



DATE: Wednesday, February 8, 2017

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
250 S. Orange Ave, Suite 200
Orlando, Florida 32801

Wireless access available

Network = MpoBoardRoom

Password = mpoaccess

Commissioner Bob Dallari, Board Chairman, Presiding

PLEASE SILENCE CELL PHONES

- | | | |
|------|--|----------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE | Chairman Dallari |
| II. | CHAIRMAN'S ANNOUNCEMENTS | Chairman Dallari |
| III. | EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Harold Barley |
| IV. | CONFIRMATION OF QUORUM | Ms. Cathy Goldfarb |
| V. | AGENDA REVIEW | Mr. Harold Barley |
| VI. | COMMITTEE REPORTS | |
| | Municipal Advisory Committee | Mayor Gary Bruhn |
| | Community Advisory Committee | Mr. Tom O'Hanlon |
| | Technical Advisory Committee | Ms. Mary Moskowitz |
| | Transportation Systems Management & Operations Committee | Ms. Joedel Zaballero |

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

Tab 1

- A. Approval of Minutes - December 14, 2017**
- B. Approval of November-December 2016 Monthly Financial Reports; Acknowledgement of December 2016 Travel Report**
- C. Approval of Board Committee Appointments for 2017**
- D. Approval of Renewal of General Counsel Contract**
- E. Approval of Contribution for Development of the Central Florida MPO Alliance 2040 Long Range Transportation Plan**
- F. Approval of Revised Budget Amendment #2**

IX. OTHER ACTION ITEMS

- A. Approval of Proposed Amendments to MetroPlan Orlando's Five-Year Transportation Improvement Program; Board Resolution No. 17-01 – Mr. Keith Caskey, MetroPlan Orlando**
Tab 2
- B. Adoption of the Locally Preferred Alternative for the OIA Refresh Study – Mr. David Schmitt on behalf of FDOT/D5**
Tab 3

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

Tab 4

A. Correspondence

- Note from retiring FDOT/D5 Secretary Noranne Downs
- USDOT Policy on Transit Network Companies – December 5, 2016
- Letter from Osceola County Commissioner Brandon Arrington regarding the US 192 BRT Project dated December 13, 2016
- MetroPlan Orlando's comments on FDOT's Proposed Five-Year Work Program dated December 20, 2016; reply from Mr. Frank O'Dea dated December 30, 2016
- Letter from Ms. Carol Scott, Florida's Turnpike Enterprise, on Emergency Access to FTE's Express Lanes dated January 12, 2017

B. Status Updates

- FDOT Monthly Construction Status Report – January 2017
- FDOT Second Quarter Variance Report – January 2017

C. General Information

- Board-approved Legislative Policies and Positions for 2017 and legislative update
- PD&E Tracking Report – January 2017
- Memorandum from Mr. Barley to Board members on the new USDOT Final Rule for MPOs dated January 4, 2017
- Memorandum from Mr. Barley to Board members on telecommuting information (follow-up from discussion at the December 14, 2016 Board meeting)
- Quarterly meeting of the Transportation Disadvantaged Local Coordinating Board – February 9, 2017
- “State of Seminole County Address” – Westin Hotel, Lake Mary - February 16, 2017
- Central Florida Commuter Rail Commission Meeting – February 23, 2017 at LYNX
- Start of the 2017 Legislative Session in Tallahassee – March 9, 2017

D. Featured Articles and Research

- “Return on Investment for the (Florida) Department of Transportation’s Work Program,” Office of Economic & Demographic Research, December 2016 http://edr.state.fl.us/Content/returnoninvestment/ROI_Transportation.pdf
- “Regional Models of Cooperation: Status of Regional Coordinating and Performance Measures Regional Collaboration Pilot Project,” Florida Department of Transportation, December 2016 <https://www.metroplanorlando.org/wp-content/uploads/Regional-Model-of-Cooperation.pdf>
- “Self-Driving the Economy: Driverless cars could have a surprising impact on state and local revenue,” Governing Magazine, January 2017

XI. OTHER BUSINESS

- A. Introduction of MetroPlan Orlando’s New Website** – Ms. Cynthia Lambert, MetroPlan Orlando
- B. ITS Master Plan Update** – Mr. Eric Hill, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando staff, will provide a status report on the ITS Master Plan.

- C. **MetroPlan Orlando's Prioritized Project List and Status Report on 4P Applications** – Mr. Nick Lepp, MetroPlan Orlando
- D. **Preview of MetroPlan Orlando's Complete Streets Policy and the Corrine Drive Pilot Project** – Ms. Elizabeth Whitton, MetroPlan Orlando Tab 5

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING: Wednesday, March 8, 2017 at the Second Harvest Food Bank

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. Cathy Goldfarb, Senior Board Services Coordinator, at MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x315 or email at cgoldfarb@metroplanorlando.com at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact Ms. Cathy Goldfarb, Senior Board Services Coordinator, at MetroPlan Orlando at 250 S. Orange Avenue, Suite 200, Orlando, Florida 32801 or by telephone at (407) 481-5672 x315 or by email at cgoldfarb@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, December 14, 2016

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Bob Dallari, Board Vice-Chairman, Presided

Members

Hon. Jose Alvarez, City of Kissimmee
Mr. Dean Asher, GOAA
Hon. Pat Bates, City of Altamonte Springs
Hon. Gary Bruhn, Municipal Advisory Committee
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. Cheryl Grieb, Osceola County
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority
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. Bryan Nelson, Orange County
Hon. Victoria Siplin, Orange County

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Mr. Stephen Smith, Sanford Airport Authority
Hon. Jennifer Thompson, Orange County
Hon. Betsy VanderLey, Orange County

Advisors in Attendance:

FDOT Secretary Noranne Downs, District 5
Ms. Mary Moskowitz, Technical Advisory Committee
Mr. Corey Quinn, Transportation Systems Management & Operations Committee
Mr. Tom O'Hanlon, Community Advisory Committee

Members/Advisors not in Attendance:

Ms. Candy Bennage, Kissimmee Gateway Airport
Hon. Buddy Dyer, City of Orlando
Hon. Jeff Triplett, City of Sanford

Staff in Attendance:

Mr. Harold Barley
Mr. Steve Bechtel, Mateer & Harbert
Mr. Keith Caskey
Ms. Susan Ennis
Ms. Cathy Goldfarb
Mr. Eric Hill
Ms. Mary Ann Horne
Mr. Gary Huttman
Ms. Cynthia Lambert
Mr. Nick Lepp
Mr. Jason Loschiavo
Ms. Crystal Mercedes
Ms. Sally Morris
Ms. Virginia Whittington
Ms. Elizabeth Whitton
Mr. Mighk Wilson

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Bob Dallari called the meeting to order at 9:00 a.m. and welcomed everyone.
Commissioner Cheryl Grieb led the Pledge of Allegiance.

II. CHAIRMAN'S ANNOUNCEMENTS

Commissioner Bob Dallari introduced Mayor Jose Alvarez, the new Board member representing the City of Kissimmee. He also introduced the new Orange County Board representatives in attendance, Commissioner Victoria Siplin, Commissioner Betsy VanderLey, and Alternate, Commissioner Emily Bonilla. Commissioner Dallari presented FDOT District 5 Secretary Noranne Downs, who is retiring in January after 25 years, with a token of appreciation and flowers. Secretary Downs is credited with getting Sunrail, the I-4 Ultimate and Wekiva Parkway

projects underway. She thanked those in attendance and commented that she appreciated the relationships she had formed through her work at FDOT. Commissioner Constantine commented that without the hard work of FDOT staff, consensus on the I-4 project could not have been built. Commissioner Dallari noted that Congressman Mica and Congresswoman Brown were unable to attend the meeting to be recognized as well.

Commissioner Clarke gave a report on the TD Rider's Forum held November 10, 2016. He offered kudos to staff and thanked everyone for their efforts in making the event a success. He told board members that a TDLCB public hearing was held followed by a quick TDLCB meeting, lunch and the Rider's Forum. He added that a lot of valuable information was provided including information on improvements to the paratransit service.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Harold Barley welcomed board members Mayor Alvarez, Commissioner Siplin, Commissioner VanderLey and Commissioner Bonilla and noted that he will be scheduling orientation meetings with the new members. He reported that Mr. Corey Quinn is retiring as TSMO Chairman and Ms. Joedel Zaballero will be taking over as TSMO Chair and Mr. Tom O'Hanlon had been elected to a second term as Chairman of CAC. Mr. Quinn was acknowledged with a token of appreciation for his service. Mr. Barley thanked Secretary Downs for her service and introduced guests in attendance which included Mr. Bill Hattaway, new Director of Transportation for the City of Orlando, Mr. Bill Peebles and Mr. John Wayne Smith, Tallahassee representatives, and former MPOAC Director, Mr. Howard Glassman, who was now with Gannet Fleming. He told Board members that Mr. Steve Martin was selected as the new FDOT District 5 Secretary and he will start in January and plans to attend the February MetroPlan Orlando Board meeting. Mr. Barley added that Ms. Elaine Chao had been selected by the President-elect to head the U.S. Department of Transportation nationally. He called attention to the new board action fact sheets which will help highlight the important information for action items. Mr. Barley called attention to the 2016 population figures, which had been provided, and the need to address transportation issues for a fast growing population. In addition, he reported that Ms. Virginia Whittington had put together a summary of recent ballot initiatives and their outcome and 2017 desk calendars that had been provided. Mr. Barley also provided information on the Volunteer Appreciation and Toy Drive which was scheduled for Thursday, December 15, 11:30 p.m. in the board room.

Ms. Courtney Reynolds, ReThink, was introduced and she presented Best Workplaces for Commuters awards to three companies. Commissioner Dallari asked how many additional people were now telecommuting. Ms. Reynolds responded that she only had the number of telecommuters by county, not by company.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed a quorum of 18 voting members present. Also present were 4 advisors; and the meeting having been duly convened was ready to proceed with business.

V. AGENDA REVIEW

Mr. Barley told Board members that they were ready to move ahead with the agenda.

VI. COMMITTEE REPORTS

Mayor Gary Bruhn reported on the December 8, 2016 Municipal Advisory Committee (MAC) meeting where FDOT and Turnpike staff provided a report from the 2017 Work Program public hearing held December 6th. He reported that MAC recommended approval of the FDOT amendment to the FY 2016/17-2020/21 Transportation Improvement Program to include three railroad crossing improvements in Orange County and a sidewalk project in Osceola County. Mayor Bruhn added that MAC also approved the proposed 2017 legislative priorities, including adding, as a top priority, the item having to do with expanded use of the Charter County & Regional Transportation Surtax to municipalities. He noted that MAC members received presentations on the reThink Your Commute program and Promoting Health through Policy, Process, and Projects and the next MAC meeting is scheduled for Thursday, February 2, 2017.

Mr. Tom O'Hanlon reported on the November 30, 2016 Community Advisory Committee (CAC) meeting where the CAC elected him as chairman again for 2017, along with Vice- Chair Rob McKey. He called attention to Consent Agenda, Item E, where the Community Advisory Committee requested the appointment of new members to fill three vacancies. Mr. O'Hanlon told Board members that a subcommittee reviewed 13 applications that were received, and CAC members were recommending that Gregory Eisenberg, Lisa Portelli, and Venise White be appointed. Their applications, he noted, were provided in the board supporting materials. At the last board meeting, he reported, CAC tabled the roll-over TIP amendments which were approved at the November meeting, after reviewing an executive summary put together by MetroPlan Orlando staff. CAC members, he added, felt that the new fact sheets are a good process improvement. Mr. O'Hanlon reported that CAC also recommended approval of the TIP amendment for the railroad grade crossings and sidewalk projects and the 2017 Legislative Priorities. Committee members also received an update on the reThink Your Commute program and an informative presentation from FDOT on frequently asked questions.

Ms. Mary Moskowitz reported on the December 2, 2016 Technical Advisory Committee (TAC) meeting where committee members recommended approval of the TIP amendment request from FDOT for the railroad crossing safety projects and the Pleasant Hill Elementary School sidewalk project. TAC, she added, considered the 2017 legislative priorities and voted to acknowledge their review of the priorities but not recommend approval of the priorities, since this would be a policy decision outside the purview of the TAC. This motion passed by a vote of 23 in favor and 6 opposed. As a result of this action and the ensuing discussion, the TAC will be further discussing their role in making recommendations to the Board on action items at the January 27th TAC meeting.

Mr. Corey Quinn reported on the December 2, 2016 Transportation Systems Management and Operations (TSMO) Advisory Committee meeting where the committee recommended approval of the October 28, 2016, TSMO Meeting Minutes, approved the FDOT Amendments to the FY 2016/17-2020/21 Transportation Improvement Program (TIP) and 2017 Legislative Priorities. He added that the last action item on their agenda was the election of officers for 2017 and Ms. Joedel Zaballero, Osceola County, was elected Chair; and Mr. Kelly Brock, City of Casselberry, was elected Vice-Chair.

VII. PUBLIC COMMENTS ON ACTION ITEMS

Ms. Joanne Counelis expressed the need for 24 hour, seven day a week bus and train service.

VIII. CONSENT AGENDA (ACTION ITEMS)

- A. Approval of Minutes - November 9, 2016 Board Meeting
- B. Approval of October 2016 Monthly Financial Report; Acknowledgement of November 2016 Travel Report
- C. Approval of Board Officer Travel for 2017
- D. Approval of Travel for "Transportation Disadvantaged Day" in Tallahassee
- E. Approval of Appointments to MetroPlan Orlando's Community Advisory Committee
- F. Approval to Renew Audit Contract with Moore Stephens Lovelace, P.A.
- G. Approval of Revised Budget Amendment #2.

MOTION: Mayor Gary Bruhn moved approval of the consent agenda. Mayor Joe Kilsheimer seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

- A. Approval of FDOT Requests for Amending MetroPlan Orlando's FY2016/17-2020/21 Transportation Improvement Program (TIP)

- 1. Railroad Grade Crossings/Sidewalk Project

MOTION: Mayor Joe Kilsheimer moved approval of the FDOT request for amending the FY2016/17-2020/21 Transportation Improvement Program (TIP) to include Railroad Grade Crossing and Sidewalk Projects. Commissioner Viviana Janer seconded the motion, which passed unanimously. (Roll call vote)

- 2. Roll Forward Amendments

MOTION: Commissioner Viviana Janer moved approval of the FDOT request for amending the FY2016/17-2020/21 Transportation Improvement Program (TIP) to include projects that rolled forward from FY 2015/16-2016/17. Commissioner Pete Clarke seconded the motion, which passed unanimously. (Roll call vote)

3. SunRail Amendments

MOTION: Mayor Gary Bruhn moved approval of the FDOT request for amending the FY2016/17-2020/21 Transportation Improvement Program (TIP) to include funding for the SunRail system from FY2017/18 through FY 2020/21. Mayor Teresa Jacobs seconded the motion, which passed unanimously. (Roll call vote)

4. SR 417 Express Lane Project

Approval for this TIP amendment had been tabled at the November meeting and a request was made to continue tabling the action while talks were still underway with FDOT in Tallahassee.

B. Election of Board Officers for 2017

Mr. Steve Bechtel, General Counsel, reviewed the rules pertaining to Board Officers (Chairman, Vice-Chairman and Secretary-Treasurer) and conducted elections for the period January 1, 2017 – December 31, 2017. A copy of the history of past Chairs was provided.

Office of Chairman

Commissioner Constantine nominated Commissioner Dallari for the office of Chairman.

Mayor Kilsheimer seconded the motion. The motion passed unanimously.

MOTION: Commissioner Constantine moved nominations cease, seconded by Mayor Bruhn. The motion passed unanimously.

Commissioner Dallari was declared Chairman by acclamation.

Office of Vice Chairman

Commissioner Janer nominated Commissioner Grieb for the office of Vice-Chairman.

Commissioner Hawkins seconded the motion. The motion passed unanimously.

MOTION: Mayor Bruhn moved nominations cease, seconded by Mayor Kilsheimer. The motion passed unanimously.

Commissioner Grieb was declared Vice-Chairman by acclamation.

Office of Secretary, Treasurer

Mayor Jacobs nominated Commissioner Clarke for the office of Secretary/Treasurer.

Commissioner Thompson seconded the motion. The motion passed unanimously.

MOTION: Mayor Bruhn moved nominations cease, seconded by Commissioner Janer. The motion passed unanimously.

Commissioner Clarke was declared Secretary/Treasurer by acclamation.

C. Proposed 2017 Legislative Priorities and Positions

Mr. Harold Barley, MetroPlan Orlando, told Board members that the draft 2017 legislative priorities were recommended by the MetroPlan Orlando Executive Committee. There was one additional item, he added, the Charter County and Regional Transportation System Surtax, which Board members had requested additional information and discussion on. Mr. Barley explained that draft bill language that had been developed for the Charter County Surtax by Mr. John Wayne Smith, MetroPlan Orlando's Tallahassee representative, had been provided in the supplemental folders. Commissioner Dallari requested that Mr. Bill Peebles and Mr. John Wayne Smith, Tallahassee representatives, come to the podium in order to better facilitate the discussion. Mayor Jacobs explained that there was concern on the part of the Executive Committee of the impact and repercussions for the county if a city passed the surtax. Mr. John Wayne Smith told Board members that he took the original priority statement and rewrote it into the form an actual bill would take. He reviewed the language presented and explained the major points in the proposed surtax language. Discussion ensued regarding county options if a city passed the surtax. Mayor Jacobs commented that there needed to be a balance between being fair to the cities and protecting the counties. She indicated that she still had issues with the language and Commissioner Dallari suggested scheduling a worksession to try and work through the issues. He also suggested that the Board move forward with the other items and have staff put together a document on the surtax to be added to the next meeting agenda for information only. Commissioner Constantine noted that the surtax issue was not time sensitive and the climate in the legislature was not conducive to anything labeled a tax. Mayor Jacobs suggested adding the surtax legislative item under the items to monitor only.

