highly organized and methodical and they set an example with their great execution. The MPO includes multiple committees that address different perspectives, have diverse membership and focus beyond the community with activities that encourage input and are diverse. He cited as examples the Transportation Superhero contest and the live multimedia broadcast. Despite sometimes experiencing political issues and challenging situations, MetroPlan Orlando, he commented, does its best at adapting and getting regional consensus. Mr. Brock called attention to MetroPlan Orlando's adapting to current trends in their shift to focusing more on multimodal transportation and complete streets. In regard to the technology side, he said they provide outreach and even have taken a leadership role in regards to technology with projects related to ITS adaptive signal timing, on-demand transit and connected vehicles. In an effort to be more effective and efficient, he noted, MetroPlan Orlando is exploring changes to their committee structure to reflect a more regional vision covering all modes of transportation and all aspects of travel. Mr. Brock commented that all MetroPlan Orlando's adopted plans address multiple needs and perspectives, have diverse input and address regional needs.

Mr. Larry Kahn, CNL and a member of the Freight Advisory Council, commented on the tremendous growth in the Orlando area since he has lived here and the challenge of planning for that growth. He told attendees that MetroPlan Orlando has shown how to plan with their priority process and although not everything has been implemented, it gets closer every year to where they need to be. Mr. Kahn noted that he is involved in commercial real estate and the shift to a more intermodal system helps take some of the truck traffic off the highways. He called attention to the I-275 and I-4 interchange in Tampa which does not have enough capacity for the volume of trucks and how CSX rail freight service has helped alleviate 21,000 trucks that would normally have traveled that corridor. He noted that the I-4 Fairbanks bridge locally is a problem area where a truck accident can impact that whole town. Mr. Kahn said

Federal Certification Review Public Meeting
February 9, 2015
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that the more public policy can be influenced to push long haul trucks towards intermodal transport, the more it serves the public. This includes private funding being used to build infrastructure as opposed to using the limited public transportation funds.

Ms. Lois Bollenback, River to Sea TPO, commented that she drove to the public meeting today from Volusia County despite the inclement weather, which speaks to what she thinks about Mr. Barley and the organization and how important the organization's relationship is. She noted that communication is vital and commended MetroPlan Orlando for their communication skills. She told attendees that MetroPlan Orlando is thoughtful, mindful and makes sure others are informed in regards to SunRail, legislative issues, etc. and ensures that all are involved in the conversation. Ms. Bollenback said that being in her position for only a few years, whenever she needs to learn the history of an issue or project, staff is always accessible, helpful, and gracious and she thanks them for that.

Mr. Hazem El-Assar, Orange County, commented that he is an Orange County representative on MetroPlan Orlando's Technical Advisory Committee and Management and Operations Subcommittee which is in the process of being upgraded to the Transportation Systems Management and Operations (TSMO) committee. He said he would like to echo the comments and positive remarks of others that have spoken before him. Mr. El-Assar told attendees that he has worked with Mr. Eric Hill, MetroPlan Orlando staff, since 2001. He noted that under Mr. Barley's leadership and hard work on the part of Ms. Virginia Whittington, Management and Operations is being upgraded to the Transportation Systems Management and Operations Committee. Mr. El-Assar commented that it was good to see that MetroPlan Orlando was seeing that you can't build your way out of gridlock. In 2006, he noted, Management and Operations started an annual signal retiming effort that has seen great success. Mr. El-Assar commented that there is now also dedicated funding for ITS projects and intersection improvement projects. He called attention to the fact that these are smaller projects in nature, but have a bigger impact on the flow of traffic and the benefit to cost ratio is high. Mr. El-Assar said that these projects are not treated any differently from widening projects by MetroPlan Orlando. He called attention to delays in project management and noted that this was something FHWA could help streamline to see that projects get implemented more quickly.

Mr. Mikyska asked if there were any others in attendance that would like to speak at this time.

Ms. Mary Schoetzel, FDOT District V, said she would like to show her appreciation to MetroPlan Orlando, noting that there were a lot of projects District V could not get on board without MetroPlan Orlando's help. Projects, she said, like SunRail, Wekiva Parkway, I-4 Ultimate, and Beyond the Ultimate have all been able to move forward through MetroPlan Orlando's participation. Ms. Schoetzel commented that she appreciates MetroPlan Orlando being such a great partner and having such a great working relationship with District V. She thanked MetroPlan Orlando for all their assistance.

Mr. Mikyska informed those in attendance that if anyone was uncomfortable speaking in public he would stay to speak to them one on one. He also offered his business card to anyone who would like to email comments. Written comments would be accepted up until March 13th.

Formal comments were then closed. The public meeting adjourned at 4:25 p.m.

**An additional written comment submitted to FHWA is attached*

Harry Barley

From: O'Malley, Bob Jr. <Bob_O'Malley@csx.com>
Sent: Tuesday, February 10, 2015 10:07 AM
To: 'carl.mikyska@dot.gov'
Cc: Harry Barley
Subject: Federal Certification Review comment

Carl,

It was nice meeting you yesterday at Metroplan Orlando. I'm sorry I could not stay for the public comment portion of the Federal Certification Review public meeting. I appreciate the opportunity to provide written comment. My comments below are based on my observations and experience working with Metroplan Orlando staff. In disclosure, I used to work for Metroplan Orlando from 1999 to 2006. With that said, my perspective is from my role with CSX Transportation.

My comments are based on three areas: freight planning, public outreach, and regional planning. In the first area, Metroplan Orlando has long been a pioneer incorporating freight planning into their overall planning efforts. Their first freight plan even preceded my employment with the organization. The latest freight plan was very comprehensive and inclusive. Staff and consultants were very thorough and made extra effort to reach out and seek feedback from those of us who could not regularly attend meetings because of our work schedules. Which brings me to my next comment: In the area of public outreach, Metroplan Orlando staff set the bar. They consistently use innovative techniques for soliciting public and stakeholder feedback and they use multiple channels to reach diverse groups. I'm sure you had an opportunity to review their tactics and I trust you were impressed. I work with MPOs throughout Florida and I believe that Metroplan Orlando is the best when it comes to engaging the community in transportation planning.

