



DATE: Wednesday, May 9, 2018

TIME: 9:00 a.m.

Wireless access available
SHFB GUEST
Harv3stGu3st

This meeting is being held at:

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

**Contributions of food, cash or checks are welcome to help the Second Harvest Food Bank
continue feeding those who are hungry throughout Central Florida.**

Commissioner Cheryl L. Grieb, Board Chairwoman, Presiding

PLEASE SILENCE CELL PHONES

- | | | |
|------|--|-------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE | Chairwoman Grieb |
| II. | CHAIRWOMAN'S ANNOUNCEMENTS | Chairwoman Grieb |
| | Welcome by Gregg Higgerson
Vice President, Second Harvest Food Bank | |
| 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. Atlee Mercer
Technical Advisory Committee	Mr. Hazem El-Assar
Transportation Systems Management & Operations Committee	Mr. Kelly Brock

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 from March 14, 2018 Board meeting
- B. Approval of February-March 2018 Financial Reports and Acknowledgement of March-April 2018 Travel Reports
- C. Approval of FY2018-2019/2019-2020 Unified Planning Work Program (UPWP)
- D. Approval to Annual Investment Report

IX. OTHER ACTION ITEMS

- A. Board Approval of Amendments to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22 (ROLL CALL VOTE REQUIRED) – Mr. Keith Caskey (Tab 2)

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 3)

A. Status Updates

- FDOT Monthly Construction Status Report – February 2018
- FDOT Quarterly Variance Report for January-March 2018
- MetroPlan Orlando's Air Quality Report – April 2018

B. General Information

- Summary Report from MetroPlan Orlando's Transportation Think-In held on February 7, 2018
- Transportation Disadvantaged Local Coordinating Board Quarterly Meeting – May 10, 2018
- USDOT Announcement Launching the BUILD Transportation Grant Program, replacing the TIGER Grant Program – April 25, 2018

- State of Orange County Address – May 18, 2018 – Dr. Phillips Performing Art Center
- Central Florida Commuter Rail Commission Meeting – May 31, 2018
- 2018 Annual Conference of the National Association of Regional Councils (NARC) hosted by MetroPlan Orlando – June 3-6, 2018 – Wyndham Lake Buena Vista Hotel Orlando
- Florida MPO Advisory Council Quarterly Meeting – June 7, 2018 – Orlando, Florida

C. Featured Articles and Research

- “Preparing Communities for Autonomous Vehicles,” American Planning Association – 2018 <https://www.planning.org/media/document/9144551/>
- “Spotlight on Highway Safety,” (National and State Trends in Pedestrian Traffic Fatalities) – Governors Highway Safety Association – 2017 <https://www.ghsa.org/sites/default/files/2018-02/pedestrians18pdf>
- *Public Private Partnerships – A Growing Option in Infrastructure Delivery Toolbox*,” HNTB – 2018

XI. PRESENTATIONS

- A. Report from the 2018 Florida Legislative Session – Mr. John Wayne Smith, Peebles & Smith
- B. Preview of Performance Measures and Prioritization Process – Mr. Nick Lepp, MetroPlan Orlando
- C. FY 2016/2017 Travel Time Delay Study – Ms. Crystal Mercedes, MetroPlan Orlando
- D. Regional Transit Study – Ms. Virginia Whittington, MetroPlan Orlando and Mr. Mark Hardgrove, Planning Innovations

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING: Wednesday, June 13, 2018

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.org 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.org 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





MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, March 14, 2018

TIME: 9:00 a.m.

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

Commissioner Cheryl L. Grieb, Board Chairwoman, Presided

Members

Hon. Jose Alvarez, City of Kissimmee
Mr. Dean Asher, GOAA
Hon. Pat Bates, City of Altamonte Springs
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. Buddy Dyer, City of Orlando
Hon. John Dowless, Municipal Advisory Committee
Hon. Cheryl L. Grieb, Osceola County
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority
Hon. Samuel B. Ings, City of Orlando
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Mr. Stephen Smith, Sanford Airport Authority
Hon. Jeff Triplett, City of Sanford

Advisors in Attendance:

Mr. Hazem El-Assar, Technical Advisory Committee
Mr. Atlee Mercer, Community Advisory Committee
Mr. Kelly Brock, Transportation Systems Management & Operations Committee

Members/Advisors not in Attendance:

Hon. Teresa Jacobs, Orange County
Hon. Joe Kilsheimer, City of Apopka
Hon. Bryan Nelson, Orange County
FDOT Secretary Mike Shannon, District 5
Hon. Victoria Siplin, Orange County
Hon. Jennifer Thompson, Orange County
Hon. Betsy VanderLey, Orange County
Vacant, Kissimmee Gateway Airport

Staff in Attendance:

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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Cheryl L. Grieb called the meeting to order at 9:00 a.m. She called on Mayor Dyer to speak briefly about a planned “National School Walkout” against gun violence. Mayor Dyer explained that a 17 minute walkout was planned for 10:00 a.m., along with an event outside the Dr. Phillips Performing Arts Center, to show support for Parkland and the 17 victims of the recent school shooting. Chairwoman Grieb asked everyone to pick up the pace for the meeting so people could participate in the 10:00 a.m. program. Mayor Pat Bates led the Pledge of Allegiance.

II. CHAIRWOMAN'S ANNOUNCEMENTS

Commissioner Grieb called on Commissioner Constantine, newly elected Chairman of the TDLCB, to provide a report on the February 15th meeting. Commissioner Constantine reported that at the February 15 TDLCB meeting they welcomed new members, including Kissimmee Mayor Jose Alvarez, representing Osceola County. Mayor Alvarez was elected Vice Chairman of the TDLCB at that meeting. Committee members approved the 2018 TDLCB bylaws, the 2018 grievance procedures, appointments to the Grievance Committee and the membership certification. Commissioner Constantine added that two presentations were provided, one was an update from ACCESS LYNX and the second explained the paratransit eligibility process.

Commissioner Grieb reported that the Personnel Committee met on February 14 to conduct the Executive Director's annual review. The Personnel Committee was meeting again immediately following the Board meeting to discuss recruitment for the Executive Director's position. She added that there is no April Board meeting and the next meeting would be May 9th at Second Harvest Food Bank.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Harold Barley reported that Secretary Mike Shannon had a conflict and was not able to attend the meeting. He introduced Ms. Helen Miller from Senator Bill Nelson's office and Mr. Bob Slavin from the Executive Search firm. Mr. Barley added that due to time constraints for the meeting, he will provide a written report to Board members on items he had planned to report on.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed a quorum of 14 voting members present. Also present were 3 advisors; and the meeting having been duly convened was ready to proceed with business.

V. AGENDA REVIEW

Mr. Barley had no changes to the printed agenda.

VI. COMMITTEE REPORTS

Council President John Dowless reported that MAC met on March 8, 2018 and recommended approval of the FDOT Amendment to the FY 2017/18-2021/22 TIP and the FY 2018/19-2019/20 Unified Planning Work Program. MAC members, he added, received a presentation on the ETDM Planning Screen for the Maitland Blvd. widening project. The next MAC meeting is scheduled for Thursday, May 3, 2018.

Mr. Atlee Mercer reported that Community Advisory Committee members met on February 28, 2018. He told Board members that CAC welcomed three new members: Kayla Mitchell, serving as a multimodal advocate; and two non-voting alternates, Carmen Rasnick and Jeff Piggrem. Committee members recommended approval of the Transportation Improvement Program

amendment and the draft Unified Planning Work Program. Mr. Mercer noted that CAC had a “Mini Think-In” with good discussion regarding funding, the need to bring in more grant and private dollars, and the importance of transit. He added that CAC members received presentations on the planning screen for the Maitland Blvd. widening project and the Corrine Drive study.

Mr. Hazem El-Assar reported that Technical Advisory Committee members met on February 23, 2018 and recommended approval of the TIP amendment request and the FY 2018/19 – 2019/20 Unified Planning Work Program. TAC members also heard a presentation on the Efficient Transportation Decision Making Planning Screen for the 6-laning of Maitland Blvd. from Bear Lake Road to the Orange/Seminole County line.

Mr. Kelly Brock reported that the Transportation Systems Management & Operations Committee met on February 23, 2018 and approved the January 26, 2018 meeting minutes, the amendments to the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP) and the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). TSMO members, he added, previewed the results of the 2016-17 Travel Time and Delay Study and Mr. Frank Corrado, Federal Highway Administration (FHWA), gave a presentation on FHWA’s Transportation Performance Management Rule.

VII. PUBLIC COMMENTS ON ACTION ITEMS

Ms. Joanne Counelis commented on the need for 24 hour bus service 7 days a week.

VIII. CONSENT AGENDA

- A. Approval of Minutes from February 14, 2018 Board meeting**
- B. Approval of January 2018 Financial Report and Acknowledgement of February 2018 Travel Report**
- C. Approval of Board Personnel Committee Recommendations on Executive Director’s Annual Performance Review**
- D. Approval to deobligate PL funds from FY’17 (FY’17 Budget Amendment #6)**
- E. Approval of FY’18 Budget Amendment #5 and Deobligation of PL funds**
- F. Approval of Transportation Disadvantaged Local Coordinating Board Recommendations on Annual Membership Certification, Bylaws and Grievance Procedures**

MOTION: Commissioner Bob Dallari moved approval of the Consent Agenda, Action Items A-F. Commissioner Viviana Janer seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. Board Approval of Amendments to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22

Mr. Keith Caskey, MetroPlan Orlando staff, requested the FY 2017/18 - 2021/22 TIP be amended to include funding for the design phase for the Advanced Transportation and Congestion Management Technologies Deployment project in east Orlando. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution. Mr. Caskey briefly reviewed the TIP amendment request.

MOTION: Commissioner Bob Dallari moved approval of the Amendment to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22. Mayor Pat Bates seconded the motion, which passed unanimously (Roll Call Vote taken).

B. Approval of Draft Unified Planning Work Program (UPWP) for FY2018/2019 and 2019/2020 for Submission to FDOT, FHWA and FTA

<https://metroplanorlando.org/wp-content/uploads/DRAFT-FY2019-FY2020-UPWP-AS-OF-2018-02-28.pdf>

Mr. Gary Huttman, MetroPlan Orlando staff, requested approval of the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). This document serves as MetroPlan Orlando's budget and describes work elements to be performed. Mr. Huttman explained that after being approved by the MetroPlan Orlando Board, the draft document will be forwarded to FDOT, Federal Highway Administration and Federal Transit Administration for review. He noted the UPWP contained eight sections and highlighted a couple of UPWP tasks, including the kick off of an update of the Long Range Transportation Plan. He called attention to the special projects section of the document which included a SunRail Station study, which will be conducted with FSU, to look at transit-oriented development around the SunRail stations and related ridership changes. In addition, an evaluation is planned, as a follow-up to the "How Shall We Grow?" study done 10 years ago, to see "How Did We Grow?" Mr. Huttman noted that the Market Research Study, done in odd numbered years as part of public participation, had been delayed to track with the Long Range Transportation Plan update. He called attention to the systems planning section which included a concept of operations for Autonomous Vehicles and new terminology, such as "Mobility as a Service" and "Mobility on Demand", all of which deal with technology. Mr. Huttman added that the appendices contained partner projects submitted by FDOT District 5, Florida's Turnpike Enterprise, Central Florida Expressway Authority and LYNX and he noted that there was still time to add local projects to that section.

MOTION: Mayor Jose Alvarez moved approval of the draft FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). Commissioner Bob Dallari seconded the motion, which passed unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

A. Status Updates

- FDOT Monthly Construction Status Report – February 2018
- Florida MPO Advisory Council Legislative Update as of March 3, 2018

B. General Information

- President Trump's Infrastructure Proposal: "Legislative Outline for Rebuilding Infrastructure in America," – The White House – February 12, 2018
- MetroPlan Orlando Board Priorities with text revisions suggested as the Board meeting on February 14, 2018
- Central Florida Commuter Rail Commission Meeting – March 29, 2018 – hosted by MetroPlan Orlando
- Wekiva Parkway Section 2 Opening Event – March 31, 2018
- University of Central Florida/Master's Program in Urban & Regional Planning Distinguished Lecture Series sponsored by MetroPlanOrlando – Sarah Williams, Director, Civic Data Design Lab at MIT: "Build It, Hack It, Share It! Making Data Work for Policy Change," April 5, 2018 at UCF's Downtown Executive Development Center
- Central Florida MPO Alliance Meeting – April 13, 2018 – hosted by MetroPlan Orlando
- Florida MPO Advisory Council Staff Directors/Governing Board Meeting – May 4, 2018, Orlando, Florida

C. Featured Articles and Research

- "Public-Private Partnerships (P3s): What Local Government Managers Need to Know," Dr. Lawrence Martin, University of Central Florida for the International City/County Management Association – 2018 https://icma.org/sites/default/files/18-109%20Public-Private%20Partnerships-P3s%20White%20Paper_web%20FINAL.pdf
- "Why It's So Expensive to Build Urban Rail in the U.S.," Alon Levy, from CityLab – January 26, 2018 <https://www.citylab.com/transportation/2018/01/why-its-so-expensive-to-build-urban-rail-in-the-us/551408/>
- "2017 Wekiva Restoration Plan Executive Summary," Florida Springs Institute, 2017 <http://www.ecfrpc.org/Misc-Documents/2017-Wekiva-Restoration-Plan-Executive-Summary.aspx>

MOTION: Commissioner Bob Dallari moved approval of the Information Items for Acknowledgement. Commissioner Pete Clarke seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Update on the 2018 Florida Legislative Session

Ms. Virginia Whittington, MetroPlan Orlando staff, provided a brief update on the 2018 Florida Legislative session. Ms. Whittington reported that the proposed distracted driving legislation did not pass. She noted that the Tourist Development Tax bill did pass, however, Orange, Osceola and Seminole Counties were exempt because of thresholds. The MPO legislation dealing with MPO membership had been amended, but did not pass and is expected to be brought back next session. The Transportation bill, she added, did not pass as well. Mayor Dyer noted that legislation did pass that would allow Florida's Turnpike Enterprise to sell/transfer property to the Central Florida Expressway Authority.

B. Innovative Interchanges on the I-4 Ultimate and I-4 Beyond the Ultimate Projects

Ms. Beata Stys-Palasz, FDOT/District 5, gave a presentation on different types of interchanges that are being used for the I-4 Ultimate and I-4 Beyond the Ultimate projects. Mr. Barley spoke briefly about the importance of the new features being introduced as part of the I-4 Ultimate and I-4 Beyond the Ultimate projects. He introduced Ms. Stys-Palasz who introduced her team members Su Hao and Catalina Chacon. She explained that the goal of the I-4 Beyond the Ultimate project was to provide a seamless transition from the I-4 Ultimate project and increase mobility and safety. Ms. Stys-Palasz noted that there were 6 innovative interchanges planned for the projects including the Diverging Diamond, the Echelon, the Single Point Diamond and the Texas U-turn. Ms. Catalina Chacon reviewed the Diverging Diamond interchanges. Commissioner Dallari inquired about the SR 46A project being delayed. He added that the SR 46A project had been moved up but Seminole County had just been notified that it was now pushed back with a significant increase in cost. Commissioner Dallari called attention to planned development in the area next year that could impact the project and the need to expedite the project to avoid additional expenses. He added that an interchange is needed in that location and additional funding from local partners might be made available, but the funds needed to be leveraged wisely. Ms. Stys-Palasz responded that a discussion with the Seminole County Board of County Commissioners on the SR 46A project had been scheduled. Commissioner Constantine added that Seminole County is willing to work with FDOT on getting the project done sooner however funding for the project needs to be used wisely. Ms. Stys-Palasz responded that FDOT will work with local partners on the SR 46A project, if the funding is available. Mr. Atlee Mercer added that the right-of way will be lost to FDOT, if they don't expedite the project. He suggested a letter of acknowledgement from FDOT to Seminole County indicating that they are aware of the issue and are scheduled to discuss it at the April 10th Seminole County Commission meeting. Ms. Stys-Palasz reviewed the Echelon interchange, which incorporates double decking, the single point Diverging Diamond and the Texas U-turn interchanges. She reported that the project website is always being updated and she provided contact information for anyone who might have questions. Mr. Harry Barley added that Board members had questions that Mr. Mario Bizzio was not able to answer during his I-4 Beyond the Ultimate presentation.

in February and a follow-up document with responses to those questions had been provided in the supplemental folders.