MOTION: Mayor Jacobs moved approval of the 2017 Legislative Priorities with the caveat that the Charter County and Regional Transportation System Surtax item be added to the section to monitor. Commissioner Grieb seconded the motion, which passed unanimously

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

• Correspondence

- Memo to Board from Mr. Barley dated November 1, 2016, Subject: 2016 Population Estimates

- Memo to Board from Ms. Whittington dated November 30, 2016, Subject: Results from Transportation-related Ballot Initiatives from Election Day 2016
- **Status Updates**
 - FDOT Monthly Construction Status Report – November 2016
- **General Information**
 - Approved Board/Committee Meeting Schedule for 2017
 - MetroPlan Orlando's Report on Utilization of Federal Funds FY2015/2016
 - MetroPlan Orlando's Volunteer Appreciation Luncheon and Holiday Toy Collection - December 15, 2016
 - Florida MPO Advisory Council's Strategic Directions Plan – 2016
 - Seminole County Legislative Delegation Meeting – December 16, 2016
 - Florida MPO Advisory Council's Policy & Technical Committee meeting hosted by MetroPlan Orlando – December 20, 2016
 - Central Florida MPO Alliance Quarterly meeting hosted by MetroPlan Orlando – January 13, 2017
 - Orange County Legislative Delegation Meeting – January 17, 2017
 - Osceola County Legislative Delegation Meeting – date TBD in mid to late January
 - Retirement Party for FDOT District Secretary Noranne Downs – DeLand, Florida – January 18, 2017
 - Florida MPO Advisory Council Quarterly meeting – Sunrise, Florida – January 26, 2017
 - Florida Chamber Foundation/Central Florida Partnership's Regional Town Hall Meeting on Florida 2030 – Hyatt Hotel at Orlando International Airport - February 3, 2017
- **Featured Articles and Research**
 - "Surveying Florida MPO Readiness to Incorporate Innovative Technologies into Long Range Transportation Plans," Florida Department of Transportation, 2016
http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT-BDV32-977-06-rpt.pdf

- *“How Corporate Cash Can Save America’s Infrastructure,”* Passenger Transport Magazine, November 7, 2016
- *“Turn a Profit from Paying Tolls,”* Kiplinger’s Personal Finance, November 2016

MOTION: Mayor Gary Bruhn moved approval of the Information Items for Acknowledgement. Commissioner Lee Constantine seconded the motion, which passed unanimously.

XI. OTHER BUSINESS

A. FDOT’s Tentative Five-Year Work Program

Mr. Jamil Gutierrez told Board members that all FDOT Five-Year Work program information was available on the website at <http://www.d5wpfh.com>. He reviewed the projects that are new or changed and noted that additional information on the projects could be accessed at the website. Maps including a listing of the projects were also provided in the supplemental folders.

Ms. Carol Scott, Florida’s Turnpike Enterprise (FTE), told Board members that FTE has \$423 million in projects scheduled in the District 5 Orange, Osceola, and Seminole County tri-County area in their Five-Year Work Program. She reviewed the major projects in that area, along with the cost for each project. Printouts were provided with the projects listed along with a map showing where they were located. Commissioner Dallari commented that he had met with FDOT staff earlier in the week to discuss public safety issues related to I-4 express lanes.

B. Transit’s Role in the Year 2040 Long Range Plan

Mr. Gary Huttman, MetroPlan Orlando, provided information on the role of transit in the 2040 Long Range Transportation Plan (LRTP). He told Board members that 47% of the projected revenue in the 2040 LRTP was allocated to transit improvements. Mr. Huttman reviewed the cost feasible transit projects in the 2040 LRTP and explained why transit was important based on the most recent MetroPlan Orlando transportation survey results. Commissioner Janer asked if the survey statistics were available. Mr. Huttman responded that they were available and a request was made to have the survey results sent out to Board members. Commissioner Clarke asked if the Orlando International Airport (OIA) Refresh study could be brought back to the Board for discussion. Commissioner Dallari responded that the OIA Refresh study could be added to a future agenda.

C. Promoting Health through Policy, Process and Projects – Ms. Elizabeth Whitton

Ms. Whitton gave an overview of the connection between transportation and health and the World Health Organization’s definition of health. She noted that the public health sector approached the transportation sector with incentives after research showed a person’s environment significantly affects their health. Ms. Whitton detailed some of the incentives that have been provided by the Center for Disease Control (CDC) and the Robert Wood Johnson Foundation. She shared the breakdown of health factors, 80% of

which are outside of clinical care, and the themes that affect quality of life. Ms. Whitton told committee members that an audit of MetroPlan Orlando's five major documents was conducted which found that approximately \$600 million was invested in health-related projects. She also provided information on short and long term strategies for increasing cross-sector collaboration between transportation and public health and provided examples of cross sector collaborations locally.

D. LYNX Update

Mr. Edward Johnson, LYNX CEO, reviewed the major emphasis areas for LYNX which included enhance communications, improve customer confidence in the bus system, improve service efficiency, establish more partnerships and increase brand recognition and community involvement. He noted that he will meet quarterly with MetroPlan Orlando and Central Florida Expressway staff in order to help enhance communication efforts. Mr. Johnson provided some LYNX fast facts including that LYNX is approaching their 25 year anniversary and they have a \$130 million budget, and 50% of their revenue comes from the counties and the City of Orlando. He noted that the LYNX 2030 Vision Plan was due for an update, so their Board would have an idea of what transit should look like in the future. Mr. Johnson called attention to areas that needed improvement including headway times and paratransit services. He reported that the Request for Proposals for paratransit service had been issued and a contract should be awarded in January 2017. Mr. Johnson added that SunRail connectivity continues to be looked at, including connectivity for Phase II, a SR 436 Corridor study is planned, and LYNX is looking at technology improvements on their vehicles including Wi-Fi, a vehicle locating tool to see where the bus is, and mobile fare payment. Commissioner Siplin commented that she recently rode the LYNX bus system and suggested replacing the cloth seats with something more durable.

XII. BOARD MEMBER COMMENTS

Commissioner Janer commented that Osceola County has formed a new Transportation Department that will be headed by Ms. Tawny Olore, formerly with SunRail.

XIII. PUBLIC COMMENTS (GENERAL)

None

XIV. NEXT MEETING: Wednesday, February 8, 2017

XV. ADJOURNMENT

There being no further business, the meeting adjourned at 10:52 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 8th day of February, 2017.

Commissioner Bob Dallari, Chairman

Ms. Cathy Goldfarb,
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.

METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 11/30/16

ASSETS

| | | |
|------------------------------|----|--------------|
| Operating Cash in Bank | \$ | 2,436,189.88 |
| Petty Cash | \$ | 125.00 |
| SBA Investment Account | \$ | 2,106,632.22 |
| Rent Deposit | \$ | 20,000.00 |
| Prepaid Expenses | \$ | 27,527.38 |
| Accounts Receivable - Grants | \$ | 279,089.42 |
| Fixed Assets-Equipment | \$ | 633,574.37 |
| Accumulated Depreciation | \$ | (305,985.68) |
| C-I-P - Software | \$ | 42,200.00 |

| | | |
|----------------------|-----------|---------------------|
| TOTAL ASSETS: | \$ | 5,239,352.59 |
|----------------------|-----------|---------------------|

LIABILITIES

| | | |
|------------------------|----|------------|
| Accrued Personal Leave | \$ | 288,689.24 |
|------------------------|----|------------|

| | | |
|---------------------------|-----------|-------------------|
| TOTAL LIABILITIES: | \$ | 288,689.24 |
|---------------------------|-----------|-------------------|

EQUITY

FUND BALANCE:

Nonspendable:

| | | |
|---------------|----|-----------|
| Prepaid Items | \$ | 27,527.38 |
|---------------|----|-----------|

| | | |
|----------|----|-----------|
| Deposits | \$ | 20,000.00 |
|----------|----|-----------|

| | | |
|-------------|----|--------------|
| Unassigned: | \$ | 4,903,135.97 |
|-------------|----|--------------|

| | | |
|----------------------|-----------|---------------------|
| TOTAL EQUITY: | \$ | 4,950,663.35 |
|----------------------|-----------|---------------------|

| | | |
|--|-----------|---------------------|
| TOTAL LIABILITIES & EQUITY: | \$ | 5,239,352.59 |
|--|-----------|---------------------|

| | | |
|----------------------------------|----|---|
| Net difference to be reconciled: | \$ | - |
|----------------------------------|----|---|

METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 11/30/16

| REVENUES | Current | Y-T-D | Budget @ B/E #2 | Variance Un/(Ovr) | % OF BUDGET |
|-----------------------------|----------------------|------------------------|------------------------|------------------------|----------------|
| Federal Revenue | \$ 241,603.01 | \$ 826,349.33 | \$ 4,736,552.00 | \$ 3,910,202.67 | 17.45% |
| State Revenue | \$ 17,311.48 | \$ 48,244.04 | \$ 262,083.00 | \$ 213,838.96 | 18.41% |
| Local Revenue | \$ 410,970.50 | \$ 563,407.50 | \$ 1,126,815.00 | \$ 563,407.50 | 50.00% |
| Interest Income | \$ 1,477.76 | \$ 6,800.48 | \$ 13,500.00 | \$ 6,699.52 | 50.37% |
| Other | \$ 421.59 | \$ 1,112.96 | \$ 12,500.00 | \$ 11,387.04 | 8.90% |
| Contributions | \$ - | \$ 25,000.00 | \$ 45,000.00 | \$ 20,000.00 | 55.56% |
| Cash Carryforward | \$ - | \$ - | \$ 401,002.00 | \$ 401,002.00 | 0.00% |
| Local Match - Transfers In | \$ 17,311.48 | \$ 33,482.09 | \$ 163,670.00 | \$ 130,187.91 | 20.46% |
| TOTAL REVENUES: | \$ 689,095.82 | \$ 1,504,396.40 | \$ 6,761,122.00 | \$ 5,256,725.60 | 22.25% |
| EXPENDITURES | | | | | |
| Salaries | \$ 117,493.40 | \$ 536,800.20 | \$ 1,559,775.00 | \$ 1,022,974.80 | 34.42% |
| Fringe Benefits | \$ 33,364.92 | \$ 155,647.22 | \$ 483,711.00 | \$ 328,063.78 | 32.18% |
| Local Match - Transfers Out | \$ 17,311.48 | \$ 33,482.09 | \$ 163,670.00 | \$ 130,187.91 | 20.46% |
| Audit Fees | \$ - | \$ 27,500.00 | \$ 42,000.00 | \$ 14,500.00 | 65.48% |
| Computer Operations | \$ 2,353.12 | \$ 32,133.67 | \$ 64,795.00 | \$ 32,661.33 | 49.59% |
| Dues & Memberships | \$ 2,368.50 | \$ 11,299.50 | \$ 12,145.00 | \$ 845.50 | 93.04% |
| Equipment & Furniture | \$ 1,320.00 | \$ 2,688.21 | \$ 26,700.00 | \$ 24,011.79 | 10.07% |
| Graphic Printing/Binding | \$ 1,653.47 | \$ 4,627.84 | \$ 30,425.00 | \$ 25,797.16 | 15.21% |
| Insurance | \$ 1,678.08 | \$ 8,981.91 | \$ 28,700.00 | \$ 19,718.09 | 31.30% |
| Legal Fees | \$ 4,640.93 | \$ 16,656.43 | \$ 40,000.00 | \$ 23,343.57 | 41.64% |
| Office Supplies | \$ 2,739.02 | \$ 10,699.83 | \$ 41,685.00 | \$ 30,985.17 | 25.67% |
| Postage | \$ 371.15 | \$ 1,484.48 | \$ 5,089.00 | \$ 3,604.52 | 29.17% |
| Books, Subscrips/Pubs | \$ 171.57 | \$ 5,048.35 | \$ 7,668.00 | \$ 2,619.65 | 65.84% |
| Exec. Dir 457 Def. Comp. | \$ - | \$ - | \$ 19,000.00 | \$ 19,000.00 | 0.00% |
| Rent | \$ 21,520.00 | \$ 112,359.00 | \$ 264,870.00 | \$ 152,511.00 | 42.42% |
| Equipment Rent/Maint. | \$ 1,134.07 | \$ 10,030.22 | \$ 22,180.00 | \$ 12,149.78 | 45.22% |
| Seminar & Conf. Regist. | \$ 250.00 | \$ 4,375.32 | \$ 23,785.00 | \$ 19,409.68 | 18.40% |
| Telephone | \$ 528.74 | \$ 1,913.21 | \$ 7,290.00 | \$ 5,376.79 | 26.24% |
| Travel | \$ 748.31 | \$ 8,908.25 | \$ 42,210.00 | \$ 33,301.75 | 21.10% |
| Small Tools/Office Mach. | \$ 270.00 | \$ 270.00 | \$ 1,200.00 | \$ 930.00 | 22.50% |
| HSA/FSA Annual Contrib. | \$ - | \$ 562.50 | \$ 12,500.00 | \$ 11,937.50 | 4.50% |
| Computer Software | \$ - | \$ 4,500.00 | \$ 15,000.00 | \$ 10,500.00 | 30.00% |
| Contingency | \$ - | \$ - | \$ 15,000.00 | \$ 15,000.00 | 0.00% |
| Contractual/Temp Svcs. | \$ - | \$ 1,160.00 | \$ 3,200.00 | \$ 2,040.00 | 36.25% |
| Pass-Thru Expenses | \$ 106,889.01 | \$ 106,889.01 | \$ 649,903.00 | \$ 543,013.99 | 16.45% |
| Consultants | \$ 37,820.29 | \$ 172,671.41 | \$ 2,953,286.00 | \$ 2,780,614.59 | 5.85% |
| Repair & Maintenance | \$ - | \$ - | \$ 200.00 | \$ 200.00 | 0.00% |
| Advertising/Public Notice | \$ 1,324.00 | \$ 3,939.44 | \$ 13,855.00 | \$ 9,915.56 | 28.43% |
| Other Misc. Expense | \$ 808.17 | \$ 3,933.68 | \$ 13,390.00 | \$ 9,456.32 | 29.38% |
| Contributions | \$ - | \$ 110,500.00 | \$ 185,700.00 | \$ 75,200.00 | 59.50% |
| Educational Reimb. | \$ - | \$ - | \$ 1,690.00 | \$ 1,690.00 | 0.00% |
| Comm. Rels. Sponsors | \$ 5,750.00 | \$ 8,500.00 | \$ 10,500.00 | \$ 2,000.00 | 80.95% |
| Indirect Expense Carryfwd. | \$ - | \$ - | \$ - | \$ - | 0.00% |
| TOTAL EXPENDITURES: | \$ 362,508.23 | \$ 1,397,561.77 | \$ 6,761,122.00 | \$ 5,363,560.23 | 20.67% |
| AGENCY BALANCE: | \$ 326,587.59 | \$ 106,834.63 | | | |

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 12/31/16**

ASSETS

| | |
|------------------------------|-----------------|
| Operating Cash in Bank | \$ 2,316,039.31 |
| Petty Cash | \$ 125.00 |
| SBA Investment Account | \$ 2,108,243.07 |
| Rent Deposit | \$ 20,000.00 |
| Prepaid Expenses | \$ 10,339.40 |
| Accounts Receivable - Grants | \$ 362,893.65 |
| Fixed Assets-Equipment | \$ 633,574.37 |
| Accumulated Depreciation | \$ (305,985.68) |
| C-I-P - Software | \$ 42,200.00 |

| | |
|----------------------|-------------------------------|
| TOTAL ASSETS: | <u>\$ 5,187,429.12</u> |
|----------------------|-------------------------------|

LIABILITIES

| | |
|------------------------|---------------|
| Accrued Personal Leave | \$ 290,471.88 |
|------------------------|---------------|

| | |
|---------------------------|-----------------------------|
| TOTAL LIABILITIES: | <u>\$ 290,471.88</u> |
|---------------------------|-----------------------------|

EQUITY

FUND BALANCE:

Nonspendable:

| | |
|---------------|--------------|
| Prepaid Items | \$ 10,339.40 |
|---------------|--------------|

| | |
|----------|--------------|
| Deposits | \$ 20,000.00 |
|----------|--------------|

| | |
|-------------|-----------------|
| Unassigned: | \$ 4,866,617.84 |
|-------------|-----------------|

| | |
|----------------------|-------------------------------|
| TOTAL EQUITY: | <u>\$ 4,896,957.24</u> |
|----------------------|-------------------------------|

| | |
|--|-------------------------------|
| TOTAL LIABILITIES & EQUITY: | <u>\$ 5,187,429.12</u> |
|--|-------------------------------|

| | |
|----------------------------------|------|
| Net difference to be reconciled: | \$ - |
|----------------------------------|------|

METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 12/31/16

| REVENUES | Current | Y-T-D | Budget @ B/E #2 | Variance Un/(Ovr) | % OF BUDGET |
|-----------------------------|-----------------------|------------------------|------------------------|------------------------|----------------|
| Federal Revenue | \$ 325,125.33 | \$ 1,151,474.66 | \$ 4,736,552.00 | \$ 3,585,077.34 | 24.31% |
| State Revenue | \$ 32,870.53 | \$ 81,114.57 | \$ 262,083.00 | \$ 180,968.43 | 30.95% |
| Local Revenue | \$ - | \$ 563,407.50 | \$ 1,126,815.00 | \$ 563,407.50 | 50.00% |
| Interest Income | \$ 1,610.85 | \$ 8,411.33 | \$ 13,500.00 | \$ 5,088.67 | 62.31% |
| Other | \$ 250.00 | \$ 1,362.96 | \$ 12,500.00 | \$ 11,137.04 | 10.90% |
| Contributions | \$ 10,000.00 | \$ 35,000.00 | \$ 45,000.00 | \$ 10,000.00 | 77.78% |
| Cash Carryforward | \$ - | \$ - | \$ 401,002.00 | \$ 401,002.00 | 0.00% |
| Local Match - Transfers In | \$ 10,235.54 | \$ 43,717.63 | \$ 163,670.00 | \$ 119,952.37 | 26.71% |
| TOTAL REVENUES: | \$ 380,092.25 | \$ 1,884,488.65 | \$ 6,761,122.00 | \$ 4,876,633.35 | 27.87% |
| EXPENDITURES | | | | | |
| Salaries | \$ 159,177.43 | \$ 695,977.63 | \$ 1,559,775.00 | \$ 863,797.37 | 44.62% |
| Fringe Benefits | \$ 47,687.29 | \$ 203,334.51 | \$ 483,711.00 | \$ 280,376.49 | 42.04% |
| Local Match - Transfers Out | \$ 10,235.54 | \$ 43,717.63 | \$ 163,670.00 | \$ 119,952.37 | 26.71% |
| Audit Fees | \$ - | \$ 27,500.00 | \$ 42,000.00 | \$ 14,500.00 | 65.48% |
| Computer Operations | \$ 1,828.95 | \$ 33,962.62 | \$ 64,795.00 | \$ 30,832.38 | 52.42% |
| Dues & Memberships | \$ 400.00 | \$ 11,699.50 | \$ 12,145.00 | \$ 445.50 | 96.33% |
| Equipment & Furniture | \$ 9,333.00 | \$ 12,021.21 | \$ 26,700.00 | \$ 14,678.79 | 45.02% |
| Graphic Printing/Binding | \$ - | \$ 4,627.84 | \$ 30,425.00 | \$ 25,797.16 | 15.21% |
| Insurance | \$ 1,678.09 | \$ 10,660.00 | \$ 28,700.00 | \$ 18,040.00 | 37.14% |
| Legal Fees | \$ 2,739.67 | \$ 19,396.10 | \$ 40,000.00 | \$ 20,603.90 | 48.49% |
| Office Supplies | \$ 5,071.73 | \$ 15,771.56 | \$ 41,685.00 | \$ 25,913.44 | 37.84% |
| Postage | \$ 284.16 | \$ 1,768.64 | \$ 5,089.00 | \$ 3,320.36 | 34.75% |
| Books, Subscrips/Pubs | \$ 111.52 | \$ 5,159.87 | \$ 7,668.00 | \$ 2,508.13 | 67.29% |
| Exec. Dir 457 Def. Comp. | \$ - | \$ - | \$ 19,000.00 | \$ 19,000.00 | 0.00% |
| Rent | \$ 23,425.00 | \$ 135,784.00 | \$ 264,870.00 | \$ 129,086.00 | 51.26% |
| Equipment Rent/Maint. | \$ 2,924.07 | \$ 12,954.29 | \$ 22,180.00 | \$ 9,225.71 | 58.41% |
| Seminar & Conf. Regist. | \$ 3,900.00 | \$ 8,275.32 | \$ 23,785.00 | \$ 15,509.68 | 34.79% |
| Telephone | \$ 628.82 | \$ 2,542.03 | \$ 7,290.00 | \$ 4,747.97 | 34.87% |
| Travel | \$ 4,337.03 | \$ 13,245.28 | \$ 42,210.00 | \$ 28,964.72 | 31.38% |
| Small Tools/Office Mach. | \$ - | \$ 270.00 | \$ 1,200.00 | \$ 930.00 | 22.50% |
| HSA/FSA Annual Contrib. | \$ - | \$ 562.50 | \$ 12,500.00 | \$ 11,937.50 | 4.50% |
| Computer Software | \$ - | \$ 4,500.00 | \$ 15,000.00 | \$ 10,500.00 | 30.00% |
| Contingency | \$ - | \$ - | \$ 15,000.00 | \$ 15,000.00 | 0.00% |
| Contractual/Temp Svcs. | \$ 464.00 | \$ 1,624.00 | \$ 3,200.00 | \$ 1,576.00 | 50.75% |
| Pass-Thru Expenses | \$ - | \$ 106,889.01 | \$ 649,903.00 | \$ 543,013.99 | 16.45% |
| Consultants | \$ 157,862.96 | \$ 330,534.37 | \$ 2,953,286.00 | \$ 2,622,751.63 | 11.19% |
| Repair & Maintenance | \$ 280.00 | \$ 280.00 | \$ 200.00 | \$ (80.00) | 140.00% |
| Advertising/Public Notice | \$ 1,110.75 | \$ 5,050.19 | \$ 13,855.00 | \$ 8,804.81 | 36.45% |
| Other Misc. Expense | \$ 318.34 | \$ 4,252.02 | \$ 13,390.00 | \$ 9,137.98 | 31.76% |
| Contributions | \$ - | \$ 110,500.00 | \$ 185,700.00 | \$ 75,200.00 | 59.50% |
| Educational Reimb. | \$ - | \$ - | \$ 1,690.00 | \$ 1,690.00 | 0.00% |
| Comm. Rels. Sponsors | \$ - | \$ 8,500.00 | \$ 10,500.00 | \$ 2,000.00 | 80.95% |
| Indirect Expense Carryfwd. | \$ - | \$ - | \$ - | \$ - | 0.00% |
| TOTAL EXPENDITURES: | \$ 433,798.35 | \$ 1,831,360.12 | \$ 6,761,122.00 | \$ 4,929,761.88 | 27.09% |
| AGENCY BALANCE: | \$ (53,706.10) | \$ 53,128.53 | | | |



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - December, 2016

| | |
|------------------|--|
| Traveler: | Virginia F. Lewis |
| Dates: | December 11 - 14, 2016 |
| Destination: | Jacksonville, FL |
| Purpose of trip: | To attend 2016 FPTA/CTD Annual Training Conference |
| Cost: | \$860.35 |
| Paid By: | MetroPlan Orlando funds |



Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: VIII.C. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Board Committee Appointments for 2017

Reason: Board Committee membership is updated annually with changes in Board membership and to comply with our Board-approval Internal Operating Procedures.

Summary/Key Information: MetroPlan Orlando's Internal Operating Procedures define the composition of the Executive Committee, the Personnel Committee, the Finance Committee and the Regional Leadership Council.

Board appointments to the Florida MPO Advisory Council, the Central Florida MPO Alliance, the Transportation Funding Task Force and the Transportation Disadvantaged Local Coordinating Board are governed by these entities' procedures that afford some flexibility to the MetroPlan Orlando Board in making appointments.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

| | |
|-------|-----|
| CAC: | N/A |
| TSMO: | N/A |
| TAC: | N/A |
| MAC: | N/A |

Staff Recommendation: Recommends approval

Supporting Information: Roster of Proposed 2017 Board Committee Appointments



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Proposed 2017 Board Committee Appointments

Executive Committee

Commissioner Bob Dallari (C)
Commissioner Cheryl Grieb (VC)
Commissioner Pete Clarke (S/T)
Mayor Teresa Jacobs
Mayor Buddy Dyer
Mayor Pat Bates
Mayor Jeff Triplett

Finance Committee

Commissioner Bob Dallari (C)
Commissioner Cheryl Grieb (VC)
Commissioner Pete Clarke (S/T)
Commissioner Bryan Nelson
Commissioner Fred Hawkins, Jr.
Mayor Pat Bates

Personnel Committee

Commissioner Bob Dallari (C)
Commissioner Cheryl Grieb (VC)
Commissioner Pete Clarke (S/T)
Commissioner Jennifer Thompson

Regional Leadership Council*

Commissioner Bob Dallari (C)
Commissioner Cheryl Grieb (VC)
Mayor Gary Bruhn - MAC (C)

Other Appointments:

Florida MPO Advisory Council

Designated Member: Commissioner Bob Dallari, Board Chairman
Alternate: Commissioner Cheryl Grieb, Board Vice Chairman

Central Florida MPO Alliance*

Designated Member

Commissioner John Horan
Commissioner Jennifer Thompson
Commissioner Cheryl Grieb

Alternate Member

Commissioner Lee Constantine
Commissioner Betsy VanderLey
Mayor Jose Alvarez

Transportation Funding Task Force*

| | |
|-------------------------------|------------------------------|
| • Commissioner Bob Dallari | • Commissioner Siplin |
| • Commissioner Samuel B. Ings | • Commissioner Viviana Janer |
| Mayor Bates | • Mayor Joe Kilsheimer |

Transportation Disadvantaged Local Coordinating Board*

Commissioner Pete Clarke, Chairman
Commissioner Lee Constantine, Vice Chairman
Commissioner Peggy Choudhry

**Committees also include non-MetroPlan Orlando Board members*

C- Chairman; VC- Vice-Chairman; S/T- Secretary/Treasurer; IPC- Immediate Past Chairman; MAC - Municipal Advisory Committee Chairman



Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

| | |
|---------------------------------|--|
| Action Requested: | Approval to renew attorney contract with Mateer & Harbert, P.A. for general counsel services for an additional two (2) years with a rate increase from \$225 to \$250 per hour |
| Reason: | The previous contract is set to expire on March 18, 2017 |
| Summary/Key Information: | MetroPlan Orlando's contract with Mateer & Harbert, P.A. for general counsel services has a clause for renewal on a continuing basis measured by successive two (2) year renewal terms. The scope of services and billing rates may be adjusted by mutual agreement of the parties at the expiration of any renewal term. Counsel has requested an extension with an increase in their contract hourly rates for the next two year renewal. The new rate will be \$250 per hour for partners and associates; paralegals/clerks will remain at \$100 per hour. Staff requests authorization to exercise the option to renew the attorney services contract with Mateer & Harbert, P.A. for two years effective March 19, 2017, at the new hourly contract rate of \$250.00 per hour for an attorney who is a member of the Florida Bar and \$100.00 per hour for paralegals/clerks, effective with the renewal date. All other provisions of the engagement contract remain the same. |
| MetroPlan Budget Impact: | Minor increases to future MetroPlan Orlando operating budgets may be needed |
| Local Funding Impact: | None – Paid from MetroPlan Orlando operating budget |
| Committee Action: | CAC: N/A TSMO: N/A TAC: N/A MAC: N/A |
| Staff Recommendation: | Recommends approval |
| Supporting Information: | None |



Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: VIII.E. (Tab 1)

Roll Call Vote: Yes

Action Requested: Staff requests authorization to expend \$2,500 for the Development of the Central Florida MPO Alliance 2040 Long Range Transportation Plan.

Reason: Required by the Central Florida MPO Alliance (CFMPOA) Interlocal Agreement.

Summary/Key Information: In 2005, the Florida Legislature enacted Chapter 2005-290, Laws of Florida, relating to infrastructure planning and funding. The Act provides that regional transportation plans may be developed in regional transportation areas in accordance with an Interlocal Agreement entered into pursuant to Section 163.01, Florida Statutes, by two or more contiguous Metropolitan Planning Organizations. Based on this action, the Central Florida MPO Alliance (which includes MetroPlan Orlando, the River-to-Sea TPO, the Space Coast TPO, Polk County TPO, the Lake-Sumter MPO, and the Ocala-Marion County TPO) was formed. A requirement of the CFMPOA Interlocal agreement is the compilation of member organizations' Long Range Transportation Plans and Prioritized Project Lists into a regional document. Since each organization has adopted its 2040 LRTP it is now time to develop a regional document. Each respective organization is asked to contribute \$2,500 towards the project. Lake-Sumter MPO will lead the effort.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

| | |
|-------|------------------|
| CAC: | to be determined |
| TSMO: | to be determined |
| TAC: | to be determined |
| MAC: | to be determined |

Staff Recommendation: Recommends approval

Supporting Information: N/A



Board Action Fact Sheet

Meeting Date: February 9, 2017

Agenda Item: VIII.F. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of revised Budget Amendment #2.

Reason: Additional Traffic Signal Retiming funds were reprogrammed by FDOT as SA funds instead of DDR. This budget amendment will align our budget with FDOT's programming of these funds

Summary/Key Information: The Board approved budget amendment #2 at the November 9th meeting including adding \$300,000 for additional Traffic Signal Retiming study work. The budget amendment was revised at the December 14 meeting to allocate the funds as DDR instead of SU. Subsequent to the December meeting, FDOT reclassified the available funds for this project as SA funds. This revised amendment reclassifies the funds as SA to correspond with FDOT's programming of the funds.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

| | |
|-------|-----|
| CAC: | N/A |
| TSMO: | N/A |
| TAC: | N/A |
| MAC: | N/A |

Staff Recommendation: Recommends approval

Supporting Information: The revised budget amendment document is available under tab 1.

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

FY 2017

B E No. : 2
FDOT No. : A2

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 11/9/2016
Revised: 12/14/2016
(WHOLE DOLLARS ONLY)

| <u>PROJECT</u> | <u>ELEMENT</u> | <u>CODE</u> | <u>DESCRIPTION</u> | <u>AMOUNT</u> | |
|----------------|----------------|-------------|----------------------------|-------------------|---------------------|
| | | | | <u>REVENUES</u> | <u>EXPENDITURES</u> |
| 37017 | 717100 | 50000 | Salaries and Leave | | (11,500) |
| 37017 | 717610 | 50000 | Salaries and Leave | | (3,796) |
| 37017 | 717610 | 50500 | Fringe Pool | | (1,202) |
| 37017 | 717610 | 59700 | Indirect Cost Pool | | (832) |
| 38017 | 817400 | 50000 | Salaries and Leave | | (4,420.00) |
| 38017 | 817400 | 50500 | Fringe Pool | | (1,400.00) |
| 38017 | 817400 | 59700 | Indirect Cost Pool | | (969.00) |
| 38017 | 817700 | 50000 | Salaries and Leave | | (4,637.00) |
| 38017 | 817700 | 50500 | Fringe Pool | | (4,002.00) |
| 38017 | 817700 | 59700 | Indirect Cost Pool | | (2,769.00) |
| 38017 | 817860 | 50000 | Salaries and Leave | | (1,431.00) |
| 38017 | 817860 | 50500 | Fringe Pool | | (453.00) |
| 38017 | 817860 | 59700 | Indirect Cost Pool | | (314.00) |
| 38017 | 817870 | 50000 | Salaries and Leave | | (1,430.00) |
| 38017 | 817870 | 50500 | Fringe Pool | | (453.00) |
| 38017 | 817870 | 59700 | Indirect Cost Pool | | (313.00) |
| 34017 | 417850 | 61200 | Postage | | (350.00) |
| 33717 | -- | 40000 | Federal Grant Revenue | 300,000.00 | |
| 33717 | 377821 | 63000 | Consultants | | 300,000.00 |
| 33517 | -- | 40000 | Federal Grant Revenue | 150,000.00 | |
| 33517 | 357500 | 63000 | Consultants | | 150,000.00 |
| 37017 | 717500 | 50000 | Salaries and Leave | | 7,296 |
| 37017 | 717500 | 50500 | Fringe Pool | | 1,202 |
| 37017 | 717500 | 59700 | Indirect Cost Pool | | 832 |
| 37017 | 717700 | 50000 | Salaries and Leave | | 8,000 |
| 38017 | 817500 | 50000 | Salaries and Leave | | 11,918.00 |
| 38017 | 817500 | 50500 | Fringe Pool | | 6,308.00 |
| 38017 | 817500 | 59700 | Indirect Cost Pool | | 4,365.00 |
| 34017 | 417850 | 60800 | Graphic Printing & Binding | | 350.00 |
| TOTAL: \$ | | | | <u>450,000.00</u> | <u>450,000.00</u> |

REASON(S):

1) To allocate an additional \$300,000 from SA funds to the Traffic Signal Retiming Study. 2) To allocate \$150,000 of SU funds to conduct a corridor study of Corrine Drive. 3) To move salary, fringe, and indirect to task 500 to conduct the Corrine Drive corridor study

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :
FDOT No. :

FY 2017

2

A2

Finance Director's Signature:

Jason S. Loschiavo

Date:

Executive Director's Signature:

Harold W. Barley

Date:

REMARKS:

Revised 10/24/16

TAB 2





Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

| | |
|---------------------------------|--|
| Action Requested: | FDOT requests approval of an amendment to the FY 2016/2017-2020/2021 Transportation Improvement Program which includes funding changes for two existing projects and adding a new project. Board approval is requested of Resolution No. 17-01. |
| Reason: | FDOT is adding funding for an existing LYNX project, adjusting cost figures for the Maitland Blvd. six-laning project and adding a new pedestrian safety project. This amendment request provides an opportunity for public review of these projects. |
| Summary/Key Information: | <p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none"> • Adds a total of about \$4 million for the expansion of the LYNX Operating Center at John Young Parkway and Princeton Street in FY 2016/17 and 2017/18 • Makes adjustments to the right-of-way costs for the six-laning project on Maitland Blvd. from I-4 to Maitland Avenue for the period from FY 2016/17 through FY 2019/20, resulting in a net cost increase of about \$2.5 million • Adds \$351,000 in design funding for a new pedestrian safety project on US 441/Orange Blossom Trail from north of Holden Avenue to 37th Street in FY 2016/17 |
| MetroPlan Budget Impact: | None |
| Local Funding Impact: | None |
| Committee Action: | <p>CAC: Recommended approval – January 25, 2017 TSMO: Recommended approval – January 27, 2017 TAC: Recommended approval – January 27, 2017 MAC: To be taken up on February 2, 2017</p> |
| Staff Recommendation: | Recommends approval |
| Supporting Information: | <p>These documents are provided at Tab 2:</p> <p>FDOT letter dated January 5, 2017 Proposed Board Resolution No. 17-01</p> |

RESOLUTION NO. 17-01

SUBJECT:

**Amendment to the FY 2016/17-2020/21
Transportation Improvement Program**

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2016/17-2020/21 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

- FM #2465561 - Expansion of LYNX Operating Center - Funding consists of \$2,500,000 in FTA (Federal Transit Administration) funds and \$625,000 in LF (Local Funds) for a capital grant in FY 2016/17, and \$800,000 in FTA (Federal Transit Administration) funds and \$200,000 in LF (Local Funds) for a capital grant in FY 2017/18;
- FM#4242171 - State Road 414 (Maitland Boulevard) from I-4 to Maitland Avenue - Add Lanes and Rehabilitate Project – Funding adjustments, all for the right-of-way phase, are as follows:

Reductions in FY 2016/17:

-\$1,614,540 in SU (Urban Attributable) funds

-\$150,000 in ACSU (Advance Construction Urban Attributable) funds

Reductions in FY 2017/18:

-\$15,000 in DIH (District In-House) funds

Additions in FY 2017/18:

+\$1,469,665 in SU (Urban Attributable) funds

+\$487,560 in LF (Local Funding)

Additions in FY 2018/19:

+\$15,000 in DIH (District In-House) funds

+\$10,000 in DDR (District Dedicated Revenue) funds

+\$1,500,000 in LF (Local Funding)

Additions in FY 2019/20:

+\$7,000 in DDR (District Dedicated Revenue) funds

+\$822,000 in LF (Local Funding)

- **FM #4396791 - State Road 500/US 441/ Orange Blossom Trail from North of Holden Avenue to 37th Street - Pedestrian Safety Improvement - Funding consists of \$351,000 in HSP (Highway Safety Program) funds for design in FY 2016/17; and**

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2016/17-2020/21 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 8th day of February, 2016.