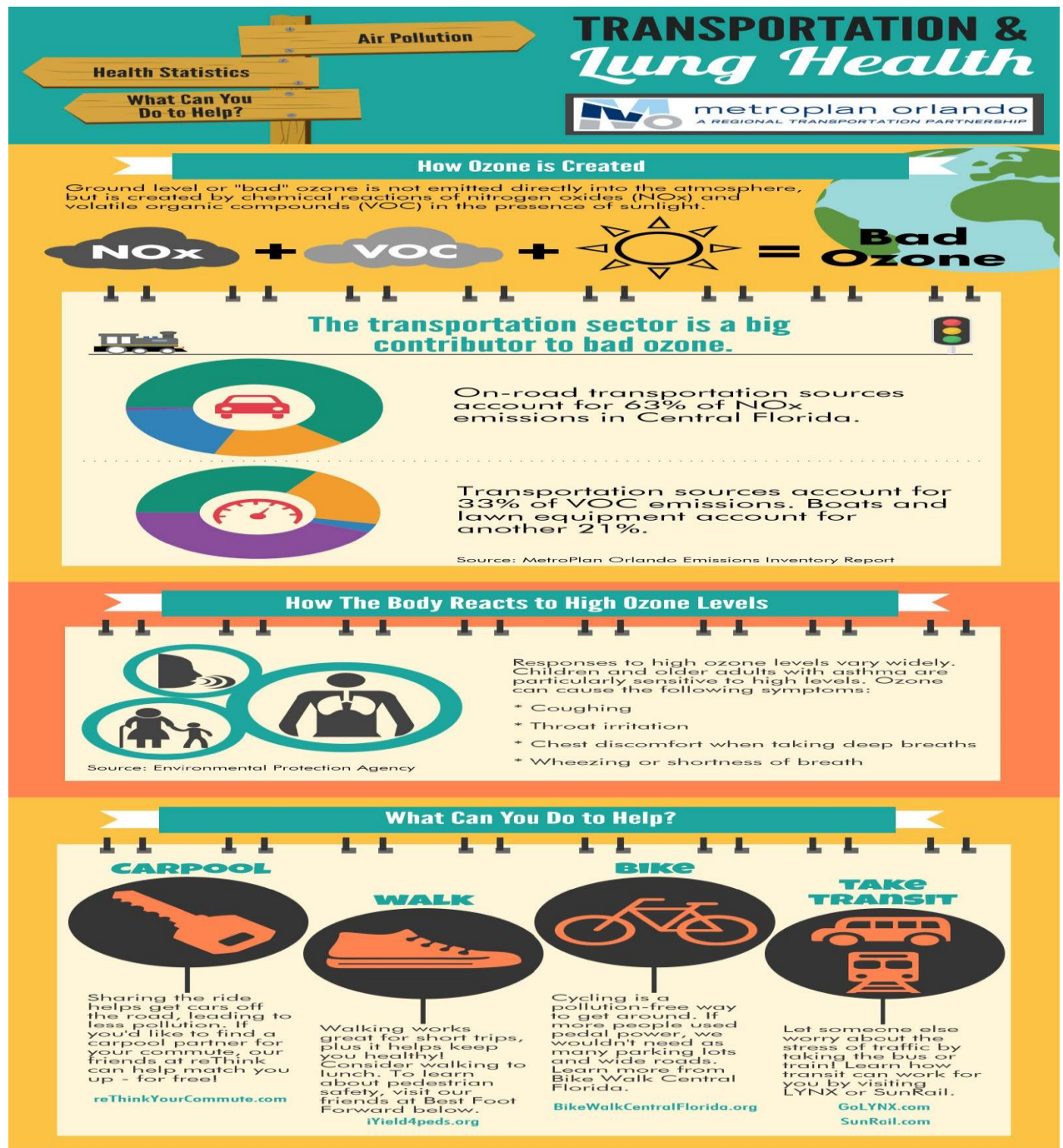
Finally, their focus and outreach are not confined to their three county area. As you know, the impact of transportation plans extend beyond political boundaries. I work with other MPOs that are very myopic and whose vision is confined to a single county. Metroplan Orlando, on the other hand, is a regional MPO that has an excellent working relationship with surrounding MPOs. For example, Metroplan Orlando staff and board members attended the recent grand opening of the new CSX-served Central Florida Intermodal Logistics Center in Polk County. That is remarkable. Staff and board members recognize that an intermodal terminal in an adjacent county is vital to freight movement and transportation in their own area. I think that single example demonstrates Metroplan Orlando's excellence in freight planning, public outreach and regionalism.

Thank you again for giving me the opportunity to provide written comment. I hope these comments are helpful to your review. Please share them with your FHWA and FTA colleagues. If you would like to discuss further, please call me at 407-803-3969.

Sincerely,
Bob O'Malley

--
Bob O'Malley
Resident Vice President, Florida
State Government and Community Affairs
CSX Transportation
283 Cranes Roost Boulevard, Suite 111
Altamonte Springs, FL 32701
(407) 803-3969
Bob_OMalley@CSX.com

APPENDIX E- Sample of MetroPlan's Infographics



YOUR GUIDE TO THE COAST TO COAST CONNECTOR

POPULATION:
6 million

LENGTH WHEN COMPLETE:
250 miles

PLACES TO SEE ALONG THE TRAIL:
10 counties & 27 communities

GAPS LEFT TO FILL:
69 miles



Will be the longest trail in Florida when complete

Will connect more than a dozen trails from the Gulf to the Atlantic



THE TRAIL GAPS

10
gaps to fill



STARKEY GAP
Location: Pinellas & Pasco Counties
Length: 7.41 mi.



GOOD NEIGHBOR GAP
Location: Hernando County
Length: 6.00 mi.



SOUTH SUMTER CONNECTOR GAP
Location: Sumter County
Length: 19.50 mi.



SOUTH LAKE GAP
Location: Sumter & Lake Counties
Length: 8.45 mi.



ORANGE GAP #1
Location: Orange County
Length: 0.20 mi.



ORANGE GAP #2
Location: Orange County
Length: 4.30 mi.



SEMINOLE/VOLUSIA GAP
Location: Seminole & Volusia Counties
Length: 0.53 mi.



EAST CENTRAL GAP
Location: Brevard County
Length: 12.80



SPACE COAST DOWNTOWN CONNECTOR GAP
Location: Brevard County
Length: 1.95 mi.



KENNEDY SPACE CENTER GAP
Location: Brevard County
Length: 7.80 mi.

69 miles left to build!