XII. BOARD MEMBER COMMENTS

None.

XIII. PUBLIC COMMENTS (GENERAL)

Ms. Dori Madison, Orlando resident, commented on the Corrine Drive Complete Streets Study and the need to look at the options from a human scale and bicycle/pedestrian safety aspect. In addition she commented that moving the entrance to Leu Gardens was not a good idea.

Ms. Abbie Melton, Orlando resident, commented that she lives across from Leu Gardens and a plan to move the entrance to Leu Gardens was not good and would result in a devaluation of property.

XIV. ADJOURNMENT

There being no further business, the meeting adjourned at 9:50 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 9th day of May 2018.

Commissioner Cheryl L. Grieb, Chairwoman

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 02/28/18

ASSETS

Operating Cash in Bank	\$	820,141.60
Petty Cash	\$	125.00
SBA Investment Account	\$	1,638,899.76
FL CLASS Investment Account	\$	1,502,034.62
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	28,116.50
Accounts Receivable - Grants	\$	573,914.71
Fixed Assets-Equipment	\$	686,759.80
Accumulated Depreciation	\$	(363,660.66)

TOTAL ASSETS:	\$	4,906,331.33
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LIABILITIES

Accounts Payable	\$	52,243.86
Accrued Personal Leave	\$	304,085.00

TOTAL LIABILITIES:	\$	356,328.86
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	28,116.50
Deposits	\$	20,000.00

Unassigned:	\$	4,501,885.97
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TOTAL EQUITY:	\$	4,550,002.47
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TOTAL LIABILITIES & EQUITY:	\$	4,906,331.33
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 02/28/18

REVENUES	Current		Y-T-D		Budget		Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$	326,486.99	\$	1,834,333.47	\$	4,648,608.00	\$ 2,814,274.53	39.46%
State Revenue	\$	6,917.59	\$	104,578.00	\$	245,550.00	\$ 140,972.00	42.59%
Local Revenue	\$	0.00	\$	589,584.00	\$	1,151,189.00	\$ 561,605.00	51.22%
Interest Income	\$	4,084.86	\$	21,529.14	\$	25,000.00	\$ 3,470.86	86.12%
Other	\$	91.99	\$	1,903.18	\$	12,500.00	\$ 10,596.82	15.23%
Contributions	\$	0.00	\$	35,000.00	\$	45,000.00	\$ 10,000.00	77.78%
Cash Carryforward	\$	0.00	\$	0.00	\$	317,658.00	\$ 317,658.00	0.00%
Local Match - Transfers In	\$	6,917.60	\$	50,751.21	\$	143,990.00	\$ 93,238.79	35.25%
TOTAL REVENUES:	\$	344,499.03	\$	2,637,679.00	\$	6,589,495.00	\$ 3,951,816.00	40.03%
EXPENDITURES								
Salaries	\$	120,170.78	\$	967,234.28	\$	1,654,500.00	\$ 687,265.72	58.46%
Fringe Benefits	\$	37,556.55	\$	305,060.85	\$	519,090.00	\$ 214,029.15	58.77%
Local Match - Transfers Out	\$	6,917.59	\$	50,751.19	\$	143,990.00	\$ 93,238.81	35.25%
Audit Fees	\$	0.00	\$	24,500.00	\$	44,000.00	\$ 19,500.00	55.68%
Computer Operations	\$	2,191.08	\$	55,679.78	\$	98,844.00	\$ 43,164.22	56.33%
Dues & Memberships	\$	95.00	\$	10,349.00	\$	16,925.00	\$ 6,576.00	61.15%
Equipment & Furniture	\$	0.00	\$	4,365.85	\$	20,200.00	\$ 15,834.15	21.61%
Graphic Printing/Binding	\$	136.00	\$	1,913.00	\$	29,997.00	\$ 28,084.00	6.38%
Insurance	\$	9,182.58	\$	22,350.16	\$	28,530.00	\$ 6,179.84	78.34%
Legal Fees	\$	3,653.50	\$	27,619.18	\$	40,000.00	\$ 12,380.82	69.05%
Office Supplies	\$	4,592.04	\$	15,480.26	\$	52,320.00	\$ 36,839.74	29.59%
Postage	\$	5,632.41	\$	7,261.89	\$	4,700.00	\$ (2,561.89)	154.51%
Books, Subscrips/Pubs	\$	241.86	\$	5,589.56	\$	7,668.00	\$ 2,078.44	72.89%
Exec. Dir 457 Def. Comp.	\$	0.00	\$	26,000.00	\$	26,000.00	\$ -	100.00%
Rent	\$	25,266.40	\$	170,345.91	\$	284,294.00	\$ 113,948.09	59.92%
Equipment Rent/Maint.	\$	1,152.21	\$	13,355.57	\$	28,714.00	\$ 15,358.43	46.51%
Seminar & Conf. Regist.	\$	1,524.00	\$	15,188.92	\$	29,890.00	\$ 14,701.08	50.82%
Telephone	\$	479.97	\$	3,058.06	\$	8,030.00	\$ 4,971.94	38.08%
Travel	\$	4,074.66	\$	26,174.13	\$	39,460.00	\$ 13,285.87	66.33%
Small Tools/Office Mach.	\$	0.00	\$	43.89	\$	1,800.00	\$ 1,756.11	2.44%
HSA/FSA Annual Contrib.	\$	0.00	\$	10,000.00	\$	12,500.00	\$ 2,500.00	80.00%
Computer Software	\$	0.00	\$	3,081.33	\$	10,500.00	\$ 7,418.67	29.35%
Contingency	\$	0.00	\$	0.00	\$	30,000.00	\$ 30,000.00	0.00%
Contractual/Temp Svcs.	\$	232.00	\$	2,285.60	\$	73,470.00	\$ 71,184.40	3.11%
Pass-Thru Expenses	\$	39,050.66	\$	117,078.61	\$	568,037.00	\$ 450,958.39	20.61%
Consultants	\$	185,989.77	\$	767,153.84	\$	2,592,969.00	\$ 1,825,815.16	29.59%
Repair & Maintenance	\$	0.00	\$	381.30	\$	1,800.00	\$ 1,418.70	21.18%
Advertising/Public Notice	\$	662.51	\$	6,334.07	\$	11,005.00	\$ 4,670.93	57.56%
Other Misc. Expense	\$	636.48	\$	4,799.74	\$	22,122.00	\$ 17,322.26	21.70%
Contributions	\$	0.00	\$	100,700.00	\$	175,950.00	\$ 75,250.00	57.23%
Educational Reimb.	\$	0.00	\$	0.00	\$	1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$	25.00	\$	7,025.00	\$	10,500.00	\$ 3,475.00	66.90%
Indirect Expense Carryfwd.	\$	0.00	\$	0.00	\$	0.00	\$ -	0.00%
TOTAL EXPENDITURES:	\$	449,463.05	\$	2,771,160.97	\$	6,589,495.00	\$ 3,818,334.03	42.05%
AGENCY BALANCE:	\$	(104,964.02)	\$	(133,481.97)				

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 03/31/18**

ASSETS

Operating Cash in Bank	\$	1,177,479.03
Petty Cash	\$	125.00
SBA Investment Account	\$	1,641,387.56
FL CLASS Investment Account	\$	1,504,218.76
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	26,648.49
Accounts Receivable - Grants	\$	393,492.97
Fixed Assets-Equipment	\$	686,759.80
Accumulated Depreciation	\$	(363,660.66)

TOTAL ASSETS:	\$	5,086,450.95
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LIABILITIES

Accrued Personal Leave	\$	307,554.45
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TOTAL LIABILITIES:	\$	307,554.45
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	26,648.49
Deposits	\$	20,000.00
Unassigned:	\$	4,732,248.01

TOTAL EQUITY:	\$	4,778,896.50
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TOTAL LIABILITIES & EQUITY:	\$	5,086,450.95
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 03/31/18

REVENUES	Current		Y-T-D		Budget		Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$	364,152.27	\$	2,198,485.74	\$	4,498,607.00	\$ 2,300,121.26	48.87%
State Revenue	\$	24,340.70	\$	128,918.70	\$	245,550.00	\$ 116,631.30	52.50%
Local Revenue	\$	307,090.50	\$	896,674.50	\$	1,151,189.00	\$ 254,514.50	77.89%
Interest Income	\$	4,671.94	\$	26,201.08	\$	25,000.00	\$ (1,201.08)	104.80%
Other	\$	11,326.00	\$	13,229.18	\$	12,500.00	\$ (729.18)	105.83%
Contributions	\$	5,000.00	\$	40,000.00	\$	45,000.00	\$ 5,000.00	88.89%
Cash Carryforward	\$	0.00	\$	0.00	\$	317,658.00	\$ 317,658.00	0.00%
Local Match - Transfers In	\$	5,044.30	\$	55,795.51	\$	143,990.00	\$ 88,194.49	38.75%
TOTAL REVENUES:	\$	721,625.71	\$	3,359,304.71	\$	6,439,494.00	\$ 3,080,189.29	52.17%
EXPENDITURES								
Salaries	\$	124,344.31	\$	1,091,578.59	\$	1,654,500.00	\$ 562,921.41	65.98%
Fringe Benefits	\$	40,447.55	\$	345,508.40	\$	519,090.00	\$ 173,581.60	66.56%
Local Match - Transfers Out	\$	5,044.30	\$	55,795.49	\$	143,990.00	\$ 88,194.51	38.75%
Audit Fees	\$	0.00	\$	24,500.00	\$	44,000.00	\$ 19,500.00	55.68%
Computer Operations	\$	4,037.00	\$	59,716.78	\$	98,844.00	\$ 39,127.22	60.42%
Dues & Memberships	\$	95.00	\$	10,444.00	\$	16,925.00	\$ 6,481.00	61.71%
Equipment & Furniture	\$	5,815.33	\$	10,181.18	\$	20,200.00	\$ 10,018.82	50.40%
Graphic Printing/Binding	\$	0.00	\$	1,913.00	\$	29,997.00	\$ 28,084.00	6.38%
Insurance	\$	1,752.59	\$	24,102.75	\$	28,530.00	\$ 4,427.25	84.48%
Legal Fees	\$	5,763.50	\$	33,382.68	\$	40,000.00	\$ 6,617.32	83.46%
Office Supplies	\$	7,226.03	\$	22,706.29	\$	51,994.00	\$ 29,287.71	43.67%
Postage	\$	367.78	\$	7,629.67	\$	9,649.00	\$ 2,019.33	79.07%
Books, Subscrips/Pubs	\$	0.00	\$	5,589.56	\$	7,668.00	\$ 2,078.44	72.89%
Exec. Dir 457 Def. Comp.	\$	10,000.00	\$	36,000.00	\$	26,000.00	\$ (10,000.00)	138.46%
Rent	\$	25,266.40	\$	195,612.31	\$	284,294.00	\$ 88,681.69	68.81%
Equipment Rent/Maint.	\$	3,352.21	\$	16,707.78	\$	28,714.00	\$ 12,006.22	58.19%
Seminar & Conf. Regist.	\$	1,100.00	\$	16,288.92	\$	29,890.00	\$ 13,601.08	54.50%
Telephone	\$	462.93	\$	3,520.99	\$	8,030.00	\$ 4,509.01	43.85%
Travel	\$	1,681.56	\$	27,855.69	\$	39,460.00	\$ 11,604.31	70.59%
Small Tools/Office Mach.	\$	77.83	\$	121.72	\$	1,800.00	\$ 1,678.28	6.76%
HSA/FSA Annual Contrib.	\$	0.00	\$	10,000.00	\$	12,500.00	\$ 2,500.00	80.00%
Computer Software	\$	0.00	\$	3,081.33	\$	10,500.00	\$ 7,418.67	29.35%
Contingency	\$	0.00	\$	0.00	\$	30,000.00	\$ 30,000.00	0.00%
Contractual/Temp Svcs.	\$	5,012.00	\$	7,297.60	\$	73,470.00	\$ 66,172.40	9.93%
Pass-Thru Expenses	\$	0.00	\$	117,078.61	\$	568,037.00	\$ 450,958.39	20.61%
Consultants	\$	239,371.99	\$	1,006,525.83	\$	2,437,693.00	\$ 1,431,167.17	41.29%
Repair & Maintenance	\$	380.00	\$	761.30	\$	1,800.00	\$ 1,038.70	42.29%
Advertising/Public Notice	\$	443.50	\$	6,777.57	\$	11,657.00	\$ 4,879.43	58.14%
Other Misc. Expense	\$	589.88	\$	5,389.62	\$	22,122.00	\$ 16,732.38	24.36%
Contributions	\$	100.00	\$	100,800.00	\$	175,950.00	\$ 75,150.00	57.29%
Educational Reimb.	\$	0.00	\$	0.00	\$	1,690.00	\$ 1,690.00	0.00%
Comm. Rels. Sponsors	\$	10,000.00	\$	17,025.00	\$	10,500.00	\$ (6,525.00)	162.14%
Indirect Expense Carryfwd.	\$	0.00	\$	0.00	\$	0.00	\$ -	0.00%
TOTAL EXPENDITURES:	\$	492,731.69	\$	3,263,892.66	\$	6,439,494.00	\$ 3,175,601.34	50.69%
AGENCY BALANCE:	\$	228,894.02	\$	95,412.05				



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - February 2018

Traveler: Gary Huttman
Dates: January 31-February 2, 2018
Destination: West Palm Beach, FL
Purpose of trip: MPOAC & Safe Streets Summit
Cost: \$729.06
Paid By: MetroPlan Orlando funds

Traveler: Harold Barley
Dates: February 10-13, 2018
Destination: Washington, DC
Purpose of trip: NARC Conference of Regions
Cost: \$1,431.08
Paid By: Metro Plan Orlando funds

Traveler: Commissioner Robert Dallari
Dates: February 10-13, 2018
Destination: Washington, DC
Purpose of trip: NARC Conference of Regions
Cost: \$1,462.75
Paid By: Metro Plan Orlando funds



Board Action Fact Sheet

Meeting Date: May 9, 2018

Agenda Item: VIII:C (Tab 1)

Roll Call Vote: No

Action Requested: Approval of the Unified Planning Work Program (UPWP)

Reason: The UPWP is a two year document that represents the MetroPlan Orlando working budget. It is one of the required documents that all MPOs must prepare and receive Board approval.

Summary/Key Information: MPOs in the State of Florida are required to prepare a UPWP every two years. The UPWP defines in very general terms the work that the MPO staff will be doing over the planning period. Some of the tasks will be done with the assistance of our General Planning Consultants. For those tasks a more detailed Scope of Services is approved by the Federal Highway Administration before any work can be done.