Certificate

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

Honorable Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

**JIM BOXOLD
SECRETARY**

January 5, 2017

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

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2016/17 – 2020/21 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Work Program. Please make sure that you put the amendment date on your cover page of the TIP.

ORANGE COUNTY

Project

FM#246556-1 Orange-CFRTA/LYNX Expansion of Operating Center

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Adding Phase 94 (Capital Grant) in the Amount of \$2,500,000 in Fiscal Year 2016/2017 with FTA (Federal Transit Administration) Funding.

Adding Phase 94 (Capital Grant) in the Amount of \$625,000 in Fiscal Year 2016/2017 with LF (Local Funds).

Adding Phase 94 (Capital Grant) in the Amount of \$800,000 in Fiscal Year 2017/2018 with FTA (Federal Transit Administration) Funding.

Adding Phase 94 (Capital Grant) in the Amount of \$200,000 in Fiscal Year 2017/2018 with LF (Local Funds).

Explanation:

This project is for the LYNX Operating Center expansion at John Young Parkway and Princeton Street. For LYNX to receive the Grant Funding from the Federal Transit Administration this project must be included into MetroPlan Orlando's Transportation Improvement Program before grant can be awarded.

Project

FM#424217-1 State Road 414 (Maitland Boulevard) From State Road 400 (I-4) to County Road 427 (Maitland Avenue), Add Lanes and Rehabilitate Project

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Reduced Phase 41 (In-House Timesheet Charges) from \$42,100 to \$30,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$12,100

Reduced Phase 41 (In-House Timesheet Charges) from \$30,000 to \$15,000 in Fiscal Year 2017/2018 with DIH (District In-House) Funding. Reduction of \$15,000

Adding Phase 41 (In-House Timesheet Charges) from \$0.00 to \$15,000 in Fiscal Year 2018/2019 with DIH (District In-House) Funding. Addition of \$15,000

Reduced Phase 4B (In-House Support) from \$150,000 to \$0.00 in Fiscal Year 2016/2017 with ACSU (Advance Construction Urban Attributable) Funding. Reduction of \$150,000

Reduced Phase 4B (In-House Support) from \$80,000 to \$30,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$50,000

Reduced Phase 4B (In-House Support) from \$54,000 to \$15,000 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Reduction of \$39,000

Adding Phase 4B (In-House Support) from \$0.00 to \$10,000 in Fiscal Year 2018/2019 with DDR (District Dedicated Revenue) Funding. Addition of \$10,000

Adding Phase 4B (In-House Support) from \$0.00 to \$7,000 in Fiscal Year 2019/2020 with DDR (District Dedicated Revenue) Funding. Addition of \$7,000

Reduced Phase 43 (Right of Way Acquisition) from \$1,522,440 to \$10,000 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$1,512,440

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$1,512,440 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Addition of \$1,512,440

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$487,560 in Fiscal Year 2017/2018 with LF (Local Funding). Addition of \$487,560

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$1,500,000 in Fiscal Year 2018/2019 with LF (Local Funding). Addition of \$1,500,000

Adding Phase 43 (Right of Way Acquisition) from \$0.00 to \$822,000 in Fiscal Year 2019/2020 with LF (Local Funding). Addition of \$822,000

Reduced Phase 45 (Right of Way Relocate) from \$40,000 to \$0.00 in Fiscal Year 2016/2017 with SU (Urban Attributable) Funding. Reduction of \$40,000

Reduced Phase 45 (Right of Way Relocate) from \$3,775 to \$0.00 in Fiscal Year 2017/2018 with SU (Urban Attributable) Funding. Reduction of \$3,775

Explanation:

The Right of Way Phase for this project has had some cost increases and decreases triggering an update on the estimate. The Department also had to move funding around due to the schedule of purchasing parcels. There has also been some changes in the funding sources, local funds were added and ACSU was deleted.

Project

FM#439679-1 State Road 500/US 441/ Orange Blossom Trail, From North of Holden Avenue to 37th Street, Pedestrian Safety Improvement Project

Current TIP Status:

Project is not currently in the TIP for Fiscal Years 2016/2017 – 2020/2021

Proposed Amendment:

Adding Phase 31 (In-House Design Timesheet Charges) in the amount of \$1,000 in Fiscal Year 2016/2017 with HSP (Highway Safety Program) Funding

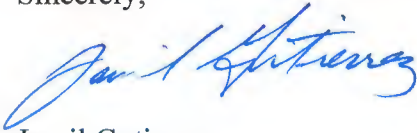
Adding Phase 32 (Design) in the amount of \$350,000 in Fiscal Year 2016/2017 with HSP (Highway Safety Program) Funding.

Explanation:

This project is to install pedestrian signals and correct lighting and pavement markings at three existing mid-block locations (Mile Points 10.325, 10.529, and 10.892 which are between Holden Avenue and 37th Street).

If you have any questions please contact me at 386-943-5791.

Sincerely,



Jamil Gutierrez
FDOT MPO Liaison

cc: Harry Barley, Executive Director, MetroPlan Orlando
Keith Caskey, Managing of Planning Services, MetroPlan Orlando

TAB 3





Board Action Fact Sheet

Meeting Date: February 8, 2017

Agenda Item: IX.B. (Tab 3)

Roll Call Vote: No

Action Requested: Discussion or approval of the Locally Preferred Alternative for the OIA Refresh Study, depending upon the Board's readiness to advance the project.

Reason: The MetroPlan Orlando Board received a presentation on the OIA Refresh Alternatives Analysis Study on March 11, 2015. The Board chose to delay action pending the outcome of other potential transit investments in the corridor. In order to advance this project, Board action is necessary.

Summary/Key Information: At the MetroPlan Board meeting on December 14, 2016, staff gave a brief presentation of the transit projects included in the 2040 Long Range Transportation Plan. During discussion of that item, the Board mentioned that the future of the privately funded project in the corridor is uncertain and there is a need for transit improvements serving this area. The Board asked that the OIA Refresh project come back for discussion/approval.

FDOT has granted EMMI, LLC (sponsors of the proposed privately-funded magnetic levitation rail project) several extensions of the Escrow Agreement having to do with their use of state-owned right-of-way which had been granted as a result of a public solicitation process. The attached letters from Secretary Boxold grant them a final extension through July 5, 2017.

Also, a study is underway examining alternatives for connecting SunRail's "A" line to the OIA Intermodal Center (SunRail Phase 3). Information is expected to be available in the coming months that will allow decisions to be made on the future of this project.

MetroPlan Budget Impact: Cost estimates for the recommended alternative are about \$198M for capital and range from \$5.4M in the opening year to \$7.75M in the future for annual operations. These cost estimates need to be reviewed.

Local Funding Impact: Based on the early cost estimates, the local share of the capital cost would be \$49.5M (25%). Operating costs are estimated at \$5.45M in opening year to \$7.75M in 2035. Local share of the first year operating cost would be approximately \$1.08M. Local share of the operating cost would increase each of the first four years. Local share would pick up 100% of the operating cost in the fifth year.

Continued...

Committee Action: CAC: Recommended approval on February 25, 2015
TSMO: NA
TAC: Recommended approval on February 27, 2015
MAC: Recommended approval on March 5, 2015

Staff Recommendation: Staff recommends delaying Board action until September 2017 to consider (1) whether a private investment in either maglev or light rail technology in the corridor is viable and (2) the results of a study underway for SunRail Phase 3 to connect the “A” line with the OIA Intermodal Center.

Supporting Information:

1. Letter from FDOT Secretary Jim Boxold to Florida EMMI, LLC dated January 3, 2017
2. Letter from FDOT Secretary Jim Boxold to Mayor Jacobs, Mayor Dyer and Mr. Kruppenbacher dated January 3, 2017
3. Presentation slide deck will be provided in Board members’ supplemental folders



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

**JIM BOXOLD
SECRETARY**

January 3, 2017

Florida EMMI, LLC
109 Anderson St. Suite 200
Marietta, GA 30060
Attn: Jordan A. Morris

Gray Robinson, P.A.
301 East Pine Street, Suite 1400
Orlando, Florida 32801
Attn: Thomas J. Wilkes

Re: Extension of Document Escrow

Dear Mr. Morris and Mr. Wilkes:

The Florida Department of Transportation (Department) and Florida EMMI LLC, (EMMI) are parties to a Document Escrow Agreement dated January 2, 2015, as amended by an Amendment dated December 18, 2015, and a Second Amendment dated effective July 1, 2016. The Escrow Agent identified in the Escrow Agreement continues to hold a potential lease between the Department and EMMI for portions of Department State Road 528 right-of-way, pending satisfaction of the conditions on release from escrow. Although almost two years have passed since the escrow was created, the conditions on release remain unmet.

The Department is concerned EMMI has not made progress toward satisfaction of the escrow conditions. The original deadline for meeting the conditions was January 2, 2016. It is not in the Department's interest to continue to make a lease opportunity available to an entity not currently prepared to close on the lease and commence rent payments to the Department. As you are aware, the Department also has significant plans for expansion of its State Road 528 facility in the area which EMMI expressed interest in leasing, that will limit the availability of Department right-of-way.

You recently requested an additional extension of the Document Escrow. After careful consideration, the Department has decided to provide one last extension to allow EMMI a final opportunity to satisfy the escrow conditions. Enclosed is an executed Third Amendment to the Document Escrow Agreement, which will extend the deadline for satisfaction of the escrow conditions to July 5, 2017. Please be aware that the Department does not intend to extend the Termination Date of the Document Escrow Agreement beyond July 5, 2017.

The Department has significant concerns regarding the escrow and proposed lease. Recently, the Department was advised Globalvia Inversiones, S.A.U., may have acquired some interest in EMMI or some of EMMI's assets. Please note the rights and obligations of EMMI under the Document Escrow may not be assigned without the Department's prior written consent. The Department also received a copy of correspondence dated October 4, 2016, from Globalvia to the Greater Orlando Aviation Authority. That correspondence appears to relate to EMMI's prior proposal for the lease of public property to construct and operate a Maglev System between Orlando International Airport and the Orange County Convention Center, which is partially the subject of the escrowed potential lease between the Department and EMMI. In the October 4, 2016 letter, Globalvia indicates it is suspending continued negotiations with GOAA unless it obtains a waiver of, among other things, the Department fair market rent requirement included in the lease and the Document Escrow. Consistent with all prior discussions between the Department and EMMI, and the express terms of the escrowed lease and the Document Escrow, the Department will continue to expect and require payment of fair market value rent. The statements included in the Globalvia letter are troubling and reflect the lack of progress by EMMI toward satisfaction of the conditions on release of the lease from escrow.

Among the unsatisfied conditions on release from escrow is the requirement EMMI obtain binding written agreements with GOAA, the Central Florida Expressway Authority, and Orange County enabling EMMI to construct and operate its Maglev System on such portions of GOAA's, CFX's and Orange County's property as are required for it to fully build and operate the Maglev System. The Department has not been provided with any evidence such agreements have been concluded. Please promptly provide the Department with evidence this condition has been met and copies of such agreements.

Please also explain how EMMI intends to satisfy the remaining conditions on release from escrow before the expiration of the Document Escrow on July 5, 2017. Based on a general description of the Department State Road 528 right-of-way EMMI expected it wanted to lease, the Department obtained an appraisal of the then annual fair market rental value of Five Hundred Five Thousand Eight Hundred Fifty Dollars (\$505,850). This appraisal was based on general information and might need to be adjusted. Please promptly confirm to the Department the exact portions of the Department's State Road 528 right-of-way EMMI wishes to lease and provide the Department with the completed legal description of such property for Department review. This needs to be done immediately to allow sufficient time for Department review of the requested right-of-way and reappraisal of the property if needed. Please also be mindful that once the parties agree on the portions of State Road 528 right-of-way that will be leased, EMMI is also required to furnish a survey of the property that is acceptable to the Department. All of these

Florida EMMI, LLC and Gray Robinson, P.A.
January 3, 2017
Page 3

items must be completed without further delay. From the Department's perspective, during the past two years EMMI has not satisfactorily focused its attention on satisfying the agreed upon conditions to obtain the lease it previously indicated it desired. Please note that any continued delay by EMMI will make it impossible to timely meet the conditions on release of the lease from escrow. Thank you.

Sincerely,



Jim Boxold
Secretary

JB:bbj



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

**JIM BOXOLD
SECRETARY**

January 3, 2017

Mayor Teresa Jacobs
Orange County
201 South Rosalind Avenue
P.O. Box 1393
Orlando, Florida 32802-1393

Mayor Buddy Dyer
City of Orlando
400 South Orange Avenue
P.O. Box 4990
Orlando, Florida 32802-4990

Chairman Frank Kruppenbacher
Greater Orlando Aviation Authority
One Jeff Fuqua Boulevard
Orlando, Florida 32827-4399

Re: Extension of Document Escrow for Florida EMMI, LLC

Dear Mayor Jacobs, Mayor Dyer and Chairman Kruppenbacher:

The Florida Department of Transportation received your letters dated December 20, 2016. You requested that the Department agree to extend the January 2, 2015 Document Escrow Agreement between the Department and Florida EMMI, LLC, under which a potential lease of portions of Department State Road 528 right-of-way is being held pending satisfaction of certain conditions. EMMI also contemporaneously made a similar request. The Department has advised EMMI that it will extend the Termination Date of the escrow until July 5, 2017, but that no further extension will be granted. A copy of the Department's correspondence with EMMI is enclosed for your information.

You each indicated that your agencies are exploring a potential alternative alignment of the Maglev System project with EMMI. Please note that the escrowed lease would only authorize the use of agreed upon portions of the Department's State Road 528 right-of-way, and only for EMMI's use in constructing and operating its Maglev System. The scope of the lease reflects the proposal EMMI submitted to the Department in response to the Request for Proposals. A

Mayor Jacobs, Mayor Dyer and Chairman Kruppenbacher
January 3, 2017
Page 2

fundamental change in alignment away from the State Road 528 corridor would not be consistent with the terms of the EMMI proposal or the negotiated escrowed lease.

The Department appreciates your agencies' views regarding the desirability of a rail connection between the Orlando International Airport and the Orange County Convention Center. If the proposal by EMMI to establish a Maglev System along State Road 528 does not reach fruition, we will be happy to discuss other concepts you may have for establishing that connection. Thank you.

Sincerely,



Jim Boxold
Secretary

JB:bbj

TAB 4



Dec. 27, 2016

Dear MetroPlan Board + Staff,

I can not express my thankfulness to you for our wonderful long term relationship to give our three counties and many cities, wonderful transportation projects! It has been my pleasure to serve you all these years and work together to make Central Florida's transportation first class and "brighter"

Individually, you all mean so much to me and I will miss our working so closely together.

I appreciate the beautiful "Survail" Yellow "longest" stem roses! So sweet! and my picture of the glorious new adventure to "build" Survail!

Many many great times and I will miss you all on a daily basis. I am sure I will pop up here and there, so don't be surprised!

THANK YOU ALL

Noranne ☺



a note from noranne downs, p.e.
District 5 Secretary

RECEIVED

JAN 05 2017

METROPLAN ORLANDO



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

December 5, 2016

Dear Colleague:

The U.S. Department of Transportation encourages innovation and welcomes the interest of Transportation Network Companies (TNCs) and other private entities in meeting the travel needs of riders through partnerships with transit agencies. I applaud the transit industry for embracing the use of innovations in technology and new mobility concepts to create a more traveler-centric mobility environment that empowers travelers to make smart mobility decisions that address their individual needs, while contributing to desirable system outcomes. With that in mind, I am writing to remind you of your obligation to ensure equity and access as you partner with TNCs and continue to develop relationships with other private entities that offer the potential to provide improved service at a lower cost.

At the Department, we believe it is important to balance technological innovation with the basic civil rights principles of equity and accessibility inherent in the provision of transit service. There are basic Federal requirements that apply to transit service, including partnerships with TNCs and service operated under contract or other arrangement or relationship with private entities. Some of these are conditions of eligibility for Federal assistance (Title VI of the Civil Rights Act of 1964), while others apply independently regardless of whether Federal funding is involved (the Americans with Disabilities Act (ADA) of 1990).