CHALLENGES

COORDINATING WITH MANY DIFFERENT AGENCIES

NAVIGATING THROUGH ENVIRONMENTALLY-SENSITIVE LANDS

ACQUIRING ALL THE NEEDED FUNDING

RAISING AWARENESS OF THE PROJECT

ENSURING A SAFE EXPERIENCE ON ALL PARTS OF THE TRAIL

FUN FACTS



FUNDING

FDOT is committed to helping fund the Coast to Coast Connector. It's a priority.



TRAILS = JOBS

Every \$1 million spent on the construction of trails yields 9.6 jobs. (Source: University of Massachusetts)



TRAILS = CURB APPEAL

Trails are the #1 community amenity sought by American homebuyers. (Source: Nat. Assoc. of Home Builders)



HOW TO STAY UP-TO-DATE

Sign up for the Coast to Coast newsletter: <http://eepurl.com/Uy2x1>

THE PLAYERS

NON-PROFITS

The FL Greenways & Trails Foundation is spearheading the effort to close the gaps. Other supportive non-profits include: Bike/Walk Central Florida & the FL Bicycle Association.

FDOT, FL Dept. of Environmental Protection, and the FL Park Service are all playing critical roles in completing the project.

STATE GOVT. AGENCIES

METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

These organizations oversee regional transportation planning. Seven MPOs are working together on this project.

Local governments oversee the planning of each gap and are responsible for trail maintenance and installing trail amenities.

LOCAL GOVERNMENTS

BUSINESSES

The business community and tourism groups will play a big part in driving development along the Coast to Coast Connector.

FOR MORE INFO, VISIT FGTF.org
email Coast2CoastConnector@gmail.com

INFOGRAPHIC BY:



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Last Updated 11-6-14

TAB 12

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION
AND PUBLIC ASSETS
CHAIRMAN
COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0907

July 10, 2015

RECEIVED

Mr. Harold W. Barley
Executive Director
Metropolitan Orlando
315 E Robinson St, Ste 355
Orlando, FL 32801-1949

METROPLAN ORLANDO

Dear Harry:

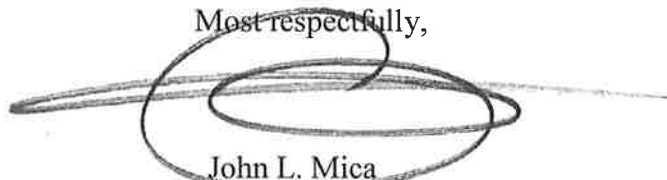
I wanted to share with you a copy of the letter I recently sent to the Lynx Board, recommending that the Board consider retaining a private transit management firm to replace the current administration and operation of our bus system.

With the departure of the current Lynx Executive Director, this is an ideal opportunity to make a significant reform and positive change in administration and operation of our vital transportation system, Lynx, and to better serve both the taxpayers and bus patrons of Central Florida. Many transit systems currently use contract management which can be more adaptable to service needs, improve efficiency and better respond to various community transit requirements. If you are supportive of this effort, I welcome your joining me in requesting that the Lynx Board consider this option.

Should you have any questions about this proposal or concerns, please feel free to contact me or my Legislative Director, Brian Waldrup, at (202) 225-4035.

With my regards and best wishes, I remain

Most respectfully,



John L. Mica
Member of Congress

Enclosure



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

July 13, 2015

Mr. Jim Boxold
Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Secretary Boxold:

On behalf of the MetroPlan Orlando Board, I want to thank you for attending our Board meeting last week. This was an excellent opportunity for us to hear about some of the exciting projects underway across the state and right here in Central Florida.

Everyone really appreciated your complimentary remarks having to do with our regional approach to transportation planning. We are very proud of this and, as you said, there is no doubt that this has really helped with getting some critical projects done.

Regarding the SR417 matter, we were very glad to hear that the Department is open to working with the Central Florida Expressway Authority about changes in ownership for segments of our region's toll road system. This seems to make good sense and could improve efficiency. The outcome of this will determine if current plans for the SR417 widening will proceed as now envisioned by the Department.

I also want to reiterate how thankful we are to have such a strong leadership team in place at District Five and at Florida's Turnpike Enterprise. It is a pleasure working with Noranne Downs and Diane Gutierrez-Scaccetti. Please know that they do an outstanding job representing the Department in Central Florida.

Sincerely,

Jim Swan
Board Chairman

315 East Robinson Street

Suite 355

Orlando, Florida 32801

Ph: 407.481.5672

Fx: 407.481.5680

www.metroplanorlando.com





RECEIVED

METROPLAN ORLANDO

Florida House of Representatives
Jason Brodeur
Representative, District 28

District Office

114 West First Street, Suite 208
Sanford, Florida 32771-1273
(407) 302-4800
Fax: (407) 302-4802

Tallahassee Office

214 House Office Building
402 S. Monroe Street
Tallahassee, Florida 32399-1300
(850) 717-5028

Mr. Harold W. Barley
315 E Robinson St, Ste 355
Orlando, FL 32801-1949

Dear Harold W. Barley,

Over the past two weeks, I have closely followed Congressman John Mica's push for LYNX to consider utilizing a private management company for the day-to-day operations of the region's bus service.

As we have launched SunRail, cities in my county, specifically Altamonte Springs, Casselberry and Longwood, have encountered significant difficulties in working with the outgoing LYNX management to create connections to our rail system.

In order for us to succeed as a region, we need full cooperation from all agencies and I believe we will have a better partner with a privately-managed system contractually obligated to work with the region.

Private management is already working in Florida. More than half of the state's transit systems utilize a private management company for all or a part of its day-to-day operations. Those systems show how such a structure can provide a more efficient and effective system.

For instance, our neighbor to the north, Votran, utilizes a private company. According to the Florida Department of Transportation analysis, Votran's expenditures to operate are more than \$1 per revenue mile less than LYNX.

In Florida, we must be accountable on how our tax dollars are spent. By hiring a private management company, our public oversight does not go away. In fact, it is increased by milestones and goals being clearly written in contractual terms with the management company. If they do not perform as promised, we can terminate the contract quickly.

With LYNX's executive director leaving the organization, now is the perfect time to review all options to ensure our regional transportation network is operating in the most efficient and effective way and I strongly encourage the LYNX board to be forward thinking and examine all possibilities.