Comments were received from the FDOT, FHWA and FTA. Minor changes were made to the UPWP Document. A summary of changes from the draft to the final document is included.

The UPWP can be found at the following link.
<https://metroplanorlando.org/wp-content/uploads/FINAL-FY2019-FY2020-UPWP-AS-OF-2018-02-28.pdf>

MetroPlan Budget Impact: The UPWP is the MetroPlan Orlando working budget

Local Funding Impact: None

Committee Action:

CAC:	Recommended for approval on April 25, 2018
TSMO:	Recommended for approval on April 27, 2018
TAC:	Recommended for approval on April 27, 2018
MAC:	To be taken up on May 3, 2018

Staff Recommendation: Recommends approval of the UPWP

Supporting Information: Resolution 18-06
UPWP Summary of Changes (draft to final)



RESOLUTION NO. 18-06

SUBJECT:

APPROVAL OF THE FINAL FY 2018/2019 and FY 2019/2020 UNIFIED PLANNING WORK PROGRAM AND BUDGET WITH AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO EXECUTE THE APPROPRIATE FEDERAL AUTHORIZATIONS AND ASSURANCES AND SUBMIT AND EXECUTE GRANT APPLICATIONS FOR TRANSIT PLANNING FUNDS, TRANSPORTATION DISADVANTAGED TRUST FUNDS, FEDERAL HIGHWAY ADMINISTRATION, LOCAL AGENCY PROGRAM AGREEMENTS, AND OTHER AGREEMENTS AND CONTRACTS RELATED TO THE UPWP AND BUDGET, AND TO EXECUTE THE GRANT CONTRACTS AND AGREEMENTS WHEN AWARDED; APPROVAL OF THE LINE ITEM BUDGET AND TRANSFER OF LINE ITEM FUNDS WITHIN A UPWP TASK; AUTHORIZE ADVERTISING OF BUDGETED CONTRACTUAL/CONSULTING SERVICES; AUTHORIZE EXECUTIVE DIRECTOR TO SIGN AND EXECUTE REGULAR BILLINGS FOR COSTS INCURRED AGAINST UNIFIED PLANNING WORK PROGRAM TASK ELEMENTS ON BEHALF OF METROPLAN ORLANDO.

WHEREAS, the Orlando Urban 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; and

WHEREAS, Florida Statutes 339.175 (8), and 23 CFR 450.314 require metropolitan planning organizations develop an annual Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, the Florida Department of Transportation requires metropolitan planning organizations develop a two-year Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, a Unified Planning Work Program and budget has been developed for Fiscal Years 2018/2019 and 2019/2020, said fiscal years being from July 1, 2018 through June 30, 2019 and July 1, 2019 through June 30, 2020; and

WHEREAS, the Fiscal Years 2018/2019 and 2019/2020 Unified Planning Work Program is reviewed and commented upon by the Florida Department of Transportation and the various federal agencies and the review comments are to be addressed by the MPO and submitted by May 15, 2018; and

WHEREAS, concurrent with the submittal of the Unified Planning Work Program, various Federal authorizations and assurances are also required to be submitted.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Fiscal Years 2018/2019 and 2019/2020 Orlando Urbanized Area Unified Planning Work Program and budget are approved and authorized to be submitted to the Florida Department of Transportation and the appropriate Federal agencies and that the Executive Director is authorized to execute all appropriate Federal authorizations and assurances to support this document and submit and execute all grant applications to the State and FHWA and FTA for the Transit Planning Funds, Transportation Disadvantaged Trust Funds, Highway Planning and Construction Grant, Federal Highway Administration, Local Agency Program Agreements, other agreements and contracts related to the UPWP and budget, and to execute the grant contracts and agreements when awarded; that the line item budget and transfer of line item funds within a UPWP task is approved; advertising of budgeted contractual/consulting services are approved; and that the Executive Director is authorized to sign and execute regular billings for costs incurred against Unified Planning Work Program Task elements on behalf of MetroPlan Orlando.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of May, 2018.

CERTIFICATE

The undersigned duly qualified serving as Chairwoman 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 Cheryl L. Grieb, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

FY'19/FY'20 UPWP Summary of Changes

(Draft to Final)

- Updated Title VI disclaimer
- Table of Contents
 - Update page numbers
 - Table of Contents now has clickable links to all sections
- Intro
 - Updated to new FDOT Cost Analysis Certification
 - Minor text changes
- Section I
 - Updated target dates on all tasks except task 120
- Section VI
 - Updated target dates on all tasks
- Section VII
 - Updated target dates on all tasks
- Section VIII
 - Add LYNX language for projects using pass-through funds and 5307 funds in tasks 810, 820, 840, 850
 - Increased funding for TD grant by \$321 in task 850
 - Updated target dates on most tasks
- FY'18 Table 1
 - Updated for increase to TD by \$321
 - Updated Section II Title
- FY'18 Table 2
 - Updated for increase to TD by \$321
 - Updated Section II Title
- FY'18 Table 3
 - Corrected Header for correct FTA funds
- FY'19 Table 1
 - Updated Section II Title
 - Separated estimated carryover funds from grand total and added footnote
- FY'19 Table 2
 - Updated Section II Title
 - Add footnote for PL closeout estimate
- FY'19 Table 3
 - Corrected Header for correct FTA funds
- Appendix A – Abbreviations & Acronyms
 - Added FAST-ACT and MAP-21
- Appendix B – Cost Allocation Plan
 - Signed Cost Allocation Plan
- Appendix C – FTA Grant Application & Certifications
 - Signed grant application, certifications and assurances
- Appendix D – Resolution
 - Updated resolution to Final
- Appendix F – Local Government Planning Activities
 - Added local government planning activities
- (former) Appendix G – FDOT Certification Review
 - Removed
- (new) Appendix G – Draft UPWP Comments & Responses
 - Added draft UPWP comments and responses



Board Action Fact Sheet

Meeting Date: May 9, 20178

Agenda Item: VIII.C. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Annual Investment Report

Reason: Florida Statutes require periodic reports of investment activity to the Board.

Summary/Key Information: The attached report shows month end and average annual balances of all bank deposits and investment accounts and interest earned thereon for the 12-month period spanning March 2017 through February 2018. All investments are classified as Cash and Cash Equivalents. All funds were invested with 1) the State Board of Administration Local Government Surplus Funds Trust Fund (Florida Prime); 2) the Florida Cooperative Liquid Assets Securities System (FLCLASS) Local Government Investment Pool; 3) non-interest-bearing business checking account; and 4) non-interest-bearing checking account (the Municipal NOW account with SunTrust Bank). The rate applied for fee credit offsets for both checking accounts equaled 0.15%. Actual returns/fee offsets were \$32,389.70. The total rate of return was 0.75% compared to the benchmark LGIP30D Index S&P US AAA & AA average rate (weighted 80% cash) of 0.82%. A new investment policy was approved in December 2017 with a corresponding allocation of investments to match the new policy in January 2018.

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: Investment Report Summary Document

INVESTMENT ACTIVITIES - MARCH, 2017 - FEBRUARY, 2018					
BANK ACCOUNTS		FEBRUARY 2018		AVERAGE MONTHLY BALANCE	ANNUAL EARNINGS
BUSINESS CHECKING					
Beginning Balance		\$ 399,491.55			
Ending Balance		\$ 266,032.10			
Average Balance		\$ 359,711.44		\$ 339,601.32	
Business Checking Interest Earned		\$ -			\$ -
MUNI NOW ACCOUNT					
Beginning Balance		\$ 464,365.56			
Ending Balance		\$ 561,363.16			
Average Balance		\$ 653,435.96		\$ 1,686,259.57	
Muni NOW Interest Earned		\$ -			\$ -
Combined Account Analysis Fee Credit Offset		\$ 116.58			\$ 3,047.55
STATE BOARD OF ADMINISTRATION (SBA) LOCAL GOVERNMENT SURPLUS FUNDS TRUST LGIP					
SBA LGIP-A Beginning		\$ 1,636,652.86			
SBA LGIP-A Ending		\$ 1,638,899.76			
SBA LGIP-A Average		\$ 1,637,776.31		\$ 2,061,988.51	
SBA LGIP-A Interest Earned		\$ 2,246.90			\$ 27,307.53
FLORIDA COOPERATIVE LIQUID ASSETS SECURITIES SYSTEM (FLCLASS) LGIP**					
FLCLASS Beginning		\$ 1,500,196.66			
FLCLASS Ending		\$ 1,502,034.62			
FLCLASS Average		\$ 1,501,183.05		\$ 250,109.51	
FLCLASS Interest Earned		\$ 1,837.96			\$ 2,034.62
TOTAL MONTHLY AVERAGE		\$ 4,152,106.76		\$ 4,337,958.92	
TOTAL ACTUAL RETURN		\$ 4,201.44			\$ 32,389.70
Actual Rate of Return Annualized		1.21%			0.75%
Benchmark - LGIP30D Index S&P US AAA & AA*		1.36%			1.02%
Benchmark - Weighted 20% Cash		1.52%			0.82%
*New benchmark established by updated investment policy on December 13, 2017					
**FLCLASS account funded on January 29, 2018 to comply with new investment policy					

TAB 2





Board Action Fact Sheet

Meeting Date: May 9, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program.		
Reason:	FDOT is adding funding for three existing TIP projects in FY 2017/18 and three new projects in FY 2018/19.		
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 \$372,001 in DDR funds for design and construction in FY 2017/18 for a railroad quiet zone project on Lake Avenue in Maitland in order to accelerate the project• Changes the limits of the SR 46/Wekiva Parkway project in Seminole County in order to meet logical termini criteria and adds \$482,860 in TALT funds for environmental mitigation in FY 2017/18• Adds \$5,000 in SA funds for Construction Engineering and Inspection (CEI) in FY 2017/18 for the South Pomegranate Avenue safety project in Sanford• Adds \$345,000 in SU funds for design in FY 2018/19 for the Orange County Advance Traffic Management Phase 4 project• Adds \$840,000 from the Advanced Transportation and Congestion Management Technologies Deployment grant in FY 2018/19 to purchase equipment for the UCF Automated Shuttle Service project• Adds \$6,000 in SU funds for CEI in FY 2018/19 for the Emory Canal Trail project in Kissimmee		
MetroPlan Budget Impact:	None		
Local Funding Impact:	None		
Committee Action:	CAC:	Recommended for approval on April 25, 2018	
	TSMO:	Recommended for approval on April 27, 2018	
	TAC:	Recommended for approval on April 27, 2018	
	MAC:	To be taken up on May 3, 2018	
Staff Recommendation:	Recommends approval		
Supporting Information:	These documents are provided at Tab 2:		
	FDOT letter dated April 23, 2018		
	Proposed Board Resolution No. 18-05		



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

**MIKE DEW
SECRETARY**

April 23, 2018

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 2017/2018 – 2021/2022 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

**FM#436014-1-32-12: Quiet Zone Improvements (Lake Avenue in City of Maitland) -
Rail Safety Project - Project Sponsor: Florida Department of
Transportation**

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design)	None	\$0.00	2018
CST (Construction)	DPTO (State)	\$508,000.00	2018
CST (Construction)	DS (State)	\$849,000.00	2018
CST (Construction)	LF (Local)	\$508,000.00	2018
CST (Construction)	DIH (State)	\$50,000.00	2018
CST (Construction)	None	\$0.00	2018
	TOTAL	\$1,915,000.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design)	DDR (State)	\$9,833.00	2018
CST (Construction)	DPTO (State)	\$507,541.00	2018
CST (Construction)	DS (State)	\$848,821.00	2018
CST (Construction)	LF (Local)	\$507,541.00	2018
CST (Construction)	DIH (State)	\$49,990.00	2018
CST (Construction)	DDR (State)	\$362,168.00	2018
	TOTAL	\$2,285,894.00	

Difference: \$370,894.00

Explanation: The Lake Avenue Quiet Zone project in the City of Maitland was added to an existing contract that FDOT had entitled Quiet Zone Improvements. The Department is adding District Dedicated Revenue state funding to include this project on the existing contract. MetroPlan Orlando's Urban Attributable (SU) federal funding was used on a separate project to free up District Dedicated Revenue state funding so that the project could be done sooner.

FM#:441616-1 Orange County ATM (Advanced Traffic Management) Phase #4 – ITS (Intelligent Transportation System) Communication System Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design) In-House Support	None	\$0.00	2019
PE (Design)	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design) In-House Support	SU (Federal)	\$5,000.00	2019
PE (Design)	SU (Federal)	\$340,000.00	2019
	TOTAL	\$345,000.00	

Difference: \$345,000.00

Explanation: New project programmed into the Department's Work Program System for Orange County due to availability of funding for Fiscal Year 2019. The scope of the project includes installing fiber optic lines, CCTV (Closed Circuit Television) cameras, bluetooth readers, communication switches, and upgrade DMS's (Dynamic Message Signs) signal cabinets, and controllers.

FM#:440821-2 University of Central Florida (UCF) Automated Shuttle Service - ITS (Intelligent Transportation System) Communication System Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CAP (Capital Purchase)	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CAP (Capital Purchase)	TSM (Federal)	\$840,000.00	2019
	TOTAL	\$840,000.00	

Difference: \$840,000.00

Explanation: New project programmed into the Department's Work Program System for the Department to purchase equipment. Funding for the project is from the Advanced Transportation and Congestion Management Technologies Deployment grant.

OSCEOLA COUNTY

FM#439069-1 Emory Canal Trail (North) From Mabbette Street (US 192) to John Young Parkway – Bike Path/Trail Project - Project Sponsor: City of Kissimmee

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CEI (Construction Engineering Inspection) In-House Support	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CEI (Construction Engineering Inspection) In-House Support	SU (Federal)	\$6,000.00	2019
	TOTAL	\$6,000.00	

Difference: \$6,000.00

Explanation: Project phase added to support and identify use of staff direct charges and resources according to management objectives. This is an in-house support phase.

SEMINOLE COUNTY

FM#240200-3 State Road 46 (Wekiva Parkway) From Orange Boulevard to North Oregon Street/Wayside Drive - Add Lanes and Reconstruct Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
C8 (Environmental Mitigation)	None	\$0.00	2018
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
C8 (Environmental Mitigation)	TALT (Federal)	\$482,860.00	2018
	TOTAL	\$482,860.00	

Difference: \$482,860.00

Explanation: The environmental mitigation phase was added to the project and the project limits were changed. Due to making sure that the project was meeting the logical termini criteria the Department changed the limits of the project to connect to the Wekiva 7A Section project currently underway. The Original limits are State Road 46 from West of Center Road to I-4. The proposed limit change is State Road 46 (Wekiva Parkway) from Orange Boulevard to North Oregon Street/Wayside Drive.

FM#431807-2 South Pomegranate Avenue from 8th Street to State Road 46 - Safety Project – Goldsboro Community Gateway Improvements - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CEI (Construction Engineering Inspection) – In House Support	None	\$0.00	2018
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CEI (Construction Engineering Inspection) – In House Support	SA (Federal)	\$5,000.00	2018
	TOTAL	\$5,000.00	

Difference: \$5,000.00

Explanation: Project phase added to support and identify use of staff direct charges and resources according to management objectives. This is an in-house support phase.