For example, TNC services typically rely almost exclusively on the use of a smartphone linked to a credit or debit card to arrange for service, which presents a significant barrier to lower income and limited English proficiency individuals who do not own a smartphone and/or who do not have a credit card or bank account. Given that communities of color are disproportionately low-income, each public transit agency has an obligation under Title VI to ensure that alternative methods of both payment and reservations are available. Most TNCs currently lack accessible vehicles for persons with disabilities, including those who use wheelchairs. When your agency enters into a covered partnership with a TNC, however, you must ensure that your service is accessible to and usable by persons along the full spectrum of disabilities, including both physical and intellectual disabilities.

Unlike many other requirements, the transportation requirements under the ADA apply regardless of whether Federal funding is involved. The specific provisions of the Department's ADA regulations vary according to type of service provided, such as whether it is fixed route or demand-responsive. Currently the majority of partnerships with TNCs involve demand-responsive service. As such, you should be aware of two important points.

First, under DOT ADA Regulations (49 C.F.R. section 37.77), public entities operating a demand-responsive service must either acquire accessible vehicles or otherwise ensure that such services provide equivalent service to persons with disabilities, including those who use wheelchairs and/or have intellectual disabilities.

The need for your transit agency to provide wheelchair-accessible vehicles could be met in a number of ways, such as requiring the TNC to provide a sufficient quantity of vehicles as a condition of entering into an agreement with the transit agency; entering into a separate agreement with another entity that is capable of providing accessible vehicles; or relying on accessible vehicles that are already part of the paratransit fleet.

Second, service is considered equivalent when persons with disabilities, including wheelchair users, are provided with the same level of service according to the following criteria (see 49 C.F.R. section 37.77(c)):

- 1) Response time;
- 2) Fares;
- 3) Geographic area of service;
- 4) Hours and days of service;
- 5) Restrictions or priorities based on trip purpose;
- 6) Availability of information and reservations capability; and
- 7) Any constraints on capacity or service availability.

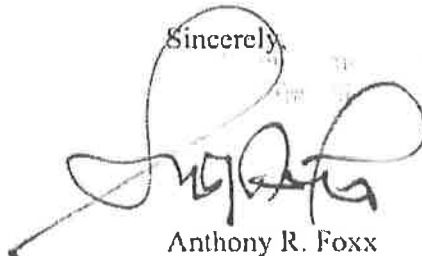
Some transit agencies have explored integrating TNCs into their paratransit service. The Department believes that TNCs have the potential to improve the provision of paratransit service, with the possibility of lowering costs while improving service to paratransit-eligible riders. Yet, it is important to emphasize that any such service improvements must benefit all paratransit riders. It would not be appropriate, for example, to offer real-time service to ambulatory paratransit riders, while leaving wheelchair users with next-day service.

Finally, it is important to ensure that TNC personnel are highly trained in professional and respectful interactions with persons with disabilities. All personnel should be familiar with requirements concerning the accommodation of service animals, for example, and personnel operating accessible vehicles must know how to operate boarding and securement equipment. Where TNCs are used to provide paratransit service, personnel should be familiar with the paratransit service criteria and the requirement to provide origin-to-destination service.

As long as all passengers are receiving service according to the service criteria or in the same manner, there is nothing to prevent transit agencies from engaging the services of TNCs—including for provision of paratransit services.

Once again, I commend the transit industry for embracing technology and innovation as a means to expand and improve the provision of transit services. As we embark on a new era in personal mobility, together we will ensure that our transportation system continues to provide effective mobility for all.

Sincerely,



Anthony R. Foxx



**BOARD
OF
COUNTY
COMMISSIONERS**

District I
Peggy Choudry

District II
Viviana Janer

District III
Brandon Arrington
Chairman

District IV
Cheryl Grieb

District V
Fred Hawkins, Jr
Vice-Chairman

**Osceola
County**

1 Courthouse Square
Suite 1100
Kissimmee, FL 34741
PH: (407) 742-0200
Fax: (407) 742-0206
www.osceola.org

December 13, 2016

Harry Barley
Executive Director
MetroPlan Orlando
250 S. Orange Ave., Suite 200
Orlando, Florida 32801

RE: US 192 Bus Rapid Transit (BRT) Update

Dear Mr. Barley,

This letter serves as an update to the letter sent August 29, 2016. Osceola County is continuing with our efforts to advance the US 192 Bus Rapid Transit (BRT) Project, with the development of a Cost Feasible Locally Preferred Alternative (LPA). It is anticipated that the Cost Feasible LPA will have a capital cost of approximately \$50 million and an initial annual operating cost of \$5.9 million. We are working closely with our partners to refine the pre-Project Development work, with a schedule to submit the letter of entry into Project Development by summer 2017.

We are excited to see that the Florida Department of Transportation Tentative Five-Year Work Program for FY 2017/18 through 2021/22, published December 2016, has included \$4 million in funding (\$2 million of which is local funding) in FY 2017/18 for Project Development for the US 192 BRT. However, we are concerned that no funds have been allocated in FY 2021/22 for operation and maintenance. As approved by the Orlando MetroPlan Board, a portion of the District Dedicated Revenues (DDR) should be allocated to premium transit projects. We respectfully request your support to allocate 80% of the initial annual operating funds (\$4.72 million) of the FY 2021/22 DDR funds to Operation and Maintenance of the US 192 BRT.

With your support, we will continue to move forward with our partners to make the US 192 BRT Project both an operational and financial success.

Sincerely,


Brandon Arrington
Chairman
Osceola County Board of County Commissioners



250 SOUTH ORANGE AVENUE
SUITE 200
ORLANDO, FLORIDA 32801

PH: 407.481.5672
FX: 407.481.5680
WWW.METROPLANORLANDO.ORG

December 20, 2016

Ms. Noranne Downs, District Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32724

Dear Secretary Downs:

Thanks to you and your staff for all the hard work in preparing and conducting the Work Program Public Hearing(s). I hope the change in format this year proved successful for the Department.

MetroPlan Orlando is committed to working with the Department to advance important transportation projects throughout Central Florida. We have reviewed the Draft Work Program and have provided verbal comments to members of your staff. I do want to get them to you in writing as well for the official record of the Department.

Seminole:

- FM 240216-8 SR 46 – Table on map needs to reflect this is as a safety project with widening of turn lanes. Not a widening from 2-4 lanes.
- FM 240216-8 SR 46 – FDOT needs to fix graphical representation of project. It is a 7-mile project.

Orange:

- FM 437634-1 Goldenrod – This is a Safety Project that is not on our Priority Project List. We hope for an opportunity to review the design to ensure that we incorporate appropriate Complete Streets components.

Osceola:

- FM 437174-1 – SR 535 – Please fix map representation and extend line to Orange / Osceola County Line.

In addition I want to remind you of the MetroPlan Board Policy to encourage the Department to hold up to 80% of the estimated first year operating expense for specific premium transit projects from our Priority Project List. The request is \$4.75M of District Dedicated Revenue Funds in FY 22 to provide the first year operating assistance to the US 192 Bus Rapid Transit System. I have enclosed a copy of a letter from Osceola County that supports the project and their commitment to it. They now anticipate the project to advance and that the first year of operation will be FY 2021/22.

We look forward to working with you to improve transportation options for residents and visitors to Central Florida.

Sincerely,

Harold W. Barley
Executive Director



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JIM BOXOLD
SECRETARY

December 30, 2016

Harold W. Barley
Executive Director
MetroPlan Orlando
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Re: District Five 2016 Work Program Public Hearing Comments

Dear Mr. Barley:

The Florida Department of Transportation has received your comments to the proposed work program for fiscal years 2018 through 2022 dated December 20, 2016 and received December 27, 2016. Our deadline for comments was December 19, 2016, but as you mention, your staff verbally commented earlier, and we have been able to implement the map and table changes identified in your letter.

The Department has had a chance to evaluate the MetroPlan Resolution 16-07 passed and adopted earlier this year which addresses the use of District Dedicated Revenue (DDR) funding for operations and maintenance of certain premium transit projects. After consideration, we have determined the resolution provides specific funding guidance to the Department that is outside the purview of a Metropolitan Planning Organization (MPO.) The MPO's role is to prioritize projects in their planning area, and the Department will use available funds, including state discretionary funds such as DDR funds to implement those priorities. MetroPlan Orlando is allotted Urban Attributable (SU) funds annually that the Board can direct to certain projects types.

We thank you for your comments; Department staff will continue to work with MetroPlan Orlando to plan and implement the transportation projects throughout the MetroPlan Orlando planning area. Please contact your MPO Liaison, Jamil Gutierrez at 386-943-5791 with any other concerns.

Sincerely,



Frank J. O'Dea, P.E.
Director of Transportation Development
Florida Department of Transportation – District 5

Cc: Noranne Downs, P.E, District Secretary
Jamil Guitierrez, MPO Liaison
Susan Sadighi, Modal Development Administrator

RECEIVED
JAN 05 2017

METROPLAN ORLANDO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
407-532-3999

JIM BOXOLD
SECRETARY

January 12, 2017

Mr. Harry Barley, Executive Director
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

Re: Emergency Access to Turnpike Express Lanes

Dear Mr. Barley:

Thank you for your inquiry into emergency access to the express lanes by public safety vehicles on the Turnpike Mainline (SR 91) and Beachline West Expressway (SR 528). As with every Florida's Turnpike Enterprise (FTE) project, safety is a priority in FTE express lanes.

FTE express lanes will be buffer separated by flexible express lane markers from the adjacent general toll lanes. In the event that an incident in the express lanes require emergency response, emergency personnel will quickly access the incident through the flexible markers. Additionally, FTE express lanes are designed with full 12-foot wide shoulders to provide additional space for incident response or disabled vehicles. With FHP Troop K dedicated to serving the FTE System, any response will be assisted by FHP.

FTE also uses Intelligent Transportation Systems to monitor FTE facilities and respond to incidents. Specific to SR 91 and SR 528, the FTE Traffic Management Center (TMC) monitors the roadway via closed-circuit television cameras positioned approximately a mile apart. The TMC and Troop K also have the option to deploy three incident management programs: Rapid Incident Scene Clearance, Specialty Towing and Roadside Repair, and Road Rangers.

Finally, FTE coordinates quarterly Traffic Incident Management (TIM) meetings with local fire, police and emergency medical services. These meetings provide an excellent forum to discuss incidents, access or any other relevant topics. FTE staff members also attend the regularly scheduled FDOT District 5 TIM meetings.

Thank you for your interest in FTE express lanes. Please let me know if you have any more questions.

Very Truly Yours,

Carol Scott
MPO Liaison

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Orange County

| | | | |
|------------------|--------------------------------|--|------------------|
| Contract # | T5469 | Work Begin | 01-21-2014 |
| County | ORANGE | Present Amount | \$ 68,725,402.06 |
| Contractor | PRINCE CONTRACTING, LLC. | Days Used as of Last Approved Estimate | 1,028 |
| Project Manager | CN507CC Coleman, Christopher | Cost Perf. Measure | 94.52% |
| Project Admin. | KNTBEGS Scales, Geoff | Time Perf. Measure | 98.32% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 02-14-2017 |

| 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 # | T5521 | Work Begin | 08-10-2015 |
| County | ORANGE | Present Amount | \$ 37,211,426.62 |
| Contractor | PRINCE CONTRACTING, LLC. | Days Used as of Last Approved Estimate | 497 |
| Project Manager | CN509WT Williams, Trevor | Cost Perf. Measure | 50.82% |
| Project Admin. | KNTEGLB Barbato, Daniel | Time Perf. Measure | 34.31% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 05-08-2019 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-----------------------------|-----|------------------------------|--|---------------------------|
| 239266-3-52-01 | Yes | SR 15 FROM SR 528 TO CR 527 | - | 0213 ADD LANES & RECONSTRUCT | SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436 | - |
| 239266-3-56-02 | No | SR 15 FROM SR 528 TO CR 527 | - | 0213 ADD LANES & RECONSTRUCT | SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436 | - |
| 239266-3-56-03 | No | SR 15 FROM SR 528 TO CR 527 | - | 0213 ADD LANES & RECONSTRUCT | SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436 | - |
| 239266-4-52-01 | No | SR 15 FROM SR 528 TO CR 527 | - | 0213 ADD LANES & RECONSTRUCT | SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAYROAD | - |
| 239266-4-56-01 | No | SR 15 FROM SR 528 TO CR 527 | - | 0213 ADD LANES & RECONSTRUCT | SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAYROAD | - |

| | | | |
|------------------|------------------------------|--|------------------|
| Contract # | E5W31 | Work Begin | 10-31-2014 |
| County | ORANGE | Present Amount | \$ 11,838,414.15 |
| Contractor | HUBBARD CONSTRUCTION COMPANY | Days Used as of Last Approved Estimate | 780 |
| Project Manager | CN507OJ Oakes, Jeff | Cost Perf. Measure | 73.81% |
| Project Admin. | KNETMJW Wilson, Joe | Time Perf. Measure | 114.31% |
| SM Contract Type | CDB Const Design Build | Adj. Est. Completion | 10-16-2016 |

| 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 | - |
| 433607-2-G2-01 | No | SR50;SR500 TO BREV. | - | 0061 EMERGENCY OPERATIONS | SR 50 ECON REPAIR WASHOUTS/RESTORATION OF EROSION- HURRICANE MATTHEW | - |

| | | | |
|------------------|-------------------------------------|--|------------------|
| Contract # | T5313 | Work Begin | 05-11-2015 |
| County | ORANGE | Present Amount | \$ 38,957,400.36 |
| Contractor | LANE CONSTRUCTION CORPORATION (THE) | Days Used as of Last Approved Estimate | 588 |
| Project Manager | CN509CD Daley, Carlton | Cost Perf. Measure | 68.97% |
| Project Admin. | KNCDMSG Shelton, Greg | Time Perf. Measure | 84.14% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 07-10-2017 |

| 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 | ASSUMED/STATE ADMINISTERED |
| 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 | ASSUMED/STATE ADMINISTERED |
| 239535-6-G2-01 | No | W COLONIAL DR/MARTIN LUTHER KING B | - | 0061 EMERGENCY OPERATIONS | SR 50 EROSION DAMAGE REPAIR- HURRICANE MATTHEW | - |

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|------------------|----------------------------|--|------------------|
| Contract # | T5552 | Work Begin | 10-14-2016 |
| County | ORANGE | Present Amount | \$ 75,824,482.00 |
| Contractor | PRINCE CONTRACTING, LLC. | Days Used as of Last Approved Estimate | 66 |
| Project Manager | CN509WT Williams, Trevor | Cost Perf. Measure | 6.15% |
| Project Admin. | KNTCCRM Murphy, Robert | Time Perf. Measure | 5.24% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 09-10-2019 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|--------------------------------------|----------|------------------------------|---|----------------------------|
| 407143-4-52-01 | Yes | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | MULT009R | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD | ASSUMED/STATE ADMINISTERED |
| 407143-4-56-01 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD | - |
| 407143-4-56-03 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD | - |
| 407143-4-56-04 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD | - |
| 407143-5-52-01 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY | - |
| 407143-5-56-01 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY | - |
| 407143-5-56-02 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY | - |
| 407143-5-56-03 | No | SAND LAKE RD/MCCOY RD/BEACHLINE EXPY | - | 0213 ADD LANES & RECONSTRUCT | SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO WOF JOHN YOUNG PARKWAY | - |
| 407143-6-52-01 | No | JOHN YOUNG PKWY. | - | 0213 ADD LANES & RECONSTRUCT | JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS | - |
| 407143-6-52-02 | No | JOHN YOUNG PKWY. | - | 0213 ADD LANES & RECONSTRUCT | JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS | - |
| 407143-6-56-01 | No | JOHN YOUNG PKWY. | - | 0213 ADD LANES & RECONSTRUCT | JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS | - |

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|------------------|----------------------------------|--|-----------------|
| Contract # | T5547 | Work Begin | 04-27-2016 |
| County | ORANGE | Present Amount | \$ 5,092,996.31 |
| Contractor | ATLANTIC CIVIL CONSTRUCTORS CORP | Days Used as of Last Approved Estimate | 235 |
| Project Manager | CN509CD Daley, Carlton | Cost Perf. Measure | 93.58% |
| Project Admin. | CN509CD Daley, Carlton | Time Perf. Measure | 61.62% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 05-21-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|---------------------|----------|---------------------------|--|----------------------------|
| 432407-1-52-01 | Yes | SR50;SR500 TO BREV. | 3003059P | 0012 RESURFACING | SR50 (COLONIAL DR) FROM SR500/US441/17-92 TOSHINE AVENUE | ASSUMED/STATE ADMINISTERED |
| 432407-2-L2-01 | No | SR50;SR500 TO BREV. | - | 0061 EMERGENCY OPERATIONS | SR 423 & SR 50 - MOT SERVICES ONLY - HURRICANE MATTHEW | - |
| 432408-1-52-01 | No | SR423;SR50-US17/92 | - | 0012 RESURFACING | SR 423 FROM N OF SR400/I-4 TO SR 15/600/US 17-92 | - |

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|------------------|--------------------------|--|-----------------|
| Contract # | T5551 | Work Begin | 05-26-2016 |
| County | ORANGE | Present Amount | \$ 2,052,000.00 |
| Contractor | PREFERRED MATERIALS INC. | Days Used as of Last Approved Estimate | 172 |
| Project Manager | CN509PE Plantier, Eric | Cost Perf. Measure | 91.34% |
| Project Admin. | CN509PE Plantier, Eric | Time Perf. Measure | 98.57% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 01-07-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|----------------------|-----|------------------|--|---------------------------|
| 433423-1-52-01 | Yes | SR-552; SR15 - SR551 | - | 0012 RESURFACING | SR 552 (CURRY FORD RD)FROM E OF SR 436 TO SR551 (GOLDENROD RD) | - |