However, I also plan to take this initiative to the entire state. As part of the Florida House of Representatives Leadership, I will be working closely with Speaker Crisafulli on passing legislation during the 2016 session requiring all transit authorities in Florida to publicly call for proposals for a private management company to oversee the day-to-day operations and fully explore all options in providing public transportation.

It is my goal as a legislator to ensure our state is utilizing our citizens' tax dollars wisely. I believe by exploring privatization of the management of day-to-day operations of our transit systems, we will reward our communities with systems that cost less to operate and work more efficiently for the users of public transportation.

Sincerely


Jason Brodeur

Committees:

**Chairman of Health and Human Services, Energy and Utilities Subcommittee, Government Operations Subcommittee,
Healthcare Appropriations Subcommittee**



August 24, 2015

TO: Board Members

FROM: Gary Huttman, Deputy Executive Director

RE: Approval of FY15/16-FY19/20 TIP; SR 414 (Maitland Blvd.)

The purpose of this memo is to report on a follow-up meeting held to discuss the Maitland Blvd. project. The project is included in the FY15/16-FY19/20 Five-Year Transportation Improvement Program (TIP) the Board approved on July 9th. In the days leading up to the July Board meeting we received several comments from residents; one individual spoke during the meeting. We agreed at the Board meeting to get the relevant agencies and staff together to discuss the project in more detail. The meeting was held on August 5th at the MetroPlan office. A list of those attending the meeting is attached.

Projects like the Maitland Blvd. improvement must go through a rigorous review and analysis prior to advancing to design, right of way and construction. Following the Board meeting we received copies of some of the relevant reports. These include a Feasibility Study (2005), other Technical Memoranda that considered more detailed analysis at key intersections, the Environmental Categorical Exclusion Report, and the Project Development & Environment (PD&E 2013). Each of these documents is a critical component of the analysis. It is also important to note that during the study phase, leading to design, there are numerous opportunities for public review and comment.

The meeting allowed us to ask detailed questions of the FDOT and of their consultants leading the design phase. The written comments we received were the basis for our discussion. We discussed the changing attitudes of people, in general, and throughout Central Florida toward road widening projects. However, the traffic, both existing and design year (2035) support the need to provide additional capacity. We heard from the department that operational improvements alone would not solve the congestion problem in the corridor. The consensus of the group was that there would be no benefit in delaying the project until after the I-4 Ultimate is complete as suggested in a couple of the written comments.

A concern was also expressed about the traffic signal at the Orangewood Church. FDOT Traffic Operations staff is reviewing the operation of the signal to make sure it is operating efficiently.

We discussed the noise issue raised by one property owner. There are guidelines to determine whether or not the benefit outweighs the cost of the noise reduction measure. Unfortunately

for the affected property owner, the department determined that the benefit of the noise reduction measures do not outweigh the cost of providing them.

During the meeting we heard from FDOT that revenue projections are lower than originally anticipated and that there is the possibility that some projects in the work program may be deferred as a result. We anticipate hearing more about possible deferrals as FDOT advances their “gaming” of the work program. The Work Program Public Hearing is early this year, scheduled for October 15th.

The region’s large capacity projects, such as Maitland Blvd. take a long time to move through the process to completion. This meeting helped to remind us all of the need for the project.

It is also good to know that members of the public take the time to educate themselves about the work we do and the important decisions that come before the Board.

Attachment



ATTENDANCE

Meeting: S.R 414 (Maitland Blvd.)

Date: August 5, 2015 Time: 9:30 A.M.

Location: MetroPlan Orlando
315 East Robinson Street, Suite 355
Orlando, Florida 32801

	<u>NAME</u>	<u>Address</u>
1.	Michael A. Enor	menor@kcgcorp.com menor
2.	Sarah VanGundy	Sarah.vangundy@dot.state.fl.us
3.	Mary Schreibe	Mary.schreibe@dot.state.fl.us
4.	STEVE KREIDT	smkreidt@kcgcorp.com
5.	Mindy Heath	mindy.heath@dot.state.fl.us
6.	Rick Lemke	rlemke@ttsmymaitland.com
7.	Keith Caskey	MetroPlan
8.	HAROLD BARLEY	
9.	GARY HUTHMANN	
10.	VIRGINIA WHITTINGTON	
11.	BRIAN SANDOR	ORANGE COUNTY
12.		
13.		

315 East Robinson Street

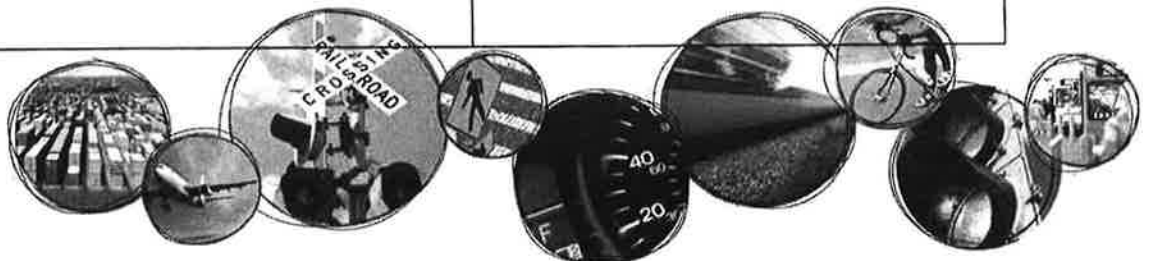
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DRAFT