Sincerely,



Kellie Smith
Government Liaison Administrator
District Five

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



RESOLUTION NO. 18-05

SUBJECT:

Amendment to the FY 2017/18 - 2021/22 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 2017/18 - 2021/22 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- FM #4360141 - Quiet Zone Improvements (Lake Avenue in City of Maitland) - Rail Safety Project - Funding consists of \$9,833 in DDR funds for design and \$362,168 in DDR funds for construction in FY 2017/18;
- FM #4416161 - Orange County ATM (Advanced Traffic Management) Phase #4 - ITS (Intelligent Transportation System) Communication System Project - Funding consists of \$345,000 in SU funds for design in FY 2018/19;
- FM #4408212 - University of Central Florida (UCF) Automated Shuttle Service - ITS (Intelligent Transportation System) Communication System Project - Funding consists of \$840,000 in TSM funds for capital purchase in FY 2018/19;

Osceola County

- FM #4390691 - Emory Canal Trail (North) From Mabbette Street (US 192) to John Young Parkway - Bike Path/Trail Project - Funding consists of \$6,000 in SU funds for Construction Engineering Inspection in FY 2018/19;

Seminole County

- FM #2402003 - SR 46 (Wekiva Parkway) - Add Lanes and Reconstruct Project - Funding consists of \$482,860 in TALT funds for environmental mitigation in FY 2017/18 -

Change project limits:

- *Original project limits:* from west of Center Road to I-4
- *New project limits:* from Orange Blvd. to N. Oregon Street/Wayside Drive;

- **FM #4318072 - South Pomegranate Avenue from 8th Street to State Road 46 - Safety Project - Funding consists of \$5,000 in SA funds for Construction Engineering and Inspection in FY 2017/18; and**

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2017/18 - 2021/22 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of May, 2018.

Certificate

The undersigned duly qualified as Chairwoman 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 Cheryl L. Grieb, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





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

Outside Consultant

In-House Construction

Maintenance

Project Status Report as of April 19, 2018

ORANGE						
SR 15 (Hoffner Avenue) from North of Lee Vista Boulevard to Conway Road						
FIN #	239266-3-52-01, 239266-4-52-01					
CONTRACT #	T5521					
Conventional						
PROJECT DESCRIPTION: Widen Hoffner Avenue from two to four lanes, with bike lanes and sidewalk						
					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	3/25/2015	ORIGINAL:	1,300	\$37,089,690.00
FED. AID #:	N/A	NTP:	6/10/2015	CURRENT:	1,417	\$37,704,577.55
FUND TYPE	Construction	TIME BEGAN:	8/10/2015	ELAPSED:	980	\$34,153,249.60
		WORK BEGAN:	8/10/2015	% ORIGINAL:	75.38%	92.08%
		EST. COMPLETION:	Summer 2019	% TO DATE:	69.16%	90.58%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dan Barbato	O: 561-578-4500 C: 561-719-9885		dbarbato@targetengineering.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 407-482-7820		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Thomas F. Hill	O: 407-374 2931 C: 407-702-8579		thill@princecontracting.com	
ORANGE						
SR 423 (John Young Parkway) from SR 50 to Shader Road						
FIN #	239496-3-52-01					
CONTRACT #	T5538					
Conventional						
PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.						
					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765	\$27,752,000.00
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	765	\$27,752,000.00
FUND TYPE	Conventional	TIME BEGAN:	1/7/2017	ELAPSED:	93	\$4,098,170.65
		WORK BEGAN:	1/7/2017	% ORIGINAL:	12.16%	14.77%
		EST. COMPLETION:	Spring 2020	% TO DATE:	12.16%	14.77%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Mike Wilson	O: 407-466-8676 C: 407-466-8676		mike.wilson@kisingercampo.com	
FDOT PROJECT MANAGER		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274		JomoF@southlandconstruction.com	
ORANGE						
SR 50 (Colonial Drive) from SR 429 (Western Beltway) to East of the West Oaks Mall						
FIN #	239535-3-52-01					
CONTRACT #	T5313					
Conventional						
PROJECT DESCRIPTION: This project consists of widening Colonial Drive from four lanes to six lanes and the addition of bike lanes, sidewalks and drainage improvements.						
					TIME	COST
CONTRACTOR:	Lane Construction Corporation	LET DATE:	12/03/2014	ORIGINAL:	643	\$37,587,579.02
FED. AID #:	3003056P	NTP:	2/10/2015	CURRENT:	1,079	\$42,615,756.66
FUND TYPE	Conventional	TIME BEGAN:	5/11/2015	ELAPSED:	1,071	\$42,101,293.76
		WORK BEGAN:	5/11/2015	% ORIGINAL:	166.56%	112.01%
		EST. COMPLETION:	Spring 2018	% TO DATE:	99.26%	98.79%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Greg Shelton	C: 407-948-9021		sheltongb@cdsmith.com	
FDOT PROJECT MANAGER		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Randy Gore	O: 407-654-7390 C: 407-832-0459		rgore@laneconstruct.com	

Project Status Report as of April 19, 2018

ORANGE						
SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike						
FIN #	407143-4-52-01, 407143-5-52-01, 407143-6-62-01					
CONTRACT #	T5552					
Conventional						
PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road						
					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	6/08/2016	ORIGINAL:	1,050	\$75,824,482.00
FED. AID #:	MULT009R	NTP:	8/18/2016	CURRENT:	1,107	\$76,383,572.00
FUND TYPE	Conventional Pay Item	TIME BEGAN:	10/14/2016	ELAPSED:	549	\$34,502,057.08
		WORK BEGAN:	10/14/2016	% ORIGINAL:	52.29%	45.50%
		EST. COMPLETION:	Late 2019	% TO DATE:	49.59%	45.17%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Robert Murphy	O: 407-875-8900 C: 813-918-6390		rpmurphy@transystems.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Neil Parekh	O: 407-737-6741 C: 305-753-8621		nparekh@princecontracting.com	
OSCEOLA						
SR 500 (US 192) from Aeronautical Drive to Budinger Avenue						
FIN #	239682-1-52-01					
CONTRACT #	T5530					
Conventional						
PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal.						
					TIME	COST
CONTRACTOR:	JR Davis Construction	LET DATE:	6/24/2015	ORIGINAL:	1,100	\$37,673,820.99
FED. AID #:	N/A	NTP:	8/31/2015	CURRENT:	1,302	\$38,253,278.09
FUND TYPE	Conventional Pay Item	TIME BEGAN:	3/31/2016	ELAPSED:	747	\$23,857,967.75
		WORK BEGAN:	3/31/2016	% ORIGINAL:	67.91%	63.33%
		EST. COMPLETION:	Summer 2020	% TO DATE:	57.37%	62.37%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		jvyas@saiengr.com	
FDOT PROJECT MANAGER		Ray Gopal	O: 321-319-8133 C: 321-229-8213		uvendra.gopal@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		bruce.baker@jr-davis.com	
OSCEOLA						
SR 423/SR 600 (John Young Parkway) from Portage Street to Vine Street						
FIN #	418403-2-52-01					
CONTRACT #	T5506					
Conventional						
PROJECT DESCRIPTION: Pavement widening, median access changes, drainage improvements, curb and gutter, sidewalk, milling and resurfacing, pavement markings and signing, signalization, and water and sanitary sewer construction.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/17/2015	ORIGINAL:	800	\$12,348,616.43
FED. AID #:	N/A	NTP:	8/17/2015	CURRENT:	923	\$13,264,770.12
FUND TYPE	Conventional Pay Item	TIME BEGAN:	11/16/2015	ELAPSED:	883	\$10,233,066.91
		WORK BEGAN:	11/16/2015	% ORIGINAL:	110.38%	82.87%
		EST. COMPLETION:	Summer 2018	% TO DATE:	95.67%	77.14%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Kris Morgan	C: 813-614-3776		kris.morgan@jacobs.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Michael Anderson	O: 386-322-4500		michaelanderson@mascicg.com	



Project Status Report as of April 19, 2018

OSCEOLA

SR 15 (US 441) from East of the Bridge over Florida's Turnpike to North of Tyson Creek Bridge

FIN # 434406-1-52-01

CONTRACT # E5Y74

Construction Lump Sum

PROJECT DESCRIPTION: Mill and resurfacing 16.9 miles of US 441 from east of the bridge over Florida's Turnpike to north of the Tyson Creek Bridge. Other improvements include widening to create a turn lane for Canoe Creek Road.

					TIME	COST
CONTRACTOR:	Hubbard Construction Co.	LET DATE:	2/06/2018	ORIGINAL:	330	\$8,870,872.73
FED. AID #:	N/A	NTP:	4/04/2018	CURRENT:	330	\$8,870,872.73
FUND TYPE	Lump Sum	TIME BEGAN:	4/9/2018	ELAPSED:	6	\$447,773.51
		WORK BEGAN:	4/9/2018	% ORIGINAL:	1.82%	5.05%
		EST. COMPLETION:	Early 2019	% TO DATE:	1.82%	5.05%

CONTACT		PHONE	EMAIL
PROJECT ADMINISTRATOR	Herb Potter	C: 863-258-6540	hpotter@adaptiveCE.com
FDOT PROJECT MANAGER	Ryan Flipse	O: 321-319-8134	ryan.flipse@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Javier Saldana	C: 407-280-5357	javier.saldana@hubbard.com

SEMINOLE

Widening US 17/92 from Shepard Road to Lake Mary Boulevard

FIN # 240196-1-52-01

CONTRACT # T5557

Conventional

PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.

					TIME	COST
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,098	\$54,454,262.75
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/31/2016	ELAPSED:	685	\$27,214,277.28
		WORK BEGAN:	5/31/2016	% ORIGINAL:	69.19%	51.03%
		EST. COMPLETION:	Fall 2019	% TO DATE:	62.39%	49.98%

CONTACT		PHONE	EMAIL
PROJECT ADMINISTRATOR	Chris Davis	O: 321-972-8616 C: 407-466-4151	cdavis@metriceng.com
FDOT PROJECT MANAGER	Jeff Oakes	O: 407-482-7835 C: 407-832-1354	jeff.oakes@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Michael Heim	C: 954-295-2045	mheim@bergeroninc.com

SEMINOLE

SR 46 (East 25th Street) from Mellonville Avenue to SR 415 (East Lake Mary Boulevard)

FIN # 240216-2-52-01

CONTRACT # T5548

Conventional

PROJECT DESCRIPTION: Widen SR 46 (East 25th Street) to a four-lane roadway, including the addition of bike lanes and sidewalk.

					TIME	COST
CONTRACTOR:	Southland Construction, Inc	LET DATE:	2/24/2016	ORIGINAL:	860	\$26,475,089.42
FED. AID #:	3141040P	NTP:	4/20/2016	CURRENT:	993	\$26,023,133.60
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/9/2016	ELAPSED:	703	\$17,075,213.28
		WORK BEGAN:	5/9/2016	% ORIGINAL:	81.74%	64.50%
		EST. COMPLETION:	Spring 2019	% TO DATE:	70.80%	65.62%

CONTACT		PHONE	EMAIL
PROJECT ADMINISTRATOR	Charles Long	O: 407-482-7830 C: 407-625-7591	charles.long@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Damon Cottingham	O: 321-230-2538	DamonC@southlandconstruction.com
CONTRACTOR'S SUPERINTENDENT:	George Jaoude	O: 321-230-2559	georgej@southlandconstruction.com



Project Status Report as of April 19, 2018

SEMINOLE						
Widening SR 434 (Central Avenue) from Smith Street to Franklin Street						
FIN #	415030-5-52-01					
CONTRACT #	T5576					
Conventional						
PROJECT DESCRIPTION: Widening SR 434 from Smith Street to Franklin Street, including milling and resurfacing, drainage structures, signing and pavement markings, traffic signal mastarm replacement, pedestrian lighting, hardscape and the relocation of a water line and sewer connection.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/15/2016	ORIGINAL:	320	\$5,373,132.25
FED. AID #:	N/A	NTP:	8/11/2016	CURRENT:	462	\$5,611,560.26
FUND TYPE	Conventional Pay Item	TIME BEGAN:	1/3/2017	ELAPSED:	468	\$5,340,336.52
		WORK BEGAN:	1/3/2017	% ORIGINAL:	146.25%	99.39%
		EST. COMPLETION:	Spring 2018	% TO DATE:	101.30%	95.17%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Terry Simpson	C: 407-622-9476		simpsont@cdmsmith.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lenny Witkowski	O: 386-322-4500 C: 386-281-9801		lennywitkowski@mascigc.com	
SEMINOLE AND VOLUSIA						
Spring to Spring Trail system - U.S. 17/92						
FIN #	436434-1-52-01					
CONTRACT #	E5Y96					
Construction Lump Sum						
PROJECT DESCRIPTION: Constructing a multi-use trail along US 17/92 from Wayside Park to Lake Monroe Park Entrance.						
					TIME	COST
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	6/06/2017	ORIGINAL:	180	\$3,268,345.00
FED. AID #:	N/A	NTP:	8/10/2017	CURRENT:	224	\$3,324,037.68
FUND TYPE	Lump Sum	TIME BEGAN:	9/9/2017	ELAPSED:	219	\$2,990,865.17
		WORK BEGAN:	9/9/2017	% ORIGINAL:	121.67%	91.51%
		EST. COMPLETION:	Spring 2018	% TO DATE:	97.77%	89.98%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 407-482-7830 C: 407-625-7591		charles.long@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Greg Schlaffer	O: 386-258-7911		gschlaffer@pandspavinginc.com	
LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva						
					TIME	COST
CONTRACTOR:	Superior Construction Co. Southeast	LET DATE:	3/22/2017	ORIGINAL:	1,270	\$234,544,468.00
FED. AID #:	3141036P	NTP:	6/27/2017	CURRENT:	1,295	\$234,544,468.00
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	293	\$49,680,454.42
		WORK BEGAN:	10/18/2017	% ORIGINAL:	23.07%	21.18%
		EST. COMPLETION:	Early 2021	% TO DATE:	22.63%	21.18%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		arnaldo.larrazabal@rsandh.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		jandrews@superiorfla.com	



Project Status Report as of April 19, 2018

SEMINOLE						
SR 436 Resurfacing from Orange County Line to Avery Lane						
FIN #	435661-1-52-01					
CONTRACT #	T5598					
Construction Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing, traffic signals, striping, highway signing, sidewalk, guardrail, drainage and curb ramp work along SR 436.						
					TIME	COST
CONTRACTOR:	Hubbard Construction Co.	LET DATE:	10/25/2017	ORIGINAL:	160	\$1,387,780.91
FED. AID #:	D517038B	NTP:	12/27/2017	CURRENT:	163	\$1,387,780.91
FUND TYPE	Lump Sum	TIME BEGAN:	1/16/2018	ELAPSED:	68	\$1,153,167.14
		WORK BEGAN:	1/16/2018	% ORIGINAL:	42.50%	83.09%
		EST. COMPLETION:	Summer 2018	% TO DATE:	41.72%	83.09%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Planter	O: 407-482-7847		eric.planter@dot.state.fl.us	
CONTRACTOR'S PROJECT ENGINEER:		Javier Saldana	C: 407-280-5357		javier.saldana@hubbard.com	



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 South Woodland Boulevard
DeLand, Florida 32720

**MIKE DEW
SECRETARY**

April 10, 2018

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

RE: Third Quarter Variance Report for Fiscal Year 2017/2018 (January 2018 – March 2018)

Dear Mr. Barley:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the variance report for the period of January 2018 through March 2018. This quarter's variance report compares the July 1, 2018 adopted work program with changes made to the adopted work program in the third quarter of Fiscal Year 2017/2018. The projects listed below includes a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