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|------------------|------------------------------|--|-----------------|
| Contract # | T5549 | Work Begin | 07-29-2016 |
| County | ORANGE | Present Amount | \$ 4,295,489.84 |
| Contractor | HUBBARD CONSTRUCTION COMPANY | Days Used as of Last Approved Estimate | 144 |
| Project Manager | CN507TW Womick, Todd | Cost Perf. Measure | 59.25% |
| Project Admin. | CN507CP Crespi, Peter | Time Perf. Measure | 59.20% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 04-17-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|--------------------|----------|---------------------------|---|----------------------------|
| 432402-1-52-01 | Yes | SR500;SR50 TO LAKE | 8886725A | 0012 RESURFACING | SR500/US441 FROM S OF SPRINT BLVD TO CR 437A(CENTRAL AVE) | ASSUMED/STATE ADMINISTERED |
| 432402-4-G2-01 | No | SR500;SR50 TO LAKE | - | 0061 EMERGENCY OPERATIONS | SR 500/US 441 REPAIR WASHOUTS-HURRICANE MATTHEW | - |

| | | | |
|------------------|-------------------------|--|-----------------|
| Contract # | ESY27 | Work Begin | 09-08-2016 |
| County | ORANGE | Present Amount | \$ 1,337,624.74 |
| Contractor | SICE INC | Days Used as of Last Approved Estimate | 104 |
| Project Manager | CN515EF Ferris, Eddie | Cost Perf. Measure | 67.30% |
| Project Admin. | CN515FK Kelch, Frank | Time Perf. Measure | 60.59% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 03-15-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|--------------------|-----|-----------------------------|--|---------------------------|
| 437493-1-52-01 | No | SR-429/WEKIVA PKWY | - | 0756 ITS FREEWAY MANAGEMENT | SR 429 (WEKIVA PKWY) FROM MORRIS ACCESS RD TO LAKE COUNTY LINE | - |
| 437501-1-52-01 | Yes | SR-429/WEKIVA PKWY | - | 0756 ITS FREEWAY MANAGEMENT | SR 429 (WEKIVA PKWY) FROM LAKE CO LINE TO SR46 | - |

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|------------------|--------------------------------|--|-----------------|
| Contract # | T5578 | Work Begin | 12-09-2016 |
| County | ORANGE | Present Amount | \$ 3,288,933.93 |
| Contractor | MASCI GENERAL CONTRACTORS, INC | Days Used as of Last Approved Estimate | 10 |
| Project Manager | CN509GU Gopal, Uvendra | Cost Perf. Measure | 2.39% |
| Project Admin. | CN509GU Gopal, Uvendra | Time Perf. Measure | 5.56% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 09-12-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-------------------|----------|------------------------------|--|----------------------------|
| 433648-1-52-01 | Yes | SR-527 AND SR-426 | 8815015U | 0010 TRAFFIC OPS IMPROVEMENT | SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE | ASSUMED/STATE ADMINISTERED |
| 433648-1-56-01 | No | SR-527 AND SR-426 | - | 0010 TRAFFIC OPS IMPROVEMENT | SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE | - |
| 433648-1-56-02 | No | SR-527 AND SR-426 | - | 0010 TRAFFIC OPS IMPROVEMENT | SR 527 (ORANGE AVE)FROM S OF LAKE GATLIN RDRD TO NORTH OF HOLDEN AVE | - |

| | | | |
|------------------|-----------------------------|--|-----------------|
| Contract # | T5567 | Work Begin | 10-27-2016 |
| County | ORANGE | Present Amount | \$ 1,345,000.00 |
| Contractor | VALENCIA CONSTRUCTION GROUP | Days Used as of Last Approved Estimate | 53 |
| Project Manager | CN509OD Olund, David | Cost Perf. Measure | 12.13% |
| Project Admin. | CN509CA Dawson, Carlos | Time Perf. Measure | 52.50% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 02-28-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|----------------------|----------|---------------------|--|----------------------------|
| 434424-1-52-01 | Yes | SR500; OSCEOLA-SR 50 | 3993060P | 9917 SAFETY PROJECT | US 441 FROM S OF TAFT VINELAND TO S OF BEACHLINE EXPWY | ASSUMED/STATE ADMINISTERED |

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Osceola County

| | | | |
|------------------|---|--|-----------------|
| Contract # | BE035 | Work Begin | 01-04-2016 |
| County | OSCEOLA | Present Amount | \$ 8,815,402.00 |
| Contractor | COLLAGE DESIGN AND CONSTRUCTION GROUP, INC. | Days Used as of Last Approved Estimate | 340 |
| Project Manager | CN507AT Andrews, Tammie | Cost Perf. Measure | 81.11% |
| Project Admin. | KNHNTSY Sawyers, Melvin | Time Perf. Measure | 98.26% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 01-30-2017 |

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|----------------|------|-----------|-----|-----------------------|-------------------------------------|---------------------------|
| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
| 433874-1-52-01 | Yes | - | - | 0206 PARKING FACILITY | KISSIMMEE PARKING GARAGE AT SUNRAIL | - |

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|------------------|------------------------------|--|---------------|
| Contract # | E5Y34 | Work Begin | 12-14-2016 |
| County | OSCEOLA | Present Amount | \$ 793,972.00 |
| Contractor | P&P CONTRACTING, INC. | Days Used as of Last Approved Estimate | 5 |
| Project Manager | CN509CA Dawson, Carlos | Cost Perf. Measure | 4.72% |
| Project Admin. | PE556TD Delli Bovi, Thomas | Time Perf. Measure | 7.14% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 05-02-2017 |

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|----------------|------|------------|-----|-----------------------------------|---|---------------------------|
| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
| 437444-1-52-01 | Yes | I-4/SR-400 | - | 0024 BRIDGE-REPAIR/REHABILITATION | US441, US192 & I-4, OSCEOLA BRIDGES 920009, 920112, 920031 & 920202 | - |

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|------------------|----------------------------------|--|------------------|
| Contract # | T5516 | Work Begin | 10-05-2015 |
| County | OSCEOLA | Present Amount | \$ 15,947,337.19 |
| Contractor | JR. DAVIS CONSTRUCTION CO., INC. | Days Used as of Last Approved Estimate | 441 |
| Project Manager | CN509GU Gopal, Uvendra | Cost Perf. Measure | 78.61% |
| Project Admin. | KNRKKAT Tehrani, Al | Time Perf. Measure | 55.73% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 08-13-2017 |

| | | | | | | |
|----------------|------|-----------------------------|-----|-------------------------------------|--|---------------------------|
| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
| 239683-1-52-01 | Yes | E BRONSON HWY/13 ST/VINE ST | - | 0218 ADD LANES & REHABILITATE PVMNT | SR 500 (US 192) FROM EASTERN AVE TO CR 532 | - |
| 239683-1-56-01 | No | E BRONSON HWY/13 ST/VINE ST | - | 0218 ADD LANES & REHABILITATE PVMNT | SR 500 (US 192) FROM EASTERN AVE TO CR 532 | - |

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|------------------|----------------------------------|--|------------------|
| Contract # | T5530 | Work Begin | 03-31-2016 |
| County | OSCEOLA | Present Amount | \$ 37,814,555.89 |
| Contractor | JR. DAVIS CONSTRUCTION CO., INC. | Days Used as of Last Approved Estimate | 263 |
| Project Manager | CN509GU Gopal, Uvendra | Cost Perf. Measure | 25.90% |
| Project Admin. | KNRKKAT Tehrani, Al | Time Perf. Measure | 22.45% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 05-09-2019 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-----------------------------|-----|------------------------------|--|---------------------------|
| 239682-1-52-01 | Yes | E BRONSON HWY/13 ST/VINE ST | - | 0213 ADD LANES & RECONSTRUCT | SR 500 (US 192) FROM AERONAUTICAL DRIVE TO BUDINGER AVENUE | - |
| 239682-1-56-01 | No | E BRONSON HWY/13 ST/VINE ST | - | 0213 ADD LANES & RECONSTRUCT | SR 500 (US 192) FROM AERONAUTICAL DRIVE TO BUDINGER AVENUE | - |

| | | | |
|------------------|------------------------------|--|-----------------|
| Contract # | T5574 | Work Begin | 11-27-2016 |
| County | OSCEOLA | Present Amount | \$ 3,274,900.00 |
| Contractor | PREFERRED MATERIALS INC. | Days Used as of Last Approved Estimate | 22 |
| Project Manager | CN509OD Olund, David | Cost Perf. Measure | 3.07% |
| Project Admin. | PE556TD Delli Bovi, Thomas | Time Perf. Measure | 10.59% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 05-24-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-------------------|----------|------------------|--|----------------------------|
| 432416-1-52-01 | Yes | I-4 / WORLD DRIVE | 8886795A | 0012 RESURFACING | I-4 SR400 ALL RAMPSFROM I-4 TO WORLD DRIVE | ASSUMED/STATE ADMINISTERED |

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|------------------|--------------------------------|--|------------------|
| Contract # | T5506 | Work Begin | 11-16-2015 |
| County | OSCEOLA | Present Amount | \$ 12,990,090.43 |
| Contractor | MASCI GENERAL CONTRACTORS, INC | Days Used as of Last Approved Estimate | 400 |
| Project Manager | CN509PE Plantier, Eric | Cost Perf. Measure | 52.12% |
| Project Admin. | CN509PE Plantier, Eric | Time Perf. Measure | 46.50% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 04-01-2018 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-----------------------------------|-----|------------------------------|--|---------------------------|
| 418403-2-52-01 | Yes | SR 600 / CR 525 / JOHN YOUNG PKWY | - | 0213 ADD LANES & RECONSTRUCT | SR 600(US17/92) JYPFROM S. OF PORTAGE ST TON. OF VINE ST (US192) | - |
| 418403-2-56-01 | No | SR 600 / CR 525 / JOHN YOUNG PKWY | - | 0213 ADD LANES & RECONSTRUCT | SR 600(US17/92) JYPFROM S. OF PORTAGE ST TON. OF VINE ST (US192) | - |

CIM Active Contracts By District Report
Generated: 01-11-2017, District 5, Contract Type: All Construction
Seminole County

| | | | |
|------------------|---------------------------------|--|-----------------|
| Contract # | BE042 | Work Begin | 06-08-2016 |
| County | SEMINOLE | Present Amount | \$ 4,199,109.50 |
| Contractor | KIEWIT INFRASTRUCTURE SOUTH CO. | Days Used as of Last Approved Estimate | 292 |
| Project Manager | KNGPIDB Buwalda, Don | Cost Perf. Measure | 76.00% |
| Project Admin. | CN507AT Andrews, Tammie | Time Perf. Measure | 59.39% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 07-28-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-----------|-----|--------------------------------|--|---------------------------|
| 436436-1-52-01 | Yes | - | - | 8345 RAIL PRESERVATION PROJECT | CFCR RAILROAD BRIDGE OVER LAKE MONROE/ST JOHNS RIVER | - |

| | | | |
|------------------|---|--|---------------|
| Contract # | E5W91 | Work Begin | 11-09-2015 |
| County | SEMINOLE | Present Amount | \$ 648,777.10 |
| Contractor | LAFLEUR NURSERIES AND GARDEN CENTER LLC | Days Used as of Last Approved Estimate | 318 |
| Project Manager | CN507TW Womick, Todd | Cost Perf. Measure | 81.24% |
| Project Admin. | CN507NK Navarro, Kim | Time Perf. Measure | 32.04% |
| SM Contract Type | CLS Const Lump Sum | Adj. Est. Completion | 08-04-2018 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|---------------------------------|-----|---------------------------|--|---------------------------|
| 404418-2-52-01 | Yes | US-17/92/ORLANDO AVE/FRENCH AVE | - | 1070 LANDSCAPING | SR15/600 (US17/92) INTERCHANGE AT SR 436 | - |
| 404418-3-G2-01 | No | US-17/92/ORLANDO AVE/FRENCH AVE | - | 0061 EMERGENCY OPERATIONS | SR 15/600 LANDSCAPING REPAIR-HURRICANE MATTHEW | - |

| | | | |
|------------------|------------------------------|--|------------------|
| Contract # | T5548 | Work Begin | 05-09-2016 |
| County | SEMINOLE | Present Amount | \$ 26,625,089.42 |
| Contractor | SOUTHLAND CONSTRUCTION, INC. | Days Used as of Last Approved Estimate | 223 |
| Project Manager | CN507TW Womick, Todd | Cost Perf. Measure | 25.22% |
| Project Admin. | CN507LC Long, Charles | Time Perf. Measure | 24.19% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 11-02-2018 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|-------------------------------------|----------|------------------------------|---|----------------------------|
| 240216-2-52-01 | Yes | SR 46 FROM SR 15 TO VOLUSIA CO LINE | 3141040P | 0213 ADD LANES & RECONSTRUCT | SR 46 FROM MELLONVILLE AVE TO SR 415 | ASSUMED/STATE ADMINISTERED |
| 240216-9-G2-01 | No | SR 46 FROM SR 15 TO VOLUSIA CO LINE | - | 0061 EMERGENCY OPERATIONS | SR 46 MELLONVILLE RESTORATION OF EMBANKMENT-HURRICANE MATTHEW | - |

| | | | |
|------------------|--------------------------------|--|-----------------|
| Contract # | T5576 | Work Begin | 01-03-2017 |
| County | SEMINOLE | Present Amount | \$ 5,373,132.25 |
| Contractor | MASCI GENERAL CONTRACTORS, INC | Days Used as of Last Approved Estimate | 0 |
| Project Manager | CN5070J Oakes, Jeff | Cost Perf. Measure | - |
| Project Admin. | KNCDMST Simpson, Terry | Time Perf. Measure | 0.00% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 11-17-2017 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|---------------------------------------|-----|------------------------------|---|---------------------------|
| 415030-5-52-01 | Yes | SR 434/ORANGE CO LINE TO BROADWAY AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 434 FROM SMITH STREET TO FRANKLIN STREET | - |
| 415030-5-52-02 | No | SR 434/ORANGE CO LINE TO BROADWAY AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 434 FROM SMITH STREET TO FRANKLIN STREET | - |
| 415030-5-56-01 | No | SR 434/ORANGE CO LINE TO BROADWAY AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 434 FROM SMITH STREET TO FRANKLIN STREET | - |

| | | | |
|------------------|--------------------------------|--|------------------|
| Contract # | T5557 | Work Begin | 05-31-2016 |
| County | SEMINOLE | Present Amount | \$ 53,326,000.00 |
| Contractor | BERGERON LAND DEVELOPMENT, INC | Days Used as of Last Approved Estimate | 201 |
| Project Manager | CN5070J Oakes, Jeff | Cost Perf. Measure | 19.11% |
| Project Admin. | KNMETDX Davis, Chris | Time Perf. Measure | 20.91% |
| SM Contract Type | CC Const Contract | Adj. Est. Completion | 03-08-2019 |

| Finproj | Lead | St. Rd. # | FAP | Work Mix | Contract Location | Federal Project Oversight |
|----------------|------|---------------------------------|-----|------------------------------|---|---------------------------|
| 240196-1-52-01 | Yes | US-17/92/ORLANDO AVE/FRENCH AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD | - |
| 240196-1-56-01 | No | US-17/92/ORLANDO AVE/FRENCH AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD | - |
| 240196-1-56-02 | No | US-17/92/ORLANDO AVE/FRENCH AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD | - |
| 240196-1-56-03 | No | US-17/92/ORLANDO AVE/FRENCH AVE | - | 0213 ADD LANES & RECONSTRUCT | SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKEMARY BLVD | - |



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JIM BOXOLD
SECRETARY

January 9, 2017

Mr. Harold W. Barley
Executive Director
MetroPlan Orlando MPO
250 South Orange Ave, Suite 200
Orlando, FL 32801

Dear Mr. Barley:

**SUBJECT: SECOND QUARTER VARIANCE REPORT
FISCAL YEAR 2016/2017**

This letter is to provide MetroPlan Orlando with a variance report that compares the July 1, 2016 adopted work program with changes made to the adopted work program in the second quarter of Fiscal Year 2016/17. This listing includes projects with cost increases that are equal to or greater than the minimum parameters set by MetroPlan Orlando.

ORANGE COUNTY

1) Project: FM# 430225-6 – Shingle Creek Trail, Destination Parkway to Sand Lake Road. Bike Path/Trail Project.

7/1/16 Adopted Phase Cost: Construction Phase = \$1,000,000 (FY 2016/17)

Revised Phase Cost: Construction Phase = \$1,575,000 (FY 2016/17)

Phase Cost Increase: Construction Phase = (57.5%)

Reason for Cost Increase

The increase is due to material unit prices going up and also to add the Construction Engineering Inspection Phase that was not originally programmed.

Impact of phase cost increase

The cost increase has no impact on the work program.

If you should have any questions or comments please do not hesitate to call me at 386-943-5791.

Sincerely,

Jamil Gutierrez
FDOT, MPO Liaison

2017 Legislative Priorities and Positions

Top priorities:

- Increased funding to improve bicycle and pedestrian safety awareness programs and bicycle and pedestrian facility improvements.
- Funding for implementation of quiet zones along the SunRail corridor.
- Funding for SunRail Phase II North to DeLand and Phase III to the Orlando International Airport.
- Funding for expansion of wrong-way driving detection equipment on limited access facilities that are currently not monitored.

We support legislation that:

- Preserves the State Transportation Trust Fund and funding for paratransit (ACCESS LYNX) service.
- Authorizes a local option rental car surcharge (up to \$3.00; implemented through a public referendum) with proceeds committed to regional transportation projects.
- Increases funding for the Transportation Regional Incentive Program (TRIP) in order to promote regional planning and project development.
- Strengthens legislation to make distracted driving a primary offense.