**CENTRAL FLORIDA MPO ALLIANCE
2016 SIS HIGHWAY PROJECTS FOR PRIORITIZATION
DRAFT MAY 2015**

DRAFT

Priority	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening ¹	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Widening 2 to 4 lanes	ROW 2020/2023	CST	\$10,000,000	Space Coast TPO
2	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue	---	1.25	Operations and capacity improvements	Design underway; ROW \$8M 2017/18-2018/19	CST	\$15,000,000	Ocala/Marion TPO
3a	2424847	I-4	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$224,500,000	MetroPlan
3b	2424848	I-4	Orange/Osceola Co. Line	W of SR 528/Beachline Expy.	5.80	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$301,200,000	MetroPlan
3c	4314561	I-4	2.8 mi. S of Polk/Osceola Co. Line	Orange/Osceola Co. Line	10.65	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$70,930,000	MetroPlan
4a	2425924	I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$455,000,000	MetroPlan
4b	4084642	I-4	Volusia/Seminole Co. Line	SR 472	---	Add 4 managed-use/variable toll lanes	PE 2015/16	PE/ROW/CST	To be determined	River to Sea TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen 2 to 4 lanes	ROW 2014/15	CST	\$30,000,000	River to Sea TPO
6	4371811 4074023 4074024	SR 528 SR 528 ² SR 528 ²	W of I-95 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	4.30 3.70 5.10	Widen 4 to 6 lanes, New Indian River Bridge	PE PE PE	ROW/CST ROW/CST ROW/CST	\$91,271,658 \$421,924,750 \$269,405,898	Space Coast TPO
7	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete	ROW/CST	To be determined	River to Sea TPO
8	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	ENV 2012/13	ROW/CST	To be determined	River to Sea TPO
9	SR 25/US 27	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ROW/CST	\$25,000,000	Lake-Sumter MPO
10	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14 ENV 2014/15	ROW/CST	To be determined	River to Sea TPO
11	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	DES underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
12	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	*	DES/ROW/CST	\$35,000,000	Ocala/Marion TPO

¹Request to designate as SIS Connector now before FDOT; ²Top priority segment of SR 528 widening between SR 524 and Port Canaveral; I-4 Ultimate Configuration is noted as a PPP project.

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORITIZATION FUNDED FOR CONSTRUCTION										
Old Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	2427152	I-95/I-4 Systems Interchange	***	***		Interchange upgrade	CST 2014/15	***	***	River to Sea TPO
2	N/A	I-95/Matanzas Woods	***	***		Interchange Improvements	CST 2014/15	***	***	River to Sea TPO
3a	4269053	I-95/Ellis Road Interchange	***	***		New Interchange	CST 2016/17	***	***	Space Coast
5	2384221	SR 25/US 27	Boggy Marsh Rd.	Lake Louisa Rd.	6.70	Widen to 6 lanes	CST 2015/16	***	***	Lake-Sumter
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	Design underway; ROW \$7.6M 2014/15-2017/18	Partial ROW/CST	\$105,300,000	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.

CFMPOA Regional Trail Priorities
MAY 2015 (DRAFT)

Priorities Programmed Through Construction							Draft	
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	MPO	
Seminole Volusia Gap	436434-1	Wayside Park (Seminole County)	Spring to Spring Trail (Volusia County)	0.80	Heart of Florida; Coast to Coast	PE \$720,289 in FY 2015/16 and CST \$1,379,067 in FY 2017/18	River to Sea/Metroplan Orlando	
South Lake Trail Phase 3C		SR 33	Villa City	1.04	Heart of Florida; Coast to Coast	Design underway - ROW, CST as part of the Grovelnd SR 50 Realignment FM# 437056-1	Lake-Sumter	
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.20	Heart of Florida; Coast-to-Coast	Design programmed for 2015; ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando	
Land Bridge Gap	436358-1	SR 200	SW 49th Ave Trailhead	5.20	Heart of Florida	Design/build - FY 2016	Ocala/Marion	
Santos Gap	436291-1	SW 49th Ave Trailhead	Santos Trailhead	9.00	Heart of Florida	Design/build - FY 2016	Ocala/Marion	
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.00	Heart of Florida	Design - FY 2016, Construction - FY 2018	Ocala/Marion	
Halifax River Greenway		Beville Road	Wilder Blvd	0.50	River-to-Sea; East Coast Greenway	Construction funded in FY 2014/15	River to Sea	
Halifax River Greenway		Beach Street	Riverfront Park	0.15	River-to-Sea; East Coast Greenway	Construction funded in FY 2014/15	River to Sea	
East Central FL Rail Trail; Garden St Pedestrian Overpass	424040-6	Canaveral Avenue	Draa Road	0.60	River-to-Sea; Coast-to-Coast	Construction funded in FY 2014/15	Space Coast	
East Central FL Rail Trail (county)	424040-4	Kingman Road	Volusia County Line	12.80	River-to-Sea; Coast-to-Coast	Construction funded in FY 2014/15	Space Coast	
Total Mileage of Priorities Programmed Through Construction				36.29	Draft			

CFMPOA Regional Trail Priorities
MAY 2015 (DRAFT)

Draft										
Draft										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
1	Space Coast Trail	Part of SR405/Garden St corridor study	Canaveral Avenue	Max Brewer Causeway/MINWR Entrance	1.90	River to Sea; Coast-to-Coast; East Coast Greenway	Feasibility Study in FY 2014/15; Downtown connector between ECFRRT and MINWR	Design/build	\$1,000,000	Space Coast
2	Spring to Spring Trail, Seg. 3a		Detroit Terrace	US 17/92	4.90	Heart of Florida; River to Sea	Study underway		\$3,010,000	River to Sea
3A	Space Coast Trail	437093-1	Max Brewer Causeway/MINWR Entrance	Atlantic Ocean	10.50	River to Sea; Coast-to-Coast; East Coast Greenway	\$450,000 PD&E FY 2015/16; \$802,660 Design FY 2017/18	Construction	\$10,500,000	Space Coast
3B	Space Coast Trail		Max Brewer Causeway	US 1	12.90	River to Sea; East Coast Greenway		Construction	\$12,900,000	Space Coast
4	Pruitt Gap	435484-1	Withlacoochee River Trail Bridge	SR 200	8.80	Heart of Florida	Design - FY 2016	Construction	\$3,200,000	Ocala/Marion
4	Silver Springs to Mount Dora		Silver Springs	CR 42	22.00	Heart of Florida; Mt. Dora Bikeway	Study needed; significant portion of trail in Marion County will be on existing public lands	\$500,000 for PD&E programmed for 2016.	\$500,000	Ocala/Marion
5	Pine Hills Trail Phase 3		Clarcona-Ocoee Rd.	Seminole County Line	3.00	Heart of Florida; Coast-to-Coast	ROW and Design needed	\$1,090,000 for PD&E & design for 2014/15 from 2014 special allocation	\$9,948,000	MetroPlan Orlando
6	South Sumter Connector		Van Fleet Trail	Withlacoochee Trail	19.50	Heart of Florida; Coast-to-Coast	PD&E programmed for 2016 (\$350k)-FDOT to advance to 2015	\$350,000 for PD&E for 2015/16, corridor feasibility study underway	\$16,705,923	Lake-Sumter