ORANGE COUNTY PROJECTS

FM#436435-1 – Orange County Gap Segment 1 from Clarcona-Ocoee Road to West Orange Trail – Bike Path/Trail Project – Coast to Coast Trail

7/1/2018 Adopted Phase Cost: Right of Way Phase = \$422,300 (Fiscal Year 2017/18)

Revised Phase Cost: Right of Way Phase = \$725,120 (Fiscal Year 2017/18)

Phase Cost Increase: Right of Way Phase = (72%)

Reason for Cost Increase

Funding added due to Right of Way estimate updates done each year to balance the Department's work program.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#437592-1 – State Road 600/State Road 500/US 17-92 from South of State Road 482 (Sand Lake Road) to North of State Road 482) – Intersection Improvement Project

7/1/18 Adopted Phase Cost: Construction Phase = \$695,411 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$1,103,368 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Phase = (59%)

Reason for Cost Increase

Funding added due to unit prices increasing including pavement markings, clearing and grubbing, traffic signals, thermoplastic striping, and maintenance of traffic. The increase also included items that were in the original scope of the project but were not included in the original long range estimate but now have been added including Intelligent Transportation System (ITS), lighting, and a transit bus pad.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

OSCEOLA COUNTY PROJECTS

FM#239714-1 – State Road 600 (US 17/92) 1,900' West of Poinciana Boulevard to County Road 535 – Add Left Turn Lane(s) Project

7/1/18 Adopted Phase Cost: Construction Phase = \$16,368,283 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$28,319,418 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (73%)

Reason for Cost Increase

Funding added due to unit prices increasing including mobilization, maintenance of traffic, clearing and grubbing, regular excavation, embankment, stabilization, concrete, pipe culvert, and curb and gutter. There were items added to the scope including a segmental block wall design/plans in lieu of concrete retaining walls, special detours, work zone signs, low profile barrier wall, and removal of existing concrete pavement.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#418403-3 – State Road 600 (US 17/92) from Pleasant Hill Road to Portage Street - Add Lanes & Reconstruct Project

7/1/18 Adopted Phase Cost: Environmental Consultant Phase = \$398,335 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$1,798,335 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (351%)

Reason for Cost Increase

The increase was due to the updated mitigation requirements for additional scope for Palmetto Avenue drainage/roadway improvements for proposed new pond site per request from the City of Kissimmee.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#437200-1 – US 17/92 from County Road 54 to 1,900' West of Poinciana Boulevard – Project Development and Environment Study Project

7/1/18 Adopted Phase Cost: Project Development and Environment Phase = \$1,000,000 (Fiscal Year 2017/18)

Revised Phase Cost: Project Development and Environment Phase = \$1,500,000 (Fiscal Year 2017/18)

Phase Cost Increase: Project Development and Environment Phase = (50%)

Reason for Cost Increase

The increase was due to the estimate updates done each year to balance the Department's work program.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

SEMINOLE COUNTY PROJECTS

FM#240200-3 – State Road 46 (Wekiva Parkway) from Orange Boulevard to North Oregon Street/Wayside Drive – Add Lanes & Reconstruct Project

7/1/18 Adopted Phase Cost: Construction Phase = \$19,236,216 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$26,042,902 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (35%)

Reason for Cost Increase

Funding added due to a 10' sidewalk being added to the project, updating the pond size, intersection component having been updated for appropriate turn lane, maintenance of traffic, mobilization and a majority of the unit prices increasing including regular excavation, increase of embankment, curb inlets, pipe culverts, performance turf, steel mast arm assembly and light poles.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

As always, we appreciate all the opportunities that we get to work with MetroPlan Orlando staff and if you should have any additional questions or concerns please do not hesitate to contact me at 386-943-5427.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kellie Smith', with a stylized flourish at the end.

Kellie Smith

Government Liaison Administrator

cc: Gary Huttman, Deputy Executive Director, MetroPlan Orlando
Keith Caskey, Manager of Planning Services, MetroPlan Orlando

Air Quality Monitoring: Ozone Attainment Status

As of April 17th, 2018

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2018	64	17-Mar
2017	67	27-May
2016	63	10-May
2015	60	9-May

2017 3-Year Attainment Average: 63
2018 Year-to-Date 3-Year Running Average: 65

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2018	60	6-Mar
2017	67	9-Apr
2016	64	25-May
2015	61	1-May

2017 3-Year Attainment Average: 64
2018 Year-to-Date 3-Year Running Average: 64

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2018	61	15-Mar
2017	65	27-May
2016	66	9-May
2015	59	18-Mar

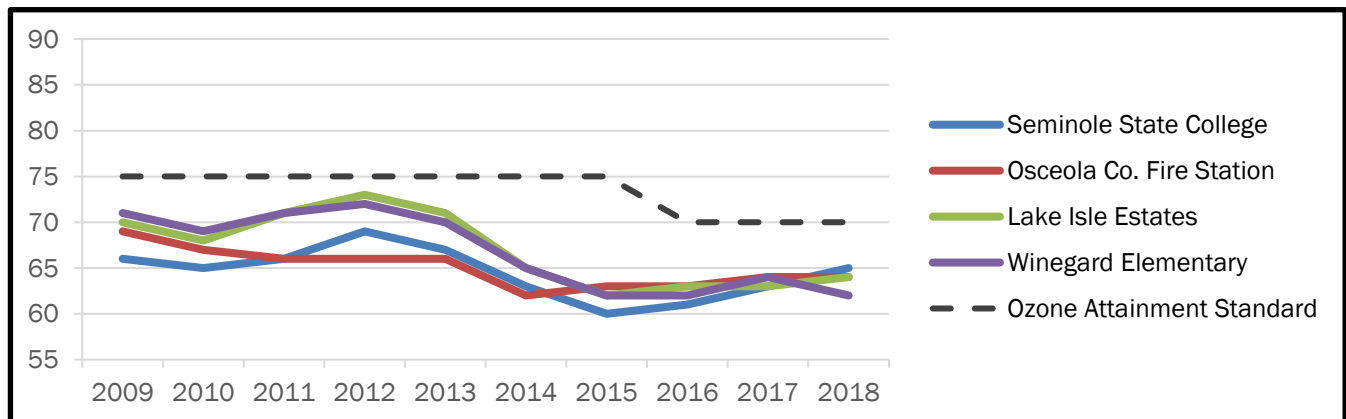
2017 3-Year Attainment Average: 63
2018 Year-to-Date 3-Year Running Average: 64

Winegard Elementary School (#L095-0008)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2018	55	15-Mar
2017	68	8-May
2016	63	9-May
2015	61	9-May

2017 3-Year Attainment Average: 64
2018 Year-to-Date 3-Year Running Average: 62

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)

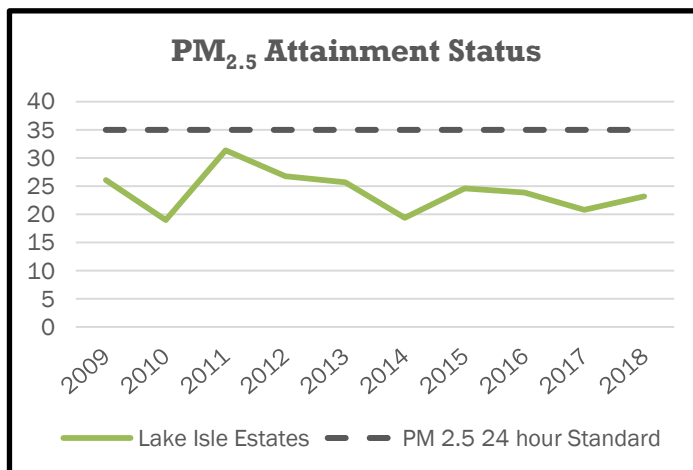


Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status
As of April 17th, 2018

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2018	23	15-Mar
2017	32	30-May
2016	24	1-Jan
2015	25	24-Aug

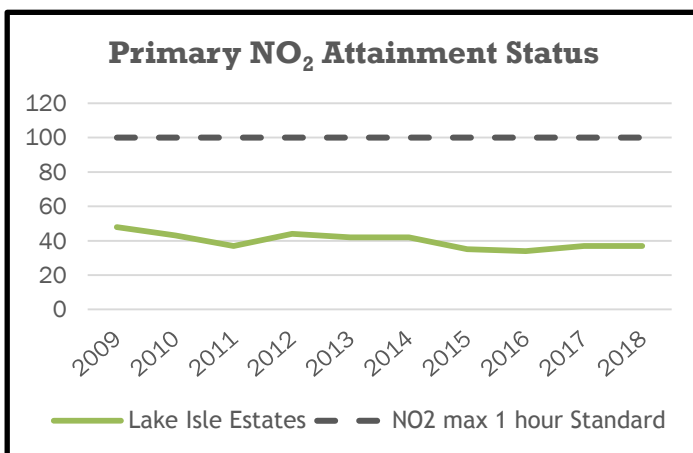
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2018	26
98th percentile, 3 year average - 2017	27



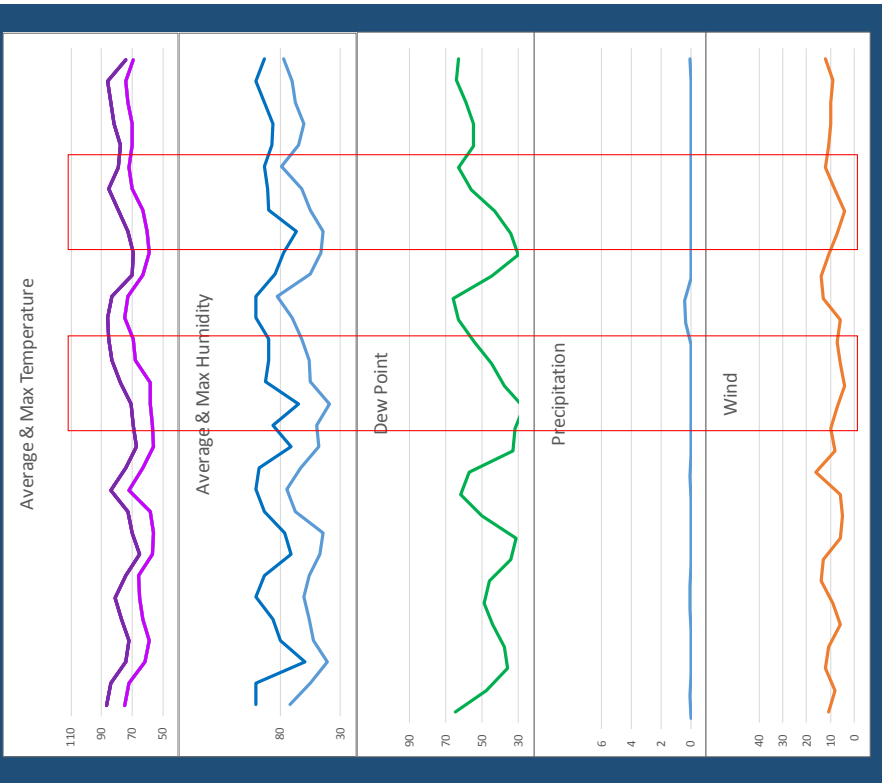
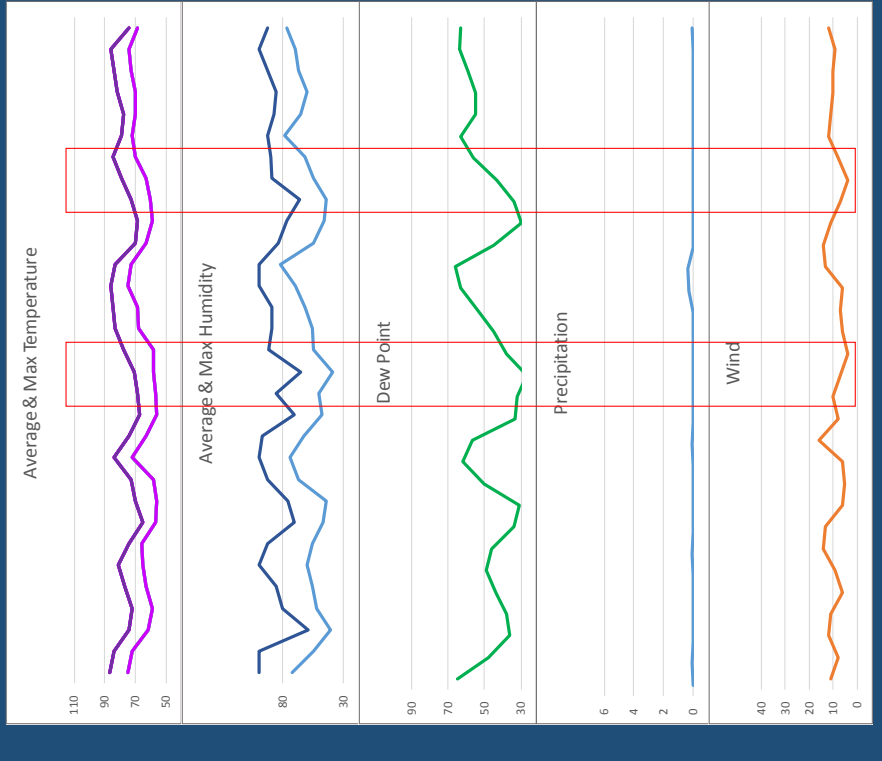
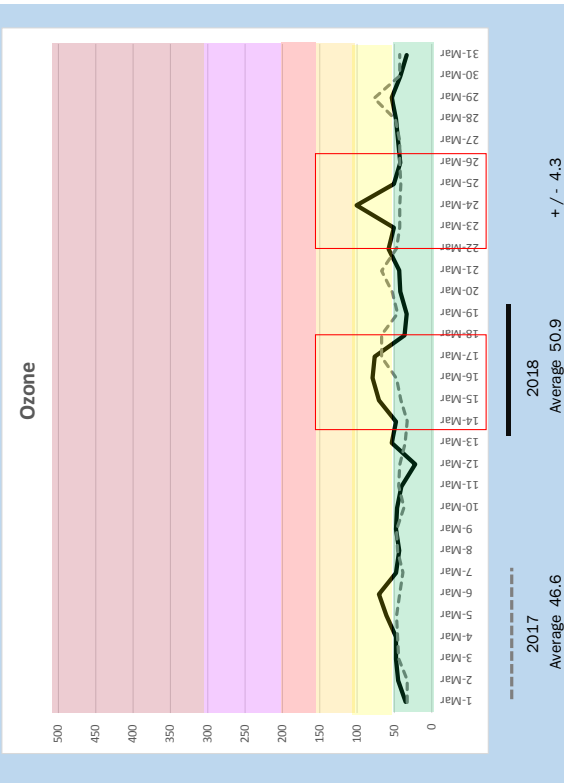
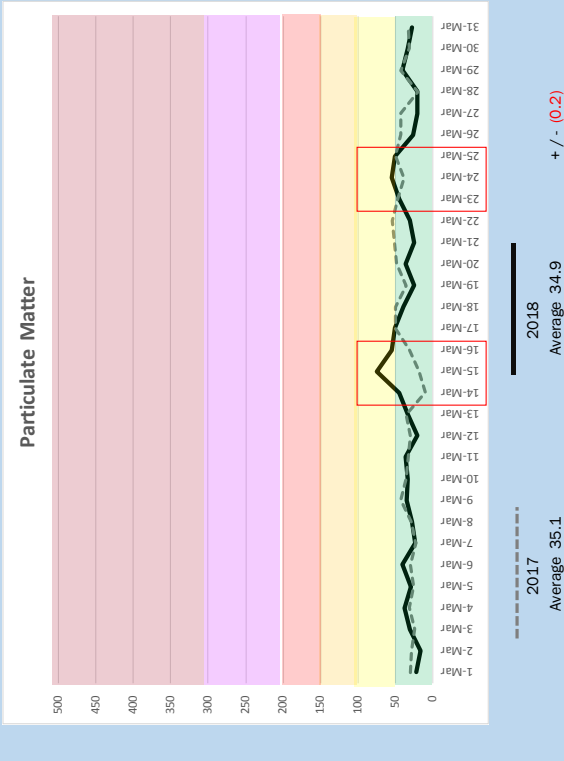
Air Quality Monitoring: Primary NO₂ Attainment Status
As of April 17th, 2018