Monitor legislation that:

- Involves moving Florida towards a Mileage Based User Fee in lieu of the traditional fuel tax.
- Moves to rescind the legislation that authorized the use red light cameras.
- Impacts funding for regional Shared Use Non-motorized (SUN) Trail projects.
- Revises language in statutes in order to better define crosswalks and addresses pedestrian safety.
- Authorizes an exception to F.S. 934.50 to allow for the use of Drone technology for traffic incident management and/or emergency response.
- Expands the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one-cent local option surtax by referendum.



2017 Legislative Session Activity Report January 2017

GENERAL

- **Legislative Delegation Hearings** – Virginia Whittington, MetroPlan Orlando staff attended public hearings of the Orange, Osceola, and Seminole County legislative delegations where she presented MetroPlan Orlando’s 2017 priorities and positions.
- **Meeting with Florida Department of Transportation** - Bill & John Wayne met with outgoing Secretary Boxold and Interim Secretary Cone on Wednesday, January 25th (various DOT staff) to discuss SunRail (Phase II North) funding options.
 - Clarified state’s policy on its funding splits with regard to transit projects.
 - 50/25/25 – State/Federal/Local split is state “policy” (consistent with other projects around the state) – any adjustments/changes would be precedent setting for all
 - TIGER Grant - \$10 million gap
 - Applications up to \$25 million federal match
 - District 5 gathering information/updating model
 - Other OPTIONS
 - Folding Phase III (Airport) into Phase II North
 - Contiguous Issues (Wait for administrative changes in DC and Atlanta)
 - Local Governments making up the difference
 - Use SIB Loans
 - Pursue Small Starts Grant Program
 - Pursue Federal Authorization Language
 - Wait for President’s Infrastructure Funding Package
 - Look at expediting early transfer of CFCRC

STATE

- **House Transportation & Infrastructure Subcommittee (January 25th)**
 - HB 6007 Traffic Infraction Detectors (Representative Avila) The bill removes the authorization for the DHSMV and local governments to install and maintain red light cameras. The bill maintains s.316.0076 F.S., which expressly preempts to the state regulation of the use of cameras for enforcing the Florida Uniform Traffic Control Law (meaning local governments will no longer have the authority to implement red light camera programs by local ordinance). Effective date is July 1, 2020.
 - City of Miami- support
 - Florida League of Cities- not for or against red light cameras but for Home Rule, so they oppose the legislation
 - Florida Police Chiefs Association- Oppose

- Orange County Sheriffs- Oppose
- Committee Approved (13 years/1 nay)
- **Senate Transportation Committee (Tuesday, January 24, 2017)**
 - Florida Department of Transportation Presentation on Legislative Priorities:
 - Increase truck weight allowance for natural gas fueled vehicles. Increase weight limit allowed on interstate by 2,000 lbs. Florida Truckers Association supports
 - Revises bridge inspection schedule. Bridges that are older will be inspected more frequently.
 - Increase price cap for Rapid Response Contracts. Current cap is \$120,000, which was put in place in 2002. The department would like to increase to \$250,000.
 - Optional bond validation on turnpike bonds. If it were a retained bond, the department would like to make it optional instead of mandatory before going to the Cabinet. This was proposed by the Division of Bond Finance
 - Any project or phase of a project over \$3M, which is added to the current work program, is required to go to the LBC for approval. Would like to exempt emergency repairs.
 - Repeal of the Highway Beautification Council. Would like to keep the Highway Beautification grant program in the department and operate it out of district offices with FDOT landscape architects.

FEDERAL

▪ Senate Democrats' Release Infrastructure Proposal

On Tuesday, Senate Democrats announced a proposal for \$1 trillion in direct federal spending on infrastructure over 10 years, which they said stood in stark contrast to the President's own proposal that relies heavily on private investment. Led by Senate Minority Leader Chuck Schumer (D-NY), Ranking Democrats from several committees outlined 16 separate funding areas, which they said would create 15 million new jobs.

- Reconstruct Roads & Bridges: \$100B
- Improve Airports: \$30B
- Revitalize Main Street: \$100B
- Address Ports & Waterways: \$10B
- Expand TIGER: \$10B
- Build Resilient Communities: \$25B
- Rehabilitate Water and Sewer: \$110B
- 21st Century Energy Infrastructure: \$100B
- Modernize Rail Infrastructure: \$50B
- Expand Broadband: \$20B
- Repair & Expand Transit: \$130B
- Invest in Public Lands & Tribal Infrastructure: \$20B
- Vital Infrastructure Program: \$200B

- Modernize VA Hospitals: \$10B
- Rebuild Public Schools: \$75B
- Provide Innovative Financing Tools: \$10B

While Minority Leader Schumer acknowledged that the proposal had not been crafted into legislation yet, he said that those details along with details on the funding mechanism would be worked out with the President and Republican majority; however, Schumer did reiterate the proposal's call to fully fund its initiatives by "closing tax loopholes used by corporations and super-wealthy individuals to offset associated costs."

Current PD&E Projects in MetroPlan Orlando Area

| FM# | Project Name | County | Agency PM | Consultant | Class of Action | LDCA Anticipated | Design Funded FY | Design Funded Amount | | ROW Funded FY | ROW Funded Amount | Construction Funded FY | Construction Funded Amount |
|------------------|---|--------------------|---------------------------------------|-------------|-------------------------|------------------|-------------------------------|----------------------------|---|---------------------|---------------------|------------------------------|------------------------------|
| 433693-1 | Poinciana Parkway Southport Connector | Osceola | Amy Sirmans | Inwood | TBD | Sep-20 | Not funded | NA | | Not funded | NA | Not funded | NA |
| 433693-2 | Poinciana Parkway (I-4 Connector) | Osceola | Amy Sirmans | CH2MHill | TBD | Sep-20 | Not funded | NA | | Not funded | NA | Not funded | NA |
| 432100-1 | I-4 Beyond the Ultimate | Osceola/ Orange | Beata Stys-Palasz | HNTB | EA / FONSI Reeval & EIS | Mar-17 | | | | | | | |
| Design: 431456-1 | Part of PD&E Segment 1 - West of CR 532 to East of SR 522 (Osceola Pkwy) | Osceola | Beata Stys-Palasz | HNTB | EA / FONSI Reeval | Mar-17 | FY 2015 FY 2016 FY 2017 | \$2.8M \$8.7M \$3.9M | Line & Grade due April 2017 Line & Grade due April 2017 Line & Grade due January 2017 30% plans under review | Not funded | NA | Not funded | NA |
| Design: 242484-8 | Part of PD&E Segment 1 - E of SR 522 (Osceola Pkwy) to West of SR 528 | Orange | Beata Stys-Palasz | HNTB | EA / FONSI Reeval | Mar-17 | FY 2015 FY 2016 | \$2.1M \$10.7M | | Not funded | NA | Not funded | NA |
| Design: 242484-7 | PD&E Segment 2 - West of SR 528 to West of SR 435 (Kirkman Rd) | Orange | Beata Stys-Palasz | HNTB | EIS | Mar-17 | FY 2015 FY 2016 | \$1.0M \$5.1M | | ROW Phase Candidate | ROW Phase Candidate | Construction Phase Candidate | Construction Phase Candidate |
| Design: 242592-4 | PD&E Segment 3 - East of SR 434 to east of US 17-92 | Seminole | Beata Stys-Palasz | HNTB | EIS | Mar-17 | FY 2015 FY 2016 | \$1.4M \$8.1M | | ROW Phase Candidate | ROW Phase Candidate | Not funded | NA |
| 240216-4 | SR 46 from SR 415 to CR 426 (LAP - Oversight) | Seminole | Mary McGehee | URS | Type II CE | May-22 | Not funded | Design Phase Not Funded | | Not funded | NA | Not funded | NA |
| 433204-1 | Carroll Street (JPA - Oversight) from John Young Parkway to Michigan Avenue | Osceola | Colleen Jarrell (in house consultant) | Kimley Horn | Type II CE | Nov-16 | FY 2016 | \$2,250,000 | | FY 2018 | \$6.7M | Not funded | NA |

| | | | | | | | | | | | | | |
|----------|--|------------------|------------------|--------------------|------|--------|---|---|--|------------|----|------------|----|
| 438030-1 | PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road | Orange & Brevard | Rax Jung | CH2M Hill | SEIR | Jul-18 | Not funded | Not funded | | Not funded | NA | Not funded | NA |
| 438547-1 | PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254) | Orange | Rax Jung | To Be Determined | SEIR | Mar-19 | Not funded | NA | | Not funded | NA | Not funded | NA |
| | PD&E for Eastern Extension of SR 408 to SR 520 | Orange | Glenn Pressimone | Metric Engineering | SEIR | Dec-17 | FY 2017 (15% Line & Grade) Full Design not funded | \$3.2M (15% Line & Grade); Full Design Not Funded | | Not funded | NA | Not funded | NA |

Upcoming PD&E Projects in MetroPlan Orlando Area

| FM# | Project Name | County | PD&E Funded FY | PD&E Funded Amount | Anticipated Class of Action |
|---------------------|---|------------------|----------------|--------------------------|-----------------------------|
| 437200-1 | US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd | Osceola | 2020 | \$1,000,000 | SEIR |
| 437174-1 & 437175-1 | SR 535 from US 192 to I-4 | Osceola & Orange | 2020 | \$550,000 \$1,400,000 | |
| 440314-1 | Colonial Parkway from Woodbury Rd. to SR 520 (New Facility) | Orange | 2018 | \$4,000,000 | SEIR |

January 4, 2017

To: Board Members

From: Harold W. Barley, Executive Director

Subject: New USDOT Final Rule for MPOs

I reported to the Board several times about USDOT Secretary Anthony Foxx proposing a new rule for MPOs to promote regional transportation planning. Following the review and comment period, a new final rule was issued on December 15, 2016. The purpose of this memo is to summarize what this new rule means for us.

The basic idea of the new proposed rule was to merge multiple MPOs serving a single urbanized area into one regional entity. If organizations did not merge, several options were proposed to achieve the goal of effective regional transportation planning.

The goal is commendable but the methods proposed by USDOT met with strong opposition from many voices across the country. The final rule (108 pages) addressed some of the concerns that were raised. It also provides an exemption clause that requires approval of the Governor.

Here is what the new rule means for MetroPlan Orlando:

1. It is important to highlight that the new rule promotes the creation of regional MPOs such as MetroPlan Orlando. If we had multiple MPOs serving our 3-county area, the new rule would have targeted our region to create a new regional entity. The elected officials who created our 3-county model back in the 1970s were leading the way with their progressive, regional thinking.
2. The new rule will not take effect until mid-2024. This is two years after the Census Bureau defines new urbanized areas following the 2020 census.
3. The new rule impacts MetroPlan Orlando and our relationship with Lake County since the Census Bureau defines a portion of Lake County as part of the Orlando urbanized area. This means that our relationship with the Lake-Sumter MPO will need to change in order to comply with the new rule. The new rule provides three options:
 - MetroPlan Orlando and the Lake-Sumter MPO could merge into a single entity.
 - MetroPlan Orlando's service area could be redrawn to include the SR 50 corridor in Lake County, along with the contiguous areas that the Census Bureau expects to be urbanized within the next 20 years.
 - MetroPlan Orlando and the Lake-Sumter MPO could remain as separate entities. However, we would need to develop joint planning documents (one Long Range Transportation Plan, one Transportation Improvement Program, combined Prioritized Projects Lists and one Unified Planning Work Program). These joint documents would need to be approved by both policy boards on a routine basis.

As mentioned above, there is an exemption provision from these options but I doubt it would apply in our case. The exemption is intended for usual circumstances where none of the options are feasible. For example, urbanized areas that have grown together between Washington, DC and Connecticut could probably make a good case for having multiple MPOs serving such a large area. And without an exemption, the MPO serving the Los Angeles area would be responsible for serving all of southern California and southwest Arizona. There are many other examples across the country.

Here in Florida, many of the state's 27 MPOs will be impacted by this new rule. It will have a huge impact in South Florida where the Miami-Dade MPO, the Broward MPO and the Palm Beach MPO all serve a single urbanized area. The same is true in the Tampa Bay area which has a number of single-county MPOs. Under the new rule, they will need to merge, exercise one of the other options or make the case for an exemption.

Another aspect of this new rule that we need to monitor is population growth in southwest Osceola County and the adjacent areas in Polk County (Poinciana, Davenport and Haines City). If this area becomes urbanized under Census Bureau standards (or if they expect it to be urbanized within 20 years), we will need to redefine our relationship with the Polk TPO, just as outlined above with the Lake-Sumter MPO. This reflects the evolution of our region and further defines the emergence of the Daytona Beach-Orlando-Tampa-St. Petersburg super region.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

December 15, 2016

To: Board Members
 From: ^{HWB} Harold W. Barley, Executive Director
 Subject: Telecommuting Numbers

This is a follow-up to Commissioner Dallari's question at yesterday's Board meeting about the number of people in the Orlando metropolitan area who are telecommuting.

Courtney Reynolds, Program Manager for ReThink Your Commute, said this information is not collected as part of her program but thought some information might be available from the American Community Survey (ACS), produced by the U.S. Census Bureau. She was right - but they report the number of people who "Worked at home," many of whom are telecommuting.

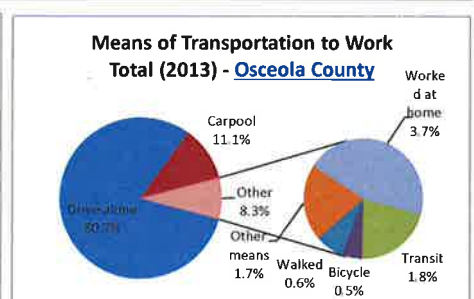
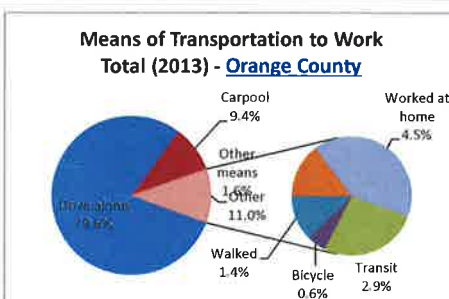
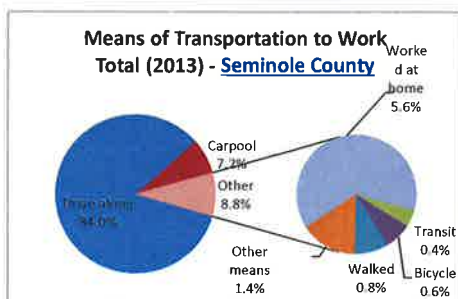
The mode split information for our three-county area is shown below - and 4.6% of workers "Worked at home."

Number

| Means of Transportation to Work ¹⁴ | Seminole County | | Orange County | | Osceola County | | Total | |
|---|-----------------|---------|---------------|---------|----------------|---------|---------|---------|
| | 2008 | 2013 | 2008 | 2013 | 2008 | 2013 | 2008 | 2013 |
| Universe=Workers at work ¹⁵ | 172,546 | 172,873 | 422,230 | 456,940 | 94,884 | 99,680 | 689,660 | 729,493 |
| Drive alone | 16,058 | 14,806 | 54,546 | 53,956 | 13,155 | 13,666 | 83,759 | 82,428 |
| Carpool | 937 | 821 | 14,468 | 16,906 | 1,392 | 2,163 | 16,797 | 19,890 |
| Transit | 874 | 1,335 | 2,311 | 3,270 | 195 | 573 | 3,380 | 5,178 |
| Bicycle | 2,864 | 1,666 | 6,715 | 7,883 | 1,156 | 782 | 10,735 | 10,311 |
| Walked | 2,412 | 2,802 | 7,625 | 9,234 | 2,915 | 2,110 | 12,952 | 14,146 |
| Other means | 12,714 | 11,579 | 22,498 | 25,677 | 4,487 | 4,588 | 39,699 | 41,844 |
| Worked at home | | | | | | | | |
| Total | 208,405 | 205,882 | 530,393 | 573,866 | 118,184 | 123,542 | 856,982 | 903,290 |

Percentage

| Means of Transportation to Work ¹⁴ | Seminole County | | Orange County | | Osceola County | | Total | |
|---|-----------------|-------|---------------|-------|----------------|-------|-------|-------|
| | 2008 | 2013 | 2008 | 2013 | 2008 | 2013 | 2008 | 2013 |
| Universe=Workers at work ¹⁵ | 82.8% | 84.0% | 79.6% | 79.6% | 80.3% | 80.7% | 80.5% | 80.8% |
| Drive alone | 7.7% | 7.2% | 10.3% | 9.4% | 11.1% | 11.1% | 9.8% | 9.1% |
| Carpool | 0.4% | 0.4% | 2.7% | 2.9% | 1.2% | 1.8% | 2.0% | 2.2% |
| Transit | 0.4% | 0.6% | 0.4% | 0.6% | 0.2% | 0.5% | 0.4% | 0.6% |
| Bicycle | 1.4% | 0.8% | 1.3% | 1.4% | 1.0% | 0.6% | 1.3% | 1.1% |
| Walked | 1.2% | 1.4% | 1.4% | 1.6% | 2.5% | 1.7% | 1.5% | 1.6% |
| Other means | 6.1% | 5.6% | 4.2% | 4.5% | 3.8% | 3.7% | 4.6% | 4.6% |
| Worked at home | | | | | | | | |
| Total | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |





Self-Driving the Economy

Driverless cars could have a surprising impact on state and local revenue.

The expectations over driverless cars are stratospherically high. For one, there's the fascination with the technology and the presumption of an easier commute: The self-driving car will take us to work while we surf the Internet, read files and review emails. Once it drops us off, it returns home where others in our household can use it—until it's time to call it to pick us up and take us home again.

There's more to this futuristic concept than creature comforts, though. With self-driving cars anticipated to be in wider use

reduction in parking garages and parking spaces. With parking facilities no longer needed, those properties can be turned into higher-level development, which would provide municipalities with a boost in property taxes. Offsetting those gains, Morgan Stanley foresees losses of roughly \$1.3 billion from such revenue sources as fuel taxes, license fees, parking fees, speeding tickets and personal property taxes.