CFMPOA Regional Trail Priorities
MAY 2015 (DRAFT)

Ranked Priorities (cont.)					Draft		Draft			
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
7	West Orange Trail Phase 5a		Lester Road	Kelly Park	4.20	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando
8	South Lake Trail Phase 3b		Silver Eagle	SR 33 (Crittengen St.)	2.50	Heart of Florida; Coast-to-Coast	Design Underway	ROW \$4.73 million CST \$2.0 million	\$10,090,000	Lake-Sumter
9	Space Coast Loop		US 1	Aurantia Rd/ECFRRT	9.36	River to Sea	North connector ECFRRT/KSC loop; no ROW or PD&E needed		\$3,200,000	Space Coast
10	Neighborhood Lakes Trail		Kelly Park	Lake County Line	2.66	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$1,300,000	MetroPlan Orlando
11	South Lake Trail Phase 4		Villa City Rd.	Van Fleet Trail	8.40	Heart of Florida; Coast-to-Coast	Design Phase underway	Design \$3.4 million, ROW \$6.3 million CST \$4.445 million	\$12,035,000	Lake-Sumter
12	Wekiva Trail Segment 1		Tremain St.	CR 437	7.14	Heart of Florida; Mt. Dora Bikeway	PD&E Underway/ Design Funded in 2016	Design \$505,000, ROW \$5,000,000, CST \$4,000,000	\$9,000,505	Lake-Sumter
13	Wekiva Trail Segment 2		CR 437	Red Tail Blvd.	2.66	Heart of Florida; Mt. Dora Bikeway	PD&E Underway/ Design Funded in 2016	Design \$155,000, ROW \$1,000,000, CST \$750,000	\$1,750,155	Lake-Sumter
14	West Orange Trail Phase 5b		Rock Springs Road	Wekiva Springs SP entrance	2.80	Heart of Florida; Mt. Dora Bikeway	ROW and design needed	Spur off Heart-of-Florida loop to Wekiva State Park entrance	\$5,200,000	MetroPlan Orlando
15	Clarcona-Ocoee Trail		Pine Hills Trail	Hiwassee Road	1.50	Heart of Florida; Coast-to-Coast	Widening existing sidewalk to shared use path standards; ROW and design needed	\$530,000 for PD&E & design for 2014/15 from 2014 special allocation	\$4,371,600	MetroPlan Orlando
					Total Mileage of Ranked Priorities	124.7		Total Estimated Remaining Costs of Ranked Priorities	\$112,511,183	

CFMPOA Regional Trail Priorities
MAY 2015 (DRAFT)

Unranked Projects										Draft										Draft									
Trail Name	FM Number	Limits A	Limits B	Length	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO	Trail Name	FM Number	Limits A	Limits B	Length	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO	Trail Name	FM Number	Limits A	Limits B	Length	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
Tave-Dora Trail		Tremain St	Wooten Park	8.30	Mt. Dora Bikeway	Study completed	Design, ROW & CST Phases needed	\$4,500,000	Lake-Sumter	Black Bear Scenic Trail		Volusia County Line	Marion County Line	7.73	Heart of Florida	PD&E Funded in FY2020	Design, ROW & CST Phases needed	\$6,500,000	Lake-Sumter	Black Bear Scenic Trail	436360-1	Levy Hammock Road	Lake County Line	13.60	Heart of Florida	PD&E Funded in FY2020	Design, ROW & CST Phases needed	\$13,600,000	Ocala/Marion
Tav-Lee Trail Phase 2		Lakes Blvd.	Sleepy Hollow	3.87	Mt. Dora Bikeway	Study completed	Design, ROW & CST Phases needed	\$2,902,000	Lake-Sumter	Spring-to-Spring Trail		US 17-92	Detroit Terrace	5.00	Heart of Florida; River-to-Sea		CST phase needed	\$3,010,000	River-to-Sea	Space Coast Trail/US 1		SR 50	Grace Street	3.10	East Coast Greenway	Feasibility Study complete	Design, CST Phases needed	\$3,700,000	Space Coast
Sabal Bluff Connector		Tav-Lee Trail	Sabal Bluff Preserve	0.50	Mt. Dora Bikeway	Study completed	Design, ROW & CST Phases needed	\$375,000	Lake-Sumter											Total Estimated Costs of Unranked Priorities		\$74,370,951							
Lake Yale Loop Trail		Sabal Bluff Preserve	Marion County Line	11.71	Mt. Dora Bikeway	Study completed	Design, ROW & CST Phases needed	\$8,782,000	Lake-Sumter											Total Priorities Programmed Through Construction		NA							
Black Bear Scenic Trail		Volusia County Line	Marion County Line	7.73	Heart of Florida	PD&E Funded in FY2020	Design, ROW & CST Phases needed	\$6,500,000	Lake-Sumter											Total Estimated Remaining Costs of Ranked Priorities		\$112,511,183							
North Lake Trail		CR 450	SR 40	19.50	Spur off Heart of Florida		PD&E, Design, ROW & CST Phases needed	\$24,857,000	Lake-Sumter											Total Estimated Costs of All Priorities		\$186,882,134							
Halifax River Greenway - Beach Street		Wilder to Shady Place	Live Oak to Orange Ave	0.53	Coast to Coast; ECGA	None	CST phase needed	\$523,282	River-to-Sea																				
Halifax River Greenway - Donnelly Place		Shady Place	Bellevue Ave.	0.28	Coast to Coast; ECGA	None	Design & CST Phases needed	\$240,039	River-to-Sea																				
US 17 Trail		Ponce DeLeon Blvd	SR 40	6.35	Heart of Florida; River-to-Sea	Design funded in FY 2014/15 & ROW funded in FY 2015/16 through 2019/20	To be constructed as part of road widening project		River-to-Sea																				
Black Bear Scenic Trail		Volusia County Line	US 17	6.40	Heart of Florida	Study completed	Design, ROW & CST Phases needed	\$5,381,630	River-to-Sea																				
Black Bear Scenic Trail																													

CFMPOA Regional Trail Priorities
MAY 2015 (DRAFT)