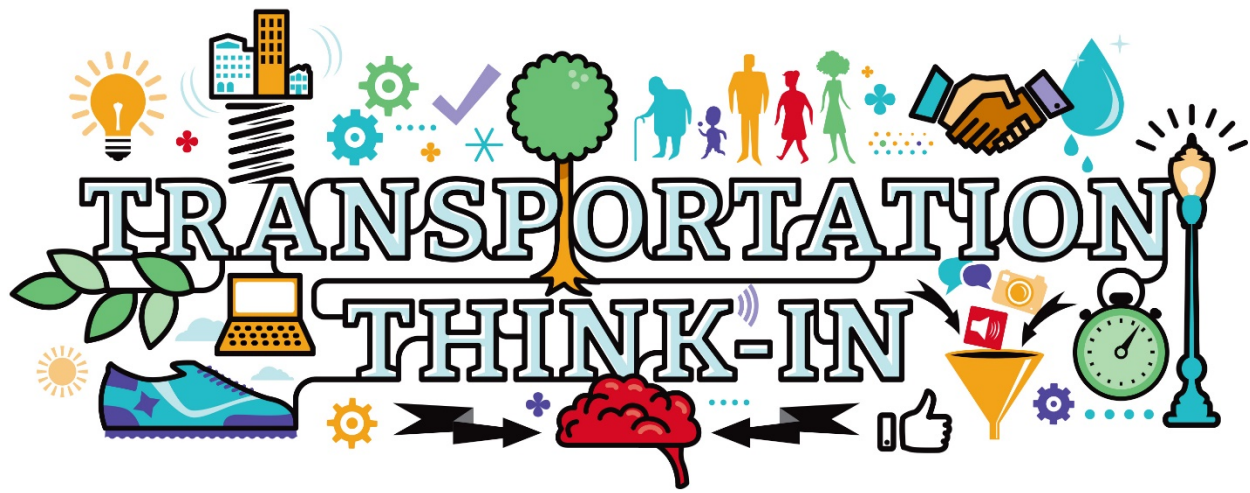
Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2018	37	19-Jan
2017	37	1-Feb
2016	34	20-Jan
2015	35	22-Aug

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2018	36
98th percentile, 3 year average - 2017	35



Source: Florida Department of Environmental Protection





Making 2045 Healthy, Sustainable, and Resilient

Hosted by:



Note

This report summarizes the discussions from MetroPlan Orlando's Transportation Think-In held on February 7, 2018. The information in the pages that follow synthesize the notes taken throughout the day.

The event helped us identify several research questions – ones that we'll work to answer in the coming months and years (see Appendix A). Some will be addressed through a series of policy-oriented reports in the coming months. Others will take much longer to research and develop recommendations. We hope that you will join us as we work towards making the Central Florida region one that has a healthy population, sustainable environment, and supports resiliency in all its forms.

Acknowledgements

The Federal Highway Administration (FHWA) is providing financial support to MetroPlan Orlando's INVEST project, which includes the Transportation Think-In. Thank you to Connie Hill and Teresa Parker from FHWA for your assistance and attendance.

Many people made the Transportation Think-In happen. Thank you to all the participants, who graciously gave us several hours of their day. MetroPlan Orlando's Regional Leadership Council identified participants and personally invited many of them. Several of our transportation partners were also instrumental in developing the participant list. Students from the University of Central Florida volunteered to take notes. They made this report possible. Every MetroPlan Orlando staff member contributed to the Think-In in some way. Thank you to Commissioner Cheryl Grieb, Commissioner Pete Clarke, and Council President John Dowless for attending and contributing to the day's conversations. To Karen Leone de Nie and the Federal Reserve Bank of Atlanta: thank you for your assistance, time, and excellent presentation.

For all inquiries, please contact:

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This report is available on MetroPlan Orlando's website: <https://metroplanorlando.org/programs-resources/health-transportation/>

There is a lot of exciting work going on in the Orlando metropolitan area. And we can achieve great things in the region by coordinating our efforts and leveraging our resources. That was the overarching theme of *Transportation Think-In: Making 2045 Healthy, Sustainable, and Resilient*. Organized by MetroPlan Orlando as part of a Federal Highway Administration (FHWA) project. The nearly day-long event brought together about 60 community leaders from across Central Florida.



Discussions throughout the day were wide-ranging as participants got to know one another, shared stories, and talked about transportation-related challenges our region faces. This report summarizes the thoughts shared during the event and identifies several questions to answer. MetroPlan Orlando will explore some of these questions through applied research in the coming months. The insights gained through the entire project will establish the guiding principles for the region's 2045 transportation plan and inform other MetroPlan Orlando documents.

The report is divided into several sections: Background, Process, Setting the Stage, Keynote, and What You Told Us. The day's agenda focused mostly on three sessions: the Keynote from Karen Leone de Nie of the Federal Reserve Bank of Atlanta, How We'll Work Together, and What We Want to Accomplish. The latter two sessions were conducted in small groups at tables of 7-8. The intimate setting allowed conversation to flow and led to a sharing of insights that MetroPlan Orlando will use as we plan for a regional transportation system that supports positive health outcomes, enhances sustainability, and builds resiliency.



Background

In early 2017, FHWA awarded MetroPlan Orlando a grant to pilot implementation of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST). MetroPlan Orlando is using the funds to incorporate measurable health and sustainability principles into the regional transportation planning process. The project has three phases:

- 1) Evaluation of Existing and Current Processes: INVEST has 17 best practices for regional planning, which build off MetroPlan Orlando's [health audit and previous work](#).
- 2) Host a Transportation, Health, and Sustainability Summit: a forum for offering direction on how the 2045 regional transportation plan can produce a greater return on investment through health, environmental, and economic benefits
- 3) Strategy Reports: These reports will provide data analysis and insights for the next regional transportation plan, our public opinion efforts, and other yet-to-be-determined documents.

Phase 1 – the INVEST evaluation – identified areas of strength and weakness, which informed the Think-In’s content. The 2040 regional transportation plan scored well on Transportation System, Management, and Operations (TSMO) issues, but poorly on efforts to address transit, affordability, and what’s called the jobs-housing balance. The jobs-housing balance looks at the location of housing compared to the location of employment opportunities. Ideally, jobs and housing are near each other, which makes it easier to provide people with transportation options.

Process

Planning for the Transportation Think-In began in the summer of 2017. MetroPlan Orlando’s Regional Leadership Council, which includes officers from the MetroPlan Orlando Board, Community Advisory Committee, Technical Advisory Committee, TSMO Advisory Committee, and Municipal Advisory Committee, provided input and guidance during the early stages of the process.

A key element for success was the identification of leaders and creative thinkers who could provide new perspectives on transportation challenges in the region. The goal was to identify 50-75 leaders who would represent various sectors of the community, including business, education, faith, economic development, health, housing, local government, social services, and tourism.

Identifying Participants

MetroPlan Orlando wanted to invite what we termed “not the usual suspects.” We have ongoing conversations with traditional transportation stakeholders throughout the year. The Transportation Think-In was an opportunity to engage representatives from organizations who are not commonly represented in transportation planning (see Appendix B).

Staff members developed a preliminary list of organizations that should be represented. This list was presented to the Regional Leadership Council, who helped to identify contacts at the various organizations. MetroPlan Orlando’s investment in building community partnerships played a large role in not only identifying the desired participants but also generating interest in the event. Transportation partners and invited guests were also asked to recommend individuals who should be invited to the event.

Communication

To generate interest, MetroPlan Orlando named the event *Transportation Think-In: Making 2045 Healthy, Sustainable, and Resilient*, which reflected the participatory nature of the event as well as the focus of the discussions. A logo/graphic was created to visually communicate the purpose and themes of the event. A mid-week day in early February was selected for the day-long event.

The event was marketed as an opportunity to help shape the future of the region. Invitees were informed that they were part of a carefully selected think tank.

The participants represented groups that work in:

Business
Education
Tourism
Health
Community Development
Social Service Organizations
Ending Homelessness
Ending Hunger
Workforce Development
Advocacy
Real Estate
Supporting Older Adults



Developing the Program

Using the INVEST evaluation as a starting point for developing the event program, MetroPlan Orlando looked for a keynote speaker who could talk about the connections between transportation planning, sustainability, and community health while inspiring creative thought among the participants. Karen Leone de Nie, assistant vice president in the community and economic development (CED) group at the Federal Reserve Bank of Atlanta, was selected to speak about her research and success in building partnerships that support healthy community development. A primary objective of the program was to generate interactive, collaborative, solution-oriented discussions among the participants (see Appendix C).

Setting the Stage

MetroPlan Orlando Board Chairwoman Cheryl Grieb, an Osceola County Commissioner and real estate business leader, kicked off the program talking about the purpose of the event and introducing MetroPlan Orlando Executive Director Harry Barley, who served as the moderator. The 20-minute Welcome and Warm-Up session provided a foundation for the day's discussions. Attendees learned:



- The combination of safe roads, trains, sidewalks, buses, and trails directly influences travel decisions.
- Demographic shifts and changing preferences within the region and transportation are rapidly changing how we plan and what we fund. The 2045 regional transportation plan provides an opportunity for MetroPlan Orlando to establish guiding principles that reflect these changes.
- The population in Orange, Osceola, and Seminole counties is expected to increase by an additional 1.2 million by 2045.¹
- Balancing the mix of jobs and housing for the future is an important factor in reducing miles traveled in cars and increasing physical activity.²
- The amount of data in the world is expected to increase 400% between 2015 and 2020.³ The ability to filter and extract the data produced through technological innovation will impact our transportation system.



¹ University of Florida's Bureau of Economic and Business Research (BEBR), June 30, 2017

² FHWA, INVEST Version 1.2

³ Brookings Institution, [Modernizing government's approach to transportation and land use data](#), July 2017

- Natural disasters are expected to increase in frequency and severity. The transportation system for a healthy and sustainable region requires resiliency to quickly respond and recover from natural and man-made disasters.
- The average monthly cost for housing and transportation for Central Florida households is \$2,458 and varies by Census tract. Some households spend more than 75% of their annual income on housing and transportation.⁴

Keynote: Working Across Sectors

DON'T BLOCK THE BOX

When a driver does not clear an intersection before the light turns red, the car blocks others from moving ahead. The metaphor: Transportation can help or hurt the work of other sectors.

Transportation can be the arena that brings varied stakeholders and groups together. Karen Leone de Nie's⁵ keynote presentation shared lessons and tips for how this could happen. She titled her presentation *Don't Block the Box: Transportation's Many Intersections* and focused on three lessons she's learned in her career.

Lesson 1: Break the Silos

Too often, we plan within our sectors.

Transportation is a big offender. It's not alone, though. All sectors tend to work within themselves. Ms. Leone de Nie shared an example from the Atlanta Region where a cross-sector collaborative is breaking down silos. The Atlanta Regional Collaborative for Health Improvement ([ARCHI](#)) is a coalition of public, private, and nonprofit organizations. The collaborative utilizes a collective impact model⁶ to address seven strategies (see box).

Lesson 2: Don't Assume the Answer to the Problem is Found Solely in the Problem itself

We need to dig deeper to uncover the root cause of the problem before we can identify the most effective solution. A review of Atlanta workforce development efforts ranked the barriers to accessing job training services. The second highest barrier was the lack of transportation to reach the available job training services. While transportation is not typically a part of workforce development, this example illustrates how improvements in one area can address a problem in another sector.

ARCHI's Seven Strategies

Encouraging Healthy Behaviors
Family Pathways
Coordinated Care
Global Payment
Capture and Reinvest
Expand Insurance
Innovation Fund

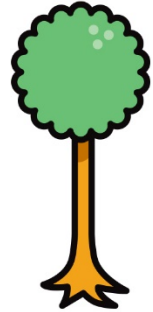
⁴ Center for Neighborhood Technology, Housing and Transportation Affordability Index, January 2018

⁵ Ms. Leone de Nie is the Assistant Vice President in the Community and Economic Development (CED) group at the Federal Reserve Bank of Atlanta

⁶ The [Stanford Social Innovation Review](#) defines collective impact as the commitment of a group of important actors from different sectors to a common agenda for solving a specific social problem.

Lesson 3: Light Up the Runway for Investment

Orlando's ability (or inability) to attract grant capital has an effect on what we are trying to accomplish. Based on the Federal Reserve Bank's [Following the Money Tool](#), Orlando wins 2.1 grants for every 10,000 residents, which amounts to \$8.44 per resident. Our peer regions, such as Austin, Tampa-St. Petersburg, and Las Vegas, win more grants and more money per resident. From 2008-2013, Austin received 6.5 grants for every 10,000 residents, which brought \$50.82 of grant money per person into Austin's economy.



Ms. Leone de Nie asked us to think about the diversity of our workforce and its capacity to develop ideas that attract funding. What are our peer metro areas doing better than us? What lessons can we learn from them for attracting non-governmental capital?

In a short question and answer session, Ms. Leone de Nie used a metaphor that provided perspective for the rest of the day's discussions. She said that we all need transportation options. We do not eat the same food every day because it is not healthy for us. We should apply the same standard to transportation.

What We Learned

Four sessions created the framework for the day's discussions:

- Let's Get to Know Each Other
- Keynote Challenge
- How We'll Work Together
- What We'll Accomplish



The sessions were designed to facilitate conversations among all the participants, who were organized in tables of 8 – a facilitator, note taker, and 6 participants. Each provided their own insights into their work and how transportation affected them. We started with introductions and quickly flowed into topics the Orlando region needs to consider as we grow. Overall, it was clear at every table that how we have planned transportation systems in the past is not how it should be done in the future. For this report, we have organized the day's discussions into themes and identified research questions for each theme.



Funding

Money was mentioned over and over in each small group discussion. The conversations tended to follow four lines of thought: the amount of money available, better use of existing revenue sources (in all sectors), aligning financial resources with needs and priorities of the region, and investing in maintenance and operations more than capital improvements.

Much of the conversation relating to the amount available was an outgrowth of the data shared during the keynote presentation – the comparative lack of non-governmental grants that flow into the metropolitan area. Participants questioned why we are preparing to spend billions on roadway projects; how much is needed to properly invest in frequent, reliable transit service; how to ensure transportation, housing, and other public investments are aligned; and the impact of declining gas tax revenues and automated vehicles on available funding.

Questions to Explore:

- What funding model(s) are needed to match the changing nature of transportation?
- How can performance-based transportation planning build a healthier, more resilient system?
- What resources are available and how can they be utilized across sectors?