Barclays, the British banking and financial services company, notes that transportation in the U.S. is the second highest average household expenditure and that

starts with this forecast from several researchers: A single self-driving car could replace up to 12 regular vehicles. If that happens, it would affect some of the existing \$3 billion in dedicated tax-exempt state and local parking revenue bonds. It would also affect airport revenue bonds. Airports currently generate 28 percent of their operating revenue from rental cars, parking and ground transportation—revenue that could be at risk from the cascading parking effects of self-driving cars.

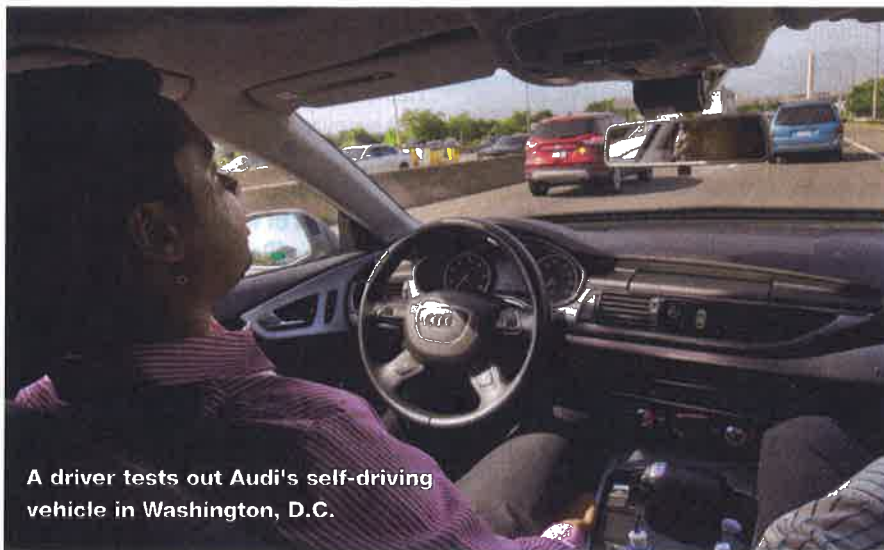
The influence on general obligation bonds would be significant in a more positive way. The greater efficiency of self-driving cars and the ability to fit triple the amount of traffic in existing lanes could sharply reduce current projected needs for infrastructure and therefore the need to borrow money to build new roads.

There are other revenue savings. Self-driving cars are predicted by the National Transportation Safety Board to save “many, if not most, of the 33,000 lives lost to traffic fatalities every year on our streets and highways.” If true, this would lead to a major benefit via the \$18 billion annual health-care costs from emergency room visits related to motor vehicle injuries, injuries that currently average 15 percent of hospitalized injuries—not to mention the costs to local emergency responders.

Then there's this: For many police departments, 42 percent of police contacts are initiated during a traffic stop—with driving under the influence of alcohol being the second highest cause. Self-driving cars would render DUIs virtually obsolete. That would be a signal benefit not only—and most important—on innocent lives saved, but also in a diminution of emergency medical and police costs.

No wonder Morgan Stanley came up with a half-a-trillion dollar figure. **G**

Email fshafrot@gmu.edu



A driver tests out Audi's self-driving vehicle in Washington, D.C.

on our roads within four years, there are promises of extraordinary impacts on state and local finances—most of them positive; a few not. Several reports from some of the biggest names in banking put startling numbers on the effects wrought by a changeover to driverless driving.

Let's start with Morgan Stanley. Its new report, *Autonomous Vehicles & Municipal Bonds*, puts the net positive impact on municipal budgets in excess of half a trillion dollars. That number takes into account more efficient roadway use and a dramatic

the average car is parked 95 percent of the time. It estimates that the average U.S. household will reduce its car ownership from today's 2.1 vehicles to 1.2. (A figure also cited in a University of Michigan Transportation Research Institute study.) For states and localities, such a reduction could signal an end to what Barclays calls “the fretting” about investing in additional highway lanes or new roads.

That lack of fretting would have quite an effect on infrastructure and the municipal bonds that finance it. The impact

TAB 5





Regional Complete Streets Policy

Draft: 12/5/16

- 1.0 Purpose
- 2.0 Background
- 3.0 Definition
- 4.0 Vision
- 5.0 Goals
- 6.0 Applicability
- 7.0 Design
- 8.0 Implementation
- 9.0 Exception/Appeals
- 10.0 Evaluation/ Performance Standards

1.0 Purpose

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets that consider the needs of everyone within the MetroPlan Orlando planning area and authority. This policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that officials, planners, and engineers consistently plan, design, and fund streets for all people.

2.0 Background

Today's changing environmental, social, and economic realities are requiring regions throughout the country to rethink previous approaches towards transportation planning and decision-making. Increasingly, communities want solutions that grow the local economy, improve mobility, and promote health in equitable and sustainable ways. These goals can be achieved through policies enabling a system that fosters change in the surrounding environment. MetroPlan Orlando recognizes this new challenge and seeks to incorporate a "Complete Streets" thinking throughout the region's transportation investments.

Complete Streets play an important role in implementing MetroPlan Orlando's recently adopted BluePrint 2040, the region's Long Range Transportation Plan. Complete Streets support vibrant, healthy, and sustainable communities. Complete Streets enhance safety to improve how people walk, bike, drive, and use transit. A street that offers shaded and safe access to local recreation opportunities can also improve mental health and encourage increased economic and physical activity. Additionally, the connectivity offered through a Complete Streets approach will strengthen the region's activity centers. A Complete Streets policy helps MetroPlan Orlando achieve the following overarching goals of BluePrint 2040:

- Safety
- Balanced Multi-Modal System
- Integrated Regional System
- Quality of Life
- Efficient and Cost Effective
- Energy and Environmental Stewardship
- Economic Vitality

MetroPlan Orlando's Complete Streets policy implements part of its Strategic Business Plan calling for more context sensitive and multi-modal solutions.

3.0 Definition

Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

4.0 Vision

MetroPlan Orlando's overarching transportation vision is adopted as the Complete Streets program's vision. The MetroPlan Complete Streets vision is: "A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality."

5.0 Goals

The goals of this Complete Street Policy are:

- 1) Create a connected network of streets, roads, and trails for everyone.
- 2) Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.
- 3) Support redevelopment of and connectivity to activity centers.
- 4) Provide safe, comfortable, and effective access to transit through walking and bicycling.

6.0 Applicability

This policy applies to new construction and the reconstruction of local and state roads, including but not limited to intersection projects, capacity projects, safety projects, bridges, and other facilities that require MetroPlan Orlando funding. All phases of implementation will be governed by this policy including planning, design, right-of-way acquisition, and construction. MetroPlan Orlando recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain the region's transportation system.

This policy furthers MetroPlan Orlando's role as a leader in transportation planning in the region and the state. As a regional transportation partnership, the organization plans for the development of interdisciplinary and regionally significant bike, pedestrian, transit, freight, and roadway facilities. These mobility options are critical for ensuring safe, comfortable, and reliable transportation to schools, parks, medical facilities, grocery stores, and other necessary community services.

MetroPlan Orlando is not directly responsible for maintenance and operations of roads and transportation systems, but encourages local and state government partners to consider maintenance and operations activities as opportunities for providing safer, more comfortable, and accessible transportation options for everyone.

MetroPlan Orlando encourages all local government partners to adopt Complete Streets policies. MetroPlan Orlando will assist participating jurisdictions through an implementation program that aids in the development and adoption of local Complete Streets policies.

7.0 Design

Designs shall include accommodations for everyone and be sensitive to the project's context. Complete Streets may incorporate different elements for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with the Complete Streets policy. The best practices and guidance can include, but are not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice, and
- Transit Street Design Guide, Urban Bikeway Design Guide, and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

MetroPlan Orlando recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach resulting in safe, comfortable environments for everyone.

8.0 Implementation

MetroPlan Orlando will implement its Complete Streets policy through a multi-faceted approach that considers local context, existing programming, and community outreach. Implementation of this policy will be done through a menu of options, including but not limited to:

Education and Training

MetroPlan Orlando will develop educational materials for local agencies; assist in trainings for elected officials, community leaders, and private development partners on the benefits of Complete Streets; and distribute best practice information on Complete Streets design.

These materials include, but are not limited to:

- Communications Guide
- Trainings
- Informational Handouts
- Manuals

Programming

MetroPlan Orlando will incorporate the Complete Streets policy into its existing and forthcoming planning and policy documents. This includes, but is not limited to:

- **Project Application Tool:** MetroPlan Orlando will develop guidance documents, such as a checklist, that assist local municipalities with incorporating Complete Streets elements into planning and design. The documents will guide a project's submission in MetroPlan Orlando's Project Application Tool and resulting Project Profile. Complete Streets best practices, governing design standards, and a series of local case studies will inform this guidance.
- **Planning Documents and Activities:** The Complete Streets policy will be integrated into MetroPlan Orlando's planning documents and activities, including but not limited to:
 - Bicycle and Pedestrian Plan
 - Long Range Transportation Plan
 - Public Involvement Plan

- Transportation Systems Management and Operations Activities, including Intelligent Transportation Systems and emerging technologies
- Freight Planning Activities
- Health Planning Activities

Funding

MetroPlan Orlando will explore and identify funding sources to implement high quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts. These funding sources could include, but not be limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs
- Public-Private Partnerships

9.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, it is necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. An equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted.
3. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use.
4. A demonstrated absence of current and future need.

For projects funded by MetroPlan Orlando, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MetroPlan Orlando Board. These exceptions will be submitted and proceed through the established MPO transportation planning process. The exception will be subject to review and comment by the Community Advisory Committee, Municipal Advisory Committee, Technical Advisory Committee, and Transportation Systems Management and Operations Committee.

10.0 Evaluation/ Performance Standards

MetroPlan Orlando shall continually evaluate this policy on inputs, outputs, and outcomes, as determined by a five-year evaluation plan. MetroPlan Orlando will report to the Board the performance of the Complete Streets policy based on the evaluation plan and performance standards listed below.

- | | |
|--|---|
| • Total mileage of bike lanes/trails built or designated | • Economic Benefits of Complete Streets projects |
| • Linear feet of new pedestrian accommodations | • Bicycle connectivity to activity centers |
| • Square feet of new pedestrian accommodations | • Pedestrian connectivity to activity centers |
| • Number of new curb ramps installed | • Vehicular trip lengths |
| • Miles of road diets/narrowed lanes | • Vehicle miles traveled per capita |
| • Ratio of shelters to bus stops | • Safety elements installed |
| | • Rate of crashes, injuries, and fatalities by mode |
| | • SunRail and LYNX ridership |

- Mode split
- Pedestrian counts

- Bicyclist counts
- Miles of transit guideway

MetroPlan Orlando will update and strengthen its evaluation criteria and performance standards as new plans and policies are adopted.

DRAFT

Corrine Drive Complete Streets Study Fact Sheet

What are the project limits?

The study will look at Corrine Drive from U.S. 17/92 to Bennett Rd., and its surrounding neighborhoods.

Why is MetroPlan Orlando doing this study?

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola and Seminole Counties. As a transportation planning organization, we strive to be a positive force for the advancement of Central Florida's transportation system by working in partnership with a variety of people and organizations across the region.

MetroPlan Orlando takes a transparent approach to solving transportation issues, providing an inclusive and open environment for local elected officials, transportation experts, and citizens to work together.

Applying "Complete Streets" strategies to Central Florida projects can help us accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators. This type of planning recognizes that depending on context, streets may serve a variety of functions. The Corrine Drive study will use MetroPlan Orlando's draft Complete Streets policy to showcase how Complete Streets techniques can shape a corridor.

Why did you choose Corrine Drive?

Corrine Drive is owned by Orange County, maintained by the City of Orlando, and adjacent to the City of Winter Park. The multiple jurisdictions involved and outside stakeholders offer an excellent opportunity for MetroPlan Orlando to lead an independent evaluation and creation of a vision.

What will the study accomplish?

The project's objectives are to:

- Enhance connectivity and accessibility between all modes of transportation, activity centers, and neighborhoods surrounding Corrine Drive
- Create a safe and supportive environment for walking and cycling
- Close gaps in regional bicycle infrastructure
- Identify strategies for improved transit service in the corridor
- Create a vision and plan to enhance the corridor without impacting residential neighborhoods

Questions? Contact:

Elizabeth Whitton, AICP

Transportation Planner & Project Manager for the Corrine Drive Complete Streets Study
EWhitton@metroplanorlando.com
407-481-5672 x312

Cynthia Lambert, APR

Public Information Manager
CLambert@metroplanorlando.com
407-481-5672 x320

Project Timeline

Jan. 2017: Project Kick-Off

Spring 2017: Data Collection

Fall 2017: Selection of Alternatives

Spring 2018: Final Plan with Recommended Alternative

You can expect a lot of community outreach throughout the study!



CENTRAL FLORIDA COMPLETE STREETS REPORT

EXECUTIVE SUMMARY



Smart Growth America
Improving lives by improving communities



**WINTER PARK
HEALTH FOUNDATION**



A Sidewalk Cafe in Winter Park, FL

Photo by Flickr user Joe Flood found at <http://bit.ly/2hsyn0p>

The Winter Park Health Foundation has engaged Smart Growth America to help the Central Florida region identify and address specific barriers hindering local decision-makers' ability to build Complete Streets: roadways that are safe and comfortable for all users – people walking, bicycling, and taking transit, people driving and truck drivers making deliveries.

This project includes representation from: the City of Winter Park; the City of Longwood; the City of Maitland; the City of Kissimmee; the City of Casselberry; the City of Orlando; Orange County; Osceola County; MetroPlan Orlando; the East Central Florida Regional Planning Council; Lynx; Kittelson & Associates, Inc.; Bike/Walk Central Florida; and FDOT District 5.

In May-July of 2016, SGA facilitated a series of three Complete Streets implementation workshops led by national experts for staff from each of the municipalities. The primary goals of these workshops were to educate participants on national best practices in implementing a Complete Streets approach and facilitate discussions about current barriers hindering Complete Streets in the region – both regulatory and cultural – as well as strategies for addressing those barriers and building on opportunities in the region.

This report outlines Smart Growth America's recommendations based on information collected during and following the workshops. It suggests key steps that the municipalities and their partners can take to change land use and transportation decision-making practices and culture to support greater safety and a more walking, biking, and transit-friendly region. Taking these steps will be a significant undertaking and it can take time to see results, but the Central Florida region is well positioned to make the necessary changes. Doing so will improve safety for all residents of the region and create more vibrant communities in the process.



**REMOVING
BARRIERS
TO
COMPLETE
STREETS**

There are many aspects of land use and transportation planning, policy, and design that influence whether an area is safe and attractive for people walking, bicycling, and taking transit. Recognizing that there are dozens of potential considerations to building a Complete Street and each of the eight municipalities is at a different stage in addressing them, this report focuses on the most impactful elements of development and transportation design needed to support Complete Streets and the importance of getting them all right in one area. Elements include:

Orient buildings to the street

Reduce parking minimums

Cluster development and mix the land uses

Don't allow traffic fears to block economic development

Design roadways to be safe for all users

It also discusses 3 key steps for supporting Complete Streets within local policies and planning:

Establish a formal process for considering Complete Streets upfront during transportation project development, including during resurfacing projects

Build on FDOT's Complete Streets Implementation work

Capitalize on improving transit service in the region to improve access

Getting the language in local rules, regulations, and plans right is important and is often the focus of Complete Streets work, but it is not enough. To have heft, those rules must be enforceable. This report recommends strategies to address one of the primary barriers raised by participants during the workshop series: even when the right code language is in place, developers frequently request and elected leaders often grant approval for waivers. It suggests approaches for:

Strengthening and clarifying language about when exceptions will be granted

Providing developers with incentives to comply with the intent behind Complete Streets-supportive regulations

Providing both developers and local commissioners with the information they need to support Complete Streets goals during the development approval process

**MAKING
THE RIGHT
THING THE
EASY THING**



BUILDING SUPPORT AND MAKING THE CASE

Some decision-makers and stakeholders in Central Florida are resistant to Complete Streets projects due to misconceptions about project costs, impacts on vehicular mobility, and other perceived issues. This report outlines strategies that can help the Central Florida municipalities and their partners show decision-makers why Complete Streets projects support their goals and build momentum to shift culture over time. These include:

- Measuring the performance of Complete Streets projects in terms of economic and budgetary impact, mobility and access to opportunity, and public health, then comparing them against auto-oriented projects;
- Sharing stories of successful Complete Streets projects from the region and other peer communities, and communicating about success in economic terms;
- Deploying supporters of Complete Streets strategically, engaging the right spokespeople, and rewarding Complete Streets champions;
- Piloting Complete Streets changes on a temporary basis to allow decision-makers and the public to understand the benefits before making a final decision; and
- Providing training to current staff and project managers to ensure practical solutions to pressing problems.

COORDINATING REGIONALLY

While some roads in the Central Florida region are owned by FDOT, others are owned by cities or counties. This patchwork of ownership can make building a system challenging, but this is what residents expect. They don't know and don't care who owns which roadway: they just want a safe and convenient way to get to work, school, and other necessities. This report suggests strategies for using greater regional coordination to create complete pedestrian, bicycle and transit networks that connect people to destinations safely across jurisdictional boundaries. This report also suggests that MetroPlan Orlando continue and expand its current role leading Complete Streets efforts in the region.

The goal of Complete Streets is to change how transportation networks are planned, designed, built, operated, and maintained in order to meet the needs of all community residents and all modes of travel. Complete Streets is an approach to decision-making that redefines what a transportation network looks like, which goals a public agency sets out to meet, and how communities prioritize their transportation spending.