Programmed Projects				Draft		Draft		Length	Notes	Draft
MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length			
Lake-Sumter	South Lake Trail Phase 3A	West Beach, Clermont	Silver Eagle	Heart of Florida; Coast-to-Coast	Construction underway	\$2,800,000	3.10		Dec. 2014 completion date	
Lake-Sumter	Tav-lee Trail Extension	Wooten Park	Sinclair Ave.	Heart of Florida; Mt. Dora Bikeway	Programmed for CST 2017	\$659,198	1.00		Shovel ready	
MetroPlan Orlando	Seminole-Wekiva Trail Phase 4	SR 436	Orange Co. line	Heart of Florida; Coast-to-Coast	Programmed for construction 9/2013	\$2,500,000	2.60			
Space Coast	East Central Regional Rail Trail	Draa Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2013	\$1,500,000	1.4		Includes trailhead	
Space Coast	East Central Regional Rail Trail	Glenn Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$838,522	3.70		off road trail	
Space Coast	East Central Regional Rail Trail	Draa Road	Canaveral Avenue	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$3,005,000	0.60		Includes overpass	
River to Sea	Spring to Spring Trail, Seg. 3b	French Avenue	Detroit Terrace	River to Sea	Design/build contract approved by Volusia County Council on April 3, 2014	\$3,059,000	2.40			
River to Sea	East Central Regional Rail Trail	South of SR 442	Brevard Co. Line	River to Sea; Coast-to-Coast	Programmed for construction in 2015 & 2016	\$7,129,000	13.50		Includes \$3,700,000 in local funds.	
River to Sea	East Central Regional Rail Trail	West side of SR 415	East side of SR 415	River to Sea; Coast-to-Coast	Construction underway	\$1,965,000	0.12		Overpass	
River to Sea	East Central Regional Rail Trail	South side of SR 442	North side of SR 442	River to Sea; Coast-to-Coast	Construction underway	\$2,159,500	0.12		Overpass	
River to Sea	East Central Regional Rail Trail	South side of SR 442	Dale Ave.	River to Sea; Coast-to-Coast	Advertised for construction	\$2,234,655	3.80			
River to Sea	East Central Regional Rail Trail	SR 415	Guise Road	River to Sea; Coast-to-Coast	Advertised for construction	\$1,390,000	2.58			
Lake-Sumter	Neighborhood Lakes Trail	SR 46	Orange Co. line	Heart of Florida; Mt. Dora Bikeway	PD&E Underway; design funded in 2014/15; ROW acquired, CST funded in 2018	\$2,547,160	2.20		Design \$247,160 (2015), CST \$2,300,000 (2018)	
Ocala/Marion	Pruitt Trailhead Connection	Bridges Road	SR 200	Heart of Florida	Programmed for design/build in FY 2015	\$5,000,000	8.00			
River to Sea	East Central Regional Rail Trail	Gobblers Lodge	Maytown Spur	River to Sea; Coast-to-Coast	Programmed for construction in FY 2014/15	\$5,576,987	6.50			
River to Sea	East Central Regional Rail Trail	Guise Road	Gobblers Lodge	River to Sea; Coast-to-Coast	ROW underway; Programmed for construction in FY 2018/19	\$4,539,000	3.50			
Lake-Sumter	Wekiva Trail Segment 3	Red Tail Blvd.	Wekiva River	Heart of Florida; Mt. Dora Bikeway	Design underway	\$1,600,000	6.90		CST as part of Wekiva Parkway Segment 6 in 2017, ROW acquired	
MetroPlan Orlando	Rinehart Road Path	CR 46A	SR 46	Heart of Florida; Coast-to-Coast	ROW acquired; design/build	\$554,000	0.88			
Total Programmed						\$49,057,022	62.9			



Regional Transit Priorities

Proposed transit priorities are focused on high capacity rail or bus projects requiring a significant investment of federal, state and local funds. These are shown in three tiers: (1) projects currently underway; (2) prospective projects currently being studied; and (3) future projects that will be studied. Privately-funded projects are shown for information purposes.

Transit Projects Currently Underway

- SunRail - Phase II (DeBary-Deland; Sand Lake Road-Poinciana)
- Orlando International Airport (OIA) Intermodal Terminal Facility (ITF)
- Parramore Lymmo (Lime Line)

Prospective Transit Projects Currently Being Studied or in Development

- SunRail - Phase III (Meadow Wood Station to OIA)
- OIA Refresh Alternatives Analysis
- US 192 Bus Rapid Transit
- SR 50 Bus Rapid Transit
- Lymmo Expansion (North/South)
- Volusia Transit Connector Study
- Prospective All Aboard Florida Brevard Station Study

Future Transit Projects That Will Be Studied

- SunRail extension from Sanford to Orlando-Sanford International Airport
- SunRail extension to Polk County
- Jacksonville to Miami Commuter Rail

Privately-Funded Transit Projects

- All Aboard Florida (Orlando-West Palm Beach-Ft. Lauderdale-Miami)
- EMMI/AMT (Orange County Convention Center to Orlando International Airport)

CIM Active Contracts By County Report

Generated: 08-12-2015, District 5, Contract Type: All Construction

Contract #	T5469	Work Begin	01-21-2014
County	ORANGE	Present Amount	\$ 68,043,196.55
Contractor	PRINCE CONTRACTING, LLC.	Days Used as of Last Approved Estimate	545
Project Manager	CN507TW Womick, Todd	Cost Perf. Measure	54.71%
Project Admin.	KNTBEGS Scales, Geoff	Time Perf. Measure	49.68%
SM Contract Type	CC Const Contract	Adj. Est. Completion	11-29-2016

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	-

Contract #	E5W67	Work Begin	03-04-2015
County	ORANGE	Present Amount	\$ 2,340,785.00
Contractor	RIC-MAN CONSTRUCTION FLORIDA, INC.	Days Used as of Last Approved Estimate	152
Project Manager	CN509BM Bouazizi, Monaem	Cost Perf. Measure	52.43%
Project Admin.	CN509BM Bouazizi, Monaem	Time Perf. Measure	65.00%
SM Contract Type	CC Const Contract	Adj. Est. Completion	11-16-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
431989-1-52-01	Yes	SR50;SR500 TO BREV.	-	9915 DRAINAGE IMPROVEMENTS	STORMWATER IMPROVEMENTS ORANGE COUNTY VARIOUS STATE ROADS	-