Planning in a Cone of Uncertainty

Everyone seemed aware of the changes they could anticipate in their sector in the next few years. Forecasting out a decade or more was harder. Many people talked about change. They knew changes were coming, especially in transportation. And it was mentioned often that changes are needed.

Participants said that continued technical advancements will change how and when we work, how we move around, and lots more. A few of the small groups talked about the disruption these changes will have on the region's low-skilled workforce.

Everyone seemed to agree that simple answers do not exist; the challenges grow more complex the further we look into the future.

Questions to Explore:

- As the region grows and demographics shift, how will the disruption from connected and automated vehicles affect current efforts in sustainability?



- Technological advancements are accelerating change. What can we do to ensure each person has access to the benefits of technology?
- As technology changes where and when we work, how will we plan for changing traffic patterns?

Housing and Transportation

At table after table, people talked about the silos that exist in our work. This was illustrated through many examples. The common theme was that housing and transportation need to break down their silos and work together. The word ‘holistic’ was often used.

What’s your biggest transportation challenge?

“Enough transportation to allow people who are near homeless or homeless to be able to get to jobs more efficiently. Transportation is one of the key drivers in ensuring homelessness in this community is rare, brief and one-time.”

-Shelley Lauten
CEO, Central Florida Coalition on Homelessness

Participants talked about how a robust public transit system could address the region’s affordable housing needs. Broadly speaking, for many, this is a workforce issue. It was stressed through the participants’ expertise that reasonably-priced housing and a transportation system with reliable options were critical to maintaining and growing our region’s workforce. Many of the groups talked about this as an issue to address not only in the future but also today.

Pam Nabors, CEO of Career Source Central Florida, shared an obstacle she has experienced with her clients. Many of these individuals live in east Orlando and have the skills for jobs that pay around \$15 an hour around downtown Orlando or the NeoCity area in Osceola County. The lack of reliable, frequent transit service between the area where Ms. Nabors’ clients can afford to live and the location of employment opportunities forces many to leave jobs or turn down potential jobs.

Questions to explore:

- Where do housing and public transit co-exist well? How can these two areas work together on a regional level? Are there other regions in the U.S. that we could use as examples?
- What are the challenges to breaking down the silos?
- What type of housing do we have? What housing gaps exist? Does the housing we have match the housing we need?



Perception of Transportation

Several, but not all, of the small groups mentioned what some perceived as a stigma around public transportation, particularly buses. And all the groups cited recent positive developments regarding transit – SunRail, LYNX apps for smartphones, and planning activity. The topic of communication and transit’s image was highlighted as an area for improvement. Many participants asked, without answering, how can we tell our story better.

Questions to explore:

- What is our story? And how do we tell it?
- What is the role of advocacy groups and how can they advance the regional vision for public transportation?



Collaboration and Organizational Roles

The Think-In was the first event of its kind hosted by MetroPlan Orlando. The region has a great record of working together as it did with its collaboration to address homelessness. SunRail is the result of years of partnership between transportation, business, health, and local government stakeholders. As previously mentioned, there is a need to address multiple housing issues.

Discussions at the Think-In posed these questions: What is the next area of regional collaboration? What would it take to further break down the entrenched silos that exist? Which institutions should take the lead? It was clear at each table that the solutions and strategies necessary in the coming decades will require more collaboration and working collectively.

Stephanie Murray, a master planner at Walt Disney Imagineering, said that Disney, whose long-term transportation plan is set for 2035, is looking at regional connections that support sustainability, public health and resilience. Murray mentioned efforts to expand transportation options for their employees and customers. She said the Disney transportation system is easy for people to understand and use, but the problem is reaching Disney's property. She said they are partnering with LYNX to improve transportation options.

Questions to Explore:

- How will MetroPlan Orlando advance solutions to all these questions and answers?
- How can evidence and data be further incorporated into our decision-making process?
- Are the current agencies structured to address these existing and forthcoming issues?
- How can ties be strengthened between the public, private, and nonprofit sectors?

Access to Services

Marni Stahlman, president and CEO of Shepherd's Hope, a free clinic for the uninsured, talked about how the lack of transportation often prevents her clients from returning for follow-up appointments. She says better transportation will result in more people getting access to healthcare.



Stahlman illustrates one of the lessons shared by Ms. Leone de Nie. The participants talked about the services their organizations offer – medical care, job training, education, nutrition, etc. But the biggest issue for those they serve: the ability to reach available services. Discussions revolved around transit – where LYNX buses go, how often they run, and how long it takes to ride the bus, particularly if transfers are required. Many participants wondered how SunRail could be more effective, which was often mentioned in concert with how to pay for SunRail after 2021.

Questions to explore:

- Where are social services located and what reliable, frequent transit service is available?
- What funding is needed to ensure reliable, frequent transit service?

Many of the questions posed in this report are overlapping. As we conduct research, we expect to find the answers will be intertwined. That much is clear based on the discussions at the *Transportation Think-In: Making 2045 Healthy, Sustainable, and Resilient*.

Conclusion

The Transportation Think-In resulted in information and insights that exceeded MetroPlan Orlando's expectations. Participants expressed appreciation for the opportunity to have their thoughts heard and were energized at the prospect of working together to build a transportation system that better serves all sectors of our community. The challenge now is to turn the questions that arose during the Think-In into recommendations that lead to

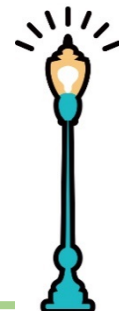


effective policy change and sound investments. While there is a lot of great work occurring, the work done across the region is often conducted in its own lane – to use a transportation metaphor. We have a housing lane, a transit lane, a business lane, etc. and we do not fully understand or try to see the entire street. Let's use past collaborative successes, the insights from the Think-in, and the research from these questions to ensure Central Florida is healthier, more resilient, and sustainable.

Thinking Outside the Box

Participants were encouraged to have a solution-oriented mindset, which generated some creative ideas:

- Autonomous vehicles for first/last mile connections
- Virtual schools/work/services
- Digital interface at bus/rail locations with real-time information
- A mini-bus system
- Health apps and telemedicine to deliver services
- Public-private partnerships with tourism sector to improve transit
- Autonomous buses
- Retrofitting sprawl and setting limits to contain it
- Affordable housing near transit stations



Each Question to Explore comes directly from the Think-In's small group discussions, keynote presentation, or follow-up conversations. MetroPlan Orlando will be producing a set of reports in Summer 2018 that address some, but not all, of these questions. We expect the answers to be multi-faceted and might take some time to fully understand. We invite researchers and organizations to partner with us as we strive for a regional transportation system to improve health outcomes, environmental sustainability, and our ability to be resilient.

Funding

- What funding model(s) are needed to match the changing nature of transportation?
- How can performance-based transportation planning build a healthier, more resilient system?
- What resources are available and how can they be utilized across sectors?

Planning in a Cone of Uncertainty

- As the region grows and demographics shift, how will the disruption from connected and automated vehicles affect current efforts in sustainability?
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- Where do housing and public transit co-exist well? How can these two areas work together on a regional level? Are there other regions in the U.S. that we could use as examples?
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Access to Services

- Where are social services located and what reliable, frequent transit service is available?
- What funding is needed to ensure reliable, frequent transit service?

<u>Name</u>	<u>Organization Name</u>
Lisa Adkins	League of Women Voters of Orange County
Alice Ancona	Florida Chamber of Commerce
Jared Billings	City Year Orlando
Luann Brooks	International Drive Business Improvement District
Chris Castro	City of Orlando Office of Sustainability and Energy
Susan Caswell	Osceola County Community Development
Diane Court	Orlando Tech Association
John Davis	Orlando Regional Chamber of Commerce
Ignacio Esteban	Florida Community Loan Fund
Sandra Fatmi	Pine Hills Community Council
Roberta Fennessy	University of Central Florida
Rahsaan Graham	IDignity
Eric Gray	United Against Poverty
Jim Hartmann	Alliance for Regional Transportation, Orlando Economic Partnership
Sarah Heintzelman	Florida Hospital
Marie Hernandez	AARP Orlando
Connie Hill	Federal Highway Administration
Fraser Howe	ASCE Florida Section Government Relations Committee
Stephanie Howell	Valencia College
Heather Isaacs	Tavistock Development Company
Misty Johantgen	Experience Kissimmee
Belinda Johnson-Cornett	Osceola Community Health Services
Bryan Julian	Universal Orlando Resort
Dave Krepcho	Second Harvest Food Bank of Central Florida
Patty Maddox	Winter Park Health Foundation
Veronica Malolos	Osceola County Association of Realtors
Celestia McCloud	Osceola County Human Services
Tara McCue	East Central Florida Regional Planning Council
John McReynolds	Universal Parks and Resorts
Stephanie Murray	Walt Disney Imagineering
Pam Nabors	Career Source
John Newstreet	Kissimmee/Osceola County Chamber of Commerce
Lou Nimkoff	Orlando Regional REALTOR Association
David Overfield	Florida Department of Health Orange County
Doreen Overstreet	Orange County Government

<u>Name</u>	<u>Organization Name</u>
Theresa Parker	Federal Highway Administration
Ellis Perez	Florida Department of Health Orange County
Joe Ranaldi	Seminole County Public Schools
Carmen Rasnick	VelocityRED
Todd Rimmer	Walt Disney Imagineering
Edgar Robinson	Central Florida Commission on Homelessness
Marni Stahlman	Shepherd's Hope
Dan Tapia	Florida Chamber of Commerce
Ronald Tarpley	University of Central Florida
Anne Taylor	IDignity
Jim Thomas	Orlando Tech Association
Jane Tkach	Transportation Disadvantaged Local Coordinating Board
Alberto Vargas	Orange County Planning Division
Donna Walsh	Florida Department of Health Seminole County
Charley Williams	League of Women Voters of Orange County
Jerome Williams	AARP Orlando
Joedel Zaballero	Osceola County
Kelly Brock	City of Casselberry, MetroPlan Orlando TSMO Advisory Committee
Sarah Elbadri	MetroPlan Orlando Community Advisory Committee
Tiffany Homler Hawkins	LYNX
Dan Stephens	MetroPlan Orlando Community Advisory Committee
Mayra Campos	Student
Jacob Cummings	Student
Sarah Ebert	Student
Valentina Gamera	Student
Emily Hanson	Student
Tatum Madden	Student
Raigan McDonald	Student
Irina Pahinina	Student
Aneisha Smith	Student
Karen Leone de Nie	Federal Reserve Bank of Atlanta

MetroPlan Orlando Staff and Board

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Cmsr. Pete Clarke, Vice-Chairman

Council President John Dowless, Municipal Advisory Council Chairman

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Cynthia Lambert

Nick Lepp

Jason Loschiavo

Crystal Mercedes

Sally Morris

Nikhila Rose

Virginia Whittington

Elizabeth Whitton

Mighk Wilson

February 7, 2018

Ace Café
100 W Livingston St
Orlando, FL 32801

AGENDA

8:15-8:40 a.m. Continental Breakfast and Coffee – provided

8:40-9:05 a.m. Welcome and Warm Up

- MetroPlan Orlando Board Chairwoman Cheryl Grieb
- MetroPlan Orlando Executive Director Harry Barley
- MetroPlan Orlando Transportation Planner Elizabeth Whitton

We'll open the Transportation Think-In with a short presentation on why we are here and what we want to accomplish.

9:05-9:25 a.m. Let's Get to Know Each Other

A facilitator will lead each table in a series of introductory questions that enable us to learn more about each organization and existing work going on throughout the region

9:25-10:00 a.m. Keynote: *Don't Block the Box: Transportation's Many Intersections*

Karen Leone de Nie
Assistant Vice President, Federal Reserve Bank of Atlanta

Ms. Leone di Nie will give us insights into the intersection of transportation, health, regional planning, economic resilience, place, and much more.

10:00-10:10 a.m. Break

10:10-10:40 a.m. Keynote Challenge

At tables, we'll reflect on the keynote presentation and how to apply lessons learned for Central Florida

10:40-11:40 a.m. How We'll Work Together

At tables, we'll identify issues that arise from the implications in the Keynote Challenge. What issues will the region face in 5, 10, 15, 20 years? What do we need to know more about?

11:40-12:10 p.m. Buffet Lunch – provided

12:10-1:10 p.m. What We Want to Accomplish

Now that we have identified issues and areas for further examinations, what are possible solutions and strategies that can address these issues?

1:10-1:15 p.m. Public Comment

Each speaker is limited to two minutes. People wishing to speak must complete a "Speakers Introduction Card" at the check-in desk.

1:15-1:30 p.m. Wrap Up

Coming together as a big group, we'll talk about what's next – how we continue the conversations and turn talk into action

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact MetroPlan Orlando staff member Ms. Cathy Goldfarb (contact info below), at least three days prior to the event. In addition, persons requiring translation services, which are provided at no cost, should also contact Ms. Goldfarb at least three business days prior to the event. Contact Information: Cathy Goldfarb | (407) 481-5672 x315 | Email: cgoldfarb@metroplanorlando.org | Address: MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida, 32801

U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits," said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants/outreach>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

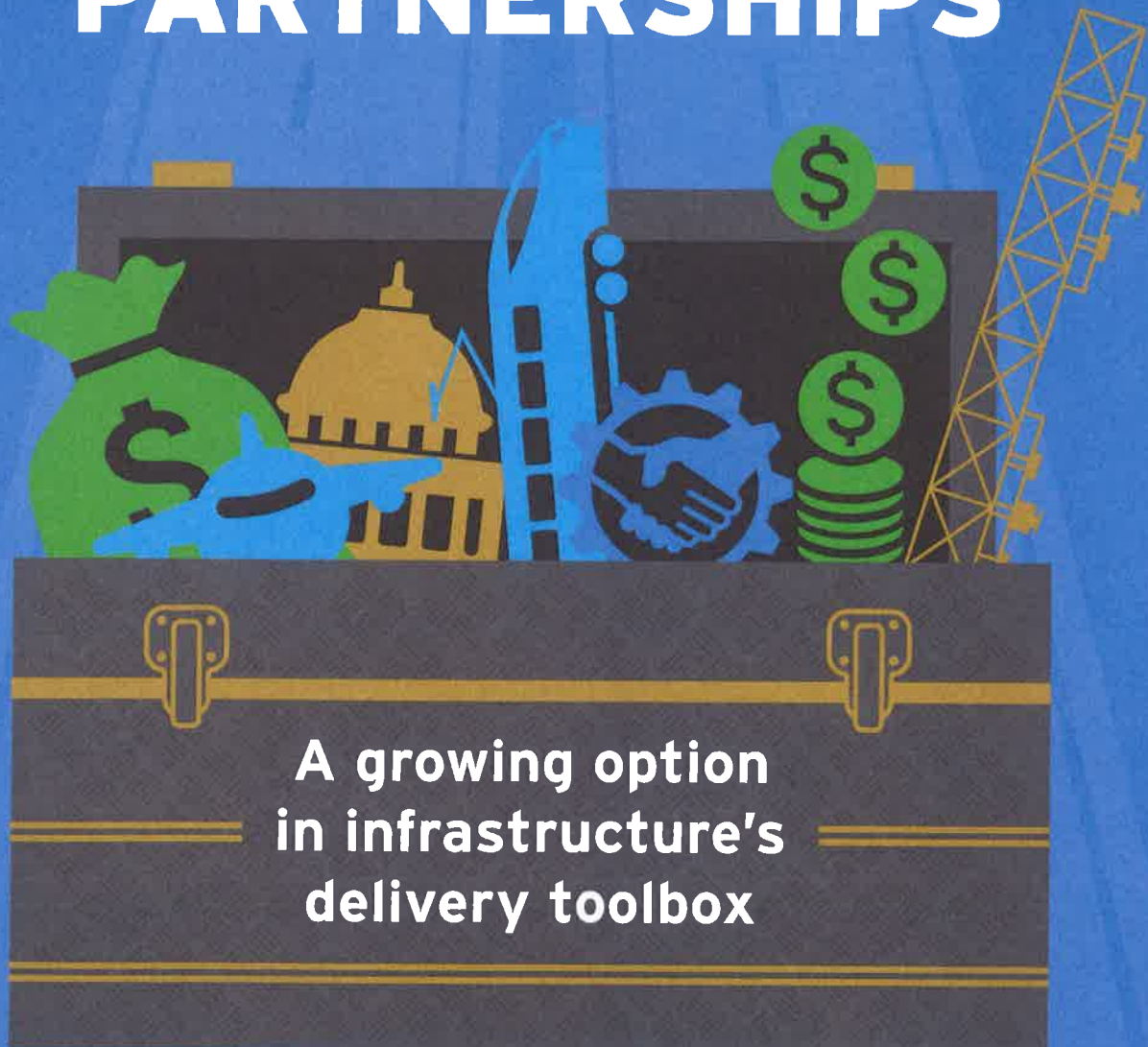
For more information, please visit <https://www.transportation.gov/BUILDgrants>.