Contract #	E5W31	Work Begin	10-31-2014
County	ORANGE	Present Amount	\$ 11,820,000.00
Contractor	HUBBARD CONSTRUCTION COMPANY	Days Used as of Last Approved Estimate	262
Project Manager	CN507OJ Oakes, Jeff	Cost Perf. Measure	29.09%
Project Admin.	KNETMJW Wilson, Joe	Time Perf. Measure	41.02%
SM Contract Type	CDB Const Design Build	Adj. Est. Completion	08-08-2016

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	-

Contract #	T5529	Work Begin	06-15-2015
County	ORANGE	Present Amount	\$ 1,091,016.22
Contractor	CHINCHOR ELECTRIC INC.	Days Used as of Last Approved Estimate	35
Project Manager	CN507LC Long, Charles	Cost Perf. Measure	12.94%
Project Admin.	CN507LC Long, Charles	Time Perf. Measure	20.00%
SM Contract Type	CC Const Contract	Adj. Est. Completion	01-14-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
435443-1-52-01	Yes	SR500; OSCEOLA-SR 50	-	0761 ATMS - ARTERIAL TRAFFIC MGMT	ACTIVE ARTERIAL MANAGEMENT 1	-

Contract #	T5509	Work Begin	01-26-2015
County	ORANGE	Present Amount	\$ 5,694,521.14
Contractor	MIDDLESEX CORPORATION (THE)	Days Used as of Last Approved Estimate	175
Project Manager	CN507LC Long, Charles	Cost Perf. Measure	59.75%
Project Admin.	CN507LC Long, Charles	Time Perf. Measure	49.88%
SM Contract Type	CC Const Contract	Adj. Est. Completion	01-25-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430673-1-52-01	Yes	SR50;SR500 TO BREV.	3003057P	0012 RESURFACING	SR 50 CORNER SCHOOLDRIVE TO SR 520	STATE ADMINISTERED/DELEGATED
430673-2-52-01	No	SR50;ORANGE CO-SR5	3003058P	0012 RESURFACING	SR 50 FROM ST ANNE STREET TO BREVARD CO LINE	STATE ADMINISTERED/DELEGATED

CIM Active Contracts By County Report

Generated: 08-12-2015, District 5, Contract Type: All Construction

Contract #	T5510	Work Begin	03-12-2015
County	ORANGE	Present Amount	\$ 8,408,576.86
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	130
Project Manager	CN509WT Williams, Trevor	Cost Perf. Measure	23.57%
Project Admin.	KNMEHWK Worrell, Kerry	Time Perf. Measure	42.07%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	01-16-2016

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430644-1-52-01	Yes	SR400;OSCE -	SEMIN. 0042263I	0012 RESURFACING	I-4 (SR 400) FROM EAST OF SR 536 TO W OF SR528 (BEACHLINE)	STATE ADMINISTERED/DELEGATED

Contract #	T5313	Work Begin	05-11-2015
County	ORANGE	Present Amount	\$ 37,587,579.02
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	70
Project Manager	CN509CD Daley, Carlton	Cost Perf. Measure	12.92%
Project Admin.	KNCDMSG Shelton, Greg	Time Perf. Measure	11.82%
SM Contract Type	CC Const Contract	Adj. Est. Completion	02-18-2017

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
239535-3-52-01	Yes	W COLONIAL DR/MARTIN LUTHER KING B	3003056P	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	STATE ADMINISTERED/DELEGATED
239535-3-56-01	No	W COLONIAL DR/MARTIN LUTHER KING B	-	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	-
239535-3-56-02	No	W COLONIAL DR/MARTIN LUTHER KING B	3003056P	0213 ADD LANES & RECONSTRUCT	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	STATE ADMINISTERED/DELEGATED

Contract #	T5525	Work Begin	05-21-2015
County	ORANGE	Present Amount	\$ 2,686,000.00
Contractor	PREFERRED MATERIALS INC.	Days Used as of Last Approved Estimate	60
Project Manager	CN515FK Kelch, Frank	Cost Perf. Measure	42.22%
Project Admin.	CN515FK Kelch, Frank	Time Perf. Measure	35.00%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	11-28-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430671-1-52-01	Yes	EPCOT CENTER DR. -	0012 RESURFACING	SR 536 FROM W OF RAMP 750004 TO SR 535 -		

Contract #	E5R71	Work Begin	10-10-2013
County	SEMINOLE	Present Amount	\$ 22,104,186.30
Contractor	LANE CONSTRUCTION CORPORATION (THE)	Days Used as of Last Approved Estimate	648
Project Manager	CN507OJ Oakes, Jeff	Cost Perf. Measure	86.24%
Project Admin.	KNMETDX Davis, Chris	Time Perf. Measure	83.02%
SM Contract Type	CDB Const Design Build	Adj. Est. Completion	11-08-2015

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 OVRSGT
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	-

Contract #	T5518	Work Begin	05-28-2015
County	SEMINOLE	Present Amount	\$ 813,662.50
Contractor	HIGHWAY SAFETY DEVICES, INC.	Days Used as of Last Approved Estimate	53
Project Manager	CN507LC Long, Charles	Cost Perf. Measure	70.30%
Project Admin.	CN507LC Long, Charles	Time Perf. Measure	51.67%
SM Contract Type	CC Const Contract	Adj. Est. Completion	09-28-2015

CIM Active Contracts By County Report

Generated: 08-12-2015, District 5, Contract Type: All Construction

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
434713-1-52-01	Yes	SR46;LAKE C.L.- SR15	3141039P	0010 TRAFFIC OPS IMPROVEMENT	SR 46 SANFORD AMTRAK STATION FROM W INTL PKWY TO E OF AIRPORT BLVD	STATE ADMINISTERED/DELEGATED

Contract #	TS489	Work Begin	05-11-2015
County	SEMINOLE	Present Amount	\$ 2,347,000.00
Contractor	HUBBARD CONSTRUCTION COMPANY	Days Used as of Last Approved Estimate	71
Project Manager	CN507NK Navarro, Kim	Cost Perf. Measure	52.99%
Project Admin.	CN507NK Navarro, Kim	Time Perf. Measure	32.27%
SM Contract Type	CLS Const Lump Sum	Adj. Est. Completion	12-17-2015

Finproj	Lead	St. Rd. #	FAP	Work Mix	Contract Location	Federal Project Oversight
430675-1-52-01	Yes	SR434;SR15-SR426	-	0012 RESURFACING	SR 419/SR434 FROM SR 419 TO TUSKAWILLA RD	-