Updated: Wednesday, April 25, 2018





PUBLIC-PRIVATE PARTNERSHIPS



A growing option
in infrastructure's
delivery toolbox

P3s as an option in the toolbox

Lessons learned and best practices from across the transportation industry

According to an Office of Management and Budget fact sheet, "... public-private partnerships ... can help advance the nation's most important, regionally significant projects." Transportation agencies realize that and are implementing P3s at a measured pace. They understand the most important lesson of P3 application: P3s do not apply to every project. Each project or transaction is different, and every funding or financing solution is equally unique. Projects may include complex, interrelated issues of design, construction, operation, maintenance, funding, financing and opportunities for innovation for which a P3 with appropriate risk transfer may be the right solution.

P3 projects, using a design-build-finance-operate-maintain structure, may use toll concessions or availability payment models. These models combine traditional funding sources, debt and private equity. They offer agencies the ability to:

- Manage projects effectively while limiting impact to existing agency resources
- Designate a single point of responsibility
- Incorporate design and construction innovations
- Expedite design and construction delivery
- Transfer life-cycle and, in the case of toll concessions, revenue risks
- Establish performance measures that will incentivize quality

Despite those benefits, P3s in U.S. transportation haven't gone mainstream. Compared with traditional sources, private equity is more expensive and does not receive the same public-debt tax advantages, even though P3s typically finance much of the project through tax-exempt bonds and federal loans with attractive interest rates, such as TIFIA. Under a P3, although the agency may structure the transaction to facilitate the use of TIFIA and private activity bonds, the actual financing decisions and responsibilities remain with the private concessionaire, not the owner.

In addition to financing, public and political acceptance, project readiness and project scope play important roles in determining if P3s are the best delivery method to use. For those reasons and others, projects with P3 potential should be evaluated on a case-by-case basis to ensure viability before initiating procurement.

DEVELOPMENTS AND LESSONS LEARNED

Several developments over the past decade indicate the U.S. may see more transportation agencies add P3s to their cadre of project delivery options when traditional delivery is not sufficient to address the complex challenges presented by some projects.

1. Public perception is changing

Americans have a more favorable opinion of private involvement. According to a September 2017 HNTB America THINKS survey, more than seven in 10 Americans support public-private partnerships for transportation infrastructure. That number jumps to 84 percent if any surplus revenues generated by a project

are guaranteed by law to exclusively fund transportation infrastructure needs. Generally, under a P3, there may be some revenue-sharing with the state agency. It is common for the state to use any surplus revenues from the sharing arrangement to invest in transportation projects.

The America THINKS survey also found nearly three in four Americans support public-private partnerships to maintain existing assets and build new transportation infrastructure. Fifty-two percent of Americans believe a combination of government and the private sector should be responsible for funding the maintenance and building of transportation infrastructure. And, 51 percent believe private-sector investment in infrastructure should be repaid through a combination of tolls and taxes. However, the deals must be structured properly, so the public gets the best return on its investment and is protected, should the private owner or project run into financial difficulties.

HNTB experts believe the U.S. will continue to see P3s as a viable option as traditional funding sources come under pressure.

2. DOTs are savvier about when to apply P3s

U.S. departments of transportation benefit from a decade-long P3 learning curve. They now have a body of U.S.-specific experience from which to draw, and state engineers are more confident the model works. DOTs are much savvier about when to apply P3s and the different procurement options available, such as optional scope bids, fixed-price with variable scope and others.

3. P3s can resolve governance uncertainties for major projects

A lack of decision-making clarity, the deferral of key operational decisions and uncertainties

regarding project governance often hinder effective delivery of the most complex projects. Proposers in a competitive P3 require a complete knowledge of operational constraints. This requires the agency to document the performance standards, risk-allocation mechanisms, operational responsibilities, rewards and penalties in a transparent manner during the procurement process. A P3 also requires the agency to analyze each project for a long-term, life-cycle perspective, ensuring the total cost of ownership is considered and that a single party is responsible for operational success.

4. More states are authorizing P3s

Thirty-seven states now have enabling legislation, with Arkansas, Nebraska, Mississippi and Tennessee being the latest to enter the arena. State acceptance and recent DOT activity may indicate another wave of highway P3s is on its way.

According to the Federal Highway Administration's website in late 2017, there have been more than 16 design-build-finance-operate-maintain toll concessions, 12 design-build-finance-operate-maintain availability payment concessions and five long-term lease concessions.

5. Worst-case scenarios surrounding concessionaire models haven't materialized

Some experts predict DOTs will execute more lease and toll concessionaire P3 contracts in the future because many of the issues surrounding the model, such as noncompete clauses and public concern about private developers receiving all the financial benefits from toll revenues while states receive nothing, have been addressed or are unfounded.

There also was concern of the concessionaire going bankrupt and leaving state taxpayers



FUNDING VS. FINANCING

FUNDING is money used at the time of expenditure, typically a grant that does not have to be repaid. **FINANCING** is money that must be borrowed and paid back through a debt mechanism.



ACCORDING TO THE FHWA'S WEBSITE, TWO OF THE MOST COMMON P3 DELIVERY METHODS ARE:

1. Toll Concessions. Concessionaires receive compensation by obtaining the right to collect the tolls on a facility.

2. Availability payments. Concessionaires receive a periodic payment from the public partner based on the facility's availability at the specified performance level.

holding the "bag." To the contrary, in the P3s where concessionaires have had to seek financial help, the state was held harmless, and state taxpayers were protected.

6. P3s are demonstrating their value and versatility with other modes

HNTB is seeing U.S. airports or their governing authorities turn to P3s as an alternative way to fund, finance and provide long-term operation of \$100 billion in airport infrastructure.

Large aviation P3 projects in the U.S. include LaGuardia Airport's Central Terminal project, Delta's LGA Terminals C & D P3 project, Denver International Airport's Great Hall project and Los Angeles International Airport's Automated People Mover P3 project. JetBlue Airlines is in the process of soliciting a P3 team for the expansion of JFK Terminal 5.

Not limited to large, complex terminal buildings, P3s can deliver a piece or part of the airport facility, as evidenced by JFK International Airport's IAT T4 and AirTrain Light Rail System, Denver International Airport's Great Hall and LAX's Automated People Mover P3 project. The LAX people mover program will be delivered via a design-build-finance-operate-maintain contract and features a people-mover rail system that will shuttle passengers to and from the airport, LA Metro transit, long-term parking and a consolidated rental car facility.

P3s are making inroads in transit and rail, too, as Denver Regional Transportation District has shown. Denver RTD is the most recent transit agency in the nation to successfully pursue and complete a comprehensive P3 that includes a mix of federal loans and grants

and private investments. The RTD's Eagle project was successfully advanced through the Federal Transit Administration's (Penta-P) P3 pilot program. Because the Eagle commuter rail was a new rail service type and a stand-alone system, it cleared the way for a P3 procurement.

The delivery model may have a role in helping other rail and transit owners consolidate and deliver multibillion-dollar capital programs, while realizing capital, operating and maintenance savings. Denver RTD realized hundreds of millions of dollars in savings without compromising its operational requirements.

Further, HNTB experts believe a stand-alone system like high-speed rail offers a unique opportunity for the U.S. to expand the use of P3 to a full concession delivery model. High-speed rail projects are good P3 candidates because of their complexity, longevity, expense and propensity to cross multiple boundaries outside of the owner agency's jurisdiction. HNTB experts say the U.S. likely will see high-speed rail delivered via design-build-finance-operate-maintain P3s, barring any legal or environmental limitations on procurement.

P3 APPLICABILITY

P3s are not a funding mechanism. They are a delivery method with some opportunities as a financing mechanism and, therefore, are not applicable to every project. While the entire universe of infrastructure needs cannot be resolved with P3s, using an approach that combines private financing supported by robust revenue streams can maximize infrastructure improvements when appropriate. ■



P3 delivery best practices from across the nation

INITIAL STEPS

- Appoint and support a project champion
- Determine a delivery approach early in the project's life cycle
- Incorporate a broad group of stakeholders and map out the project's goals, funding needs and construction parameters
- Bring in experts to educate stakeholders about the advantages and disadvantages of P3s
- Properly evaluate life-cycle costs
- Understand local tax and licensing laws that can impact financials and approach to work
- Compare the financial impact of a P3 project against the traditional public delivery alternative to help determine whether a specific project is appropriate for P3
- Understand there will be institutional resistance to change

PROCUREMENT

- Don't rush into procurement
- Insist on a transparent procurement process
- Seek industry feedback before and after the start of the P3 procurement to engage the private sector early, creating a more competitive environment and achieving lower bids
- Use a combined funding and finance plan (e.g., private-sector finance, local investment and federal funding)
- Provide sufficient, functional design information during procurement

SCHEDULING

- Establish a reasonable procurement schedule to accommodate alternative technical concepts, one-on-one meetings with proposers and sufficient time for proposers to develop their technical and financial proposals
- Allow time for regulatory approvals, right-of-way acquisition and major utility relocations
- Consider lead times for major equipment and materials, especially when equipment is manufactured outside of the country

GETTING MORE VALUE FROM THE P3 DEVELOPER

- Develop specific, achievable, affordable performance specifications vs. method-based specifications
 - Understand P3 investors and lenders have different needs and concerns than procurements without private financing at risk
 - Establish and maintain open communication with the private-sector developer
 - Balance risk allocation with the private developer
 - Employ independent oversight and audits
 - Improve the customer/user experience with construction sequencing
-

Preparing for the future of infrastructure funding

While it may be difficult to predict what the future holds, the time to prepare for it is now

With federal dollars shrinking, transportation infrastructure crumbling and the popularity of innovative programs under FAST Act and MAP-21, the next transportation reauthorization bill or supplemental national infrastructure program could encourage public-private partnerships, tolling or a greater contribution of local funds by tying the promise of funding to those initiatives.

PREVIOUS PROGRAMS SET A PRECEDENT

Innovative grants and loan programs under MAP-21 and FAST Act may foreshadow how transportation will be funded in the future. The popularity of FASTLANE, TIGER, TIFIA and PABs, designed to fill market gaps and leverage private investment, could embolden Congress to extend those programs and pass even more progressive surface and air transportation legislation.

The July 5, 2017, Federal Register Notice, which outlined the new criteria for the \$1.5 billion Infrastructure for Rebuilding America (INFRA) discretionary grant program, demonstrates the current administration's goals for evaluating projects of national and regional economic importance and for leveraging additional non-federal funding, including P3s.

ADVANCE WORK HELPS OWNERS COMPETE

Although federal infrastructure funding is uncertain, it is in owners' best interests to begin competitively positioning themselves for new federal programs.

While few owners have the time or resources to invest in speculation, advance work holds benefits, regardless of legislative outcomes.





The following steps can give owners a clearer picture of their capabilities to deliver large, transformational programs and position them competitively when new legislation is authorized.

1. Identify local funding sources

Federal funds likely will need to be matched with a greater contribution of local sources or tolling revenues.

"While we wait to see exactly what a transportation funding bill may hold, now is a good time for owners to begin identifying their ability to use existing revenues as matching funds, as well as to evaluate the possibility of creating a new local tax or user-fee program," said Brad Guilmino, HNTB national director of financial services.

mobilize and what, if any, preliminary tasks you can accomplish now," Guilmino said. "Having predevelopment work underway is a selling point on any federal grant application."

3. Identify which projects could incorporate a tolling component

In anticipation of a transportation bill that provides incentives for tolling, owners can begin identifying which projects might incorporate a user fee.

Preliminary guidance released on the president's infrastructure plan proposed that grant applications be ranked and scored higher if the project brought new and dedicated revenues, funded operations and maintenance and requested the least amount of federal funding. Tolling checks these boxes.

"The more boxes you check off, the more your program will look like what the federal government wants and the better position you will be in to compete for grants." Brad Guilmino, National Director of Financial Services, HNTB

Twenty-six states and the District of Columbia have raised motor fuel taxes in the past four years. Voters have approved sales taxes and special tax districts to fund transportation projects. And, neighboring municipalities have pooled their resources to deliver projects.

2. Get key projects shovel-ready

Consider budgeting for or beginning preliminary design and environmental reviews on transformational projects.

"Understand what resources your key projects would require, how quickly you could

"A toll feasibility study can help owners understand a project's revenue potential and its ability to deliver toll financing proceeds that could be applied to construction costs," Guilmino said.

The other big question under the tolling umbrella is the future of interstate tolling: Will Congress expand states' authority to toll interstates to finance improvements? The U.S. Department of Transportation announced the availability of all three slots in the Interstate System Reconstruction and Rehabilitation Pilot Program on Oct. 20, 2017. The pilot program

would allow reconstruction and rehabilitation on select interstate corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls.

"To be in a better position to compete for one of those slots, departments of transportation can educate themselves and their staffs about the benefits and challenges of tolling and the legislation needed to enact user fees in their states," Guilmino said.

4. Understand how P3s could be leveraged in your state

The safest way for owners to determine where a P3 might pay dividends is to think of it as a delivery method, not a funding source. Even if P3s do not provide any scoring benefit from federal programs, they still could offer benefits for a given project.

"Identify the projects that are the largest and riskiest - or those where your organization lacks adequate in-house resources and expertise - and consider how private-sector involvement might help get those projects in the ground sooner," Guilmino said.

Next, educate executive leadership about the legislative process, policy decisions and risks associated with private-sector involvement.

5. Determine a P3 organizational structure

Which would best serve your organization: a centralized P3 office with dedicated staff or an ad hoc approach?

Many states have chosen to create a centralized program, so each time they initiate a new P3 project, they aren't re-educating staff.

6. Size up in-house capabilities and outsourcing needs

- Initiate policy discussions on additional funding options, tolling opportunities and P3 delivery
- Have contracts and procurement mechanisms in place
- Tee up environmental experts to perform federal approvals
- Have an innovative delivery/toll adviser contract or program management capabilities to help guide major projects or programs
- Identify a team of P3 advisers

"The more boxes you check off, the more your program will look like what the federal government wants and the better position you will be in to compete for grants," Guilmino said. ■

