metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

DATE: Wednesday, June 13, 2018

TIME: 9:00 a.m.

Wireless access available
Network = MpoBoardRoom
Password = mpoaccess

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
	Remarks by Mr. Mike Shannon, FDOT District 5 Secretary Remarks by Mr. Paul Wai, Executive Director, Florida's Turnpike Enterprise	
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	Council President John Dowless
	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 May 9, 2018 Board meeting

B. Approval of April 2018 Financial Report and Acknowledgement of April 2018 Travel Report

C. Approval for FY 2018 Year-End Budget Amendment

IX. OTHER ACTION ITEMS

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

B. LRTP Amendments/Performance Measures – Mr. Nick Lepp (Tab 3)

MetroPlan Orlando Staff requests approval of an addendum to the 2040 Long Range Transportation Plan to include Performance Measures Targets and Planning Requirements set forth in the Fixing Americas Surface Transportation (FAST) Act.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 4)

A. Status Updates

- FDOT Monthly Construction Status Report – May 2018
- MetroPlan Orlando's Air Quality Report – May 2018

B. General Information

- Letter from James Dineen, Volusia County Manager, to Commissioner Grieb dated April 25, 2018 regarding truck parking area; response from Commissioner Grieb dated May 15, 2018
- FDOT Press Release dated May 13, 2018 on SunRail's Southern Expansion (Phase 2-South) and Schedule of Tours
- Combined meeting of the Central Florida MPO Alliance and the West Central Florida Chairs Coordinating Committee – Hillsborough Community College – July 13, 2018

C. Featured Articles and Research

- *"Post Millennial Behavior and Long-Range Planning,"* FDOT/Florida State University – April 2018

- Brookings Institute A "people first" perspective on infrastructure: Delivering access

- *"A National Synthesis of Transit and Complete Streets Practices,"* FDOT, April 2018 http://www.fdot.gov/transit/Documents/FDOTCO_ANationalSynthesisofTransitinCompleteStreets_FinalReport_20180508.pdf

XI. PRESENTATIONS

A. Preview of the FY 2018/19-2022/23 Transportation Improvement Program (TIP) – Mr. Keith Caskey, MetroPlan Orlando (Tab 5)

B. Bicycle and Pedestrian Crash Analysis, Mr. Mighk Wilson, MetroPlan Orlando

C. Update on Connected and Autonomous Vehicles, Mr. Eric Hill, MetroPlan Orlando

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING: Wednesday, July 11, 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, May 9, 2018

TIME: 9:00 a.m.

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

Commissioner Cheryl L. Grieb, Board Chairwoman, Presided

Members

Hon. Jim Fisher for Hon. Jose Alvarez, City of Kissimmee
Mr. Dean Asher, GOAA
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. Tony Ortiz for Hon. Buddy Dyer, City of Orlando
Hon. Gary Bruhn for Hon. John Dowless, Municipal Advisory Committee
Hon. Cheryl L. Grieb, Osceola County
Hon. Samuel B. Ings, City of Orlando
Hon. Emily Bonilla for Hon. Teresa Jacobs, Orange County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Bryan Nelson, City of Apopka
Hon. Victoria Siplin, Orange County
Mr. Stephen Smith, Sanford Airport Authority
Hon. Jennifer Thompson, Orange County

Hon. Betsy VanderLey, Orange County

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. Pat Bates, City of Altamonte Springs
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority
FDOT Secretary Mike Shannon, District 5
Hon. Jeff Triplett, City of Sanford
Vacant, Kissimmee Gateway Airport
Vacant, Orange County

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 Huttmann
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. Commissioner Viviana Janer led the Pledge of Allegiance.

II. CHAIRWOMAN'S ANNOUNCEMENTS

Commissioner Grieb welcomed Mayor Nelson in his new role as Mayor of Apopka. She introduced Mr. Greg Higgerson from Second Harvest Food Bank, who spoke about the work the agency does. Commissioner Grieb provided a brief report on the March 14 Personnel

Committee meeting. She reported that committee members discussed the recruitment strategy for the Executive Director's position with Mr. Bob Slavin from the executive search firm. The strategy was approved, the position was advertised and the closing date for applications was April 27th. The Personnel Committee will be meeting immediately following the board meeting and they will get a report on the recruitment effort and Mr. Slavin's recommendations on a list of finalists. The Personnel Committee, she added, expects to have a hiring recommendation for the Board's approval at the next meeting on June 13.

Commissioner Janer, recently elected Chair of the Commuter Rail Commission, provided a report on the March 29th meeting. She told Board members that the grand opening of SunRail Phase II south is scheduled for July 30, 2018. A "Try the Train" event is planned at the Poinciana station on May 19th from 10:00 a.m. to 2:00 p.m. and other similar events for Phase II South stations are also planned in June. Commission members approved moving forward with the hiring of Lochner as the consultant to handle the study for the transition of SunRail operations and maintenance from FDOT to the local governments.

Commissioner Grieb spoke briefly about a meeting with USDOT officials, Mr. Jim Ray and Mr. Anthony Bedell that took place May 2nd at MetroPlan Orlando. She reported that the officials spoke about a number of policy initiatives and programs that are priorities for the new Administration. Commissioner Grieb thanked Commissioner Clarke and Commissioner Constantine for taking part in the event and noted Congresswoman Stephanie Murphy also attended.

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 alternates in attendance Commissioner Bonilla for Mayor Jacobs, Commissioner Fisher for Mayor Alvarez, Commissioner Ortiz for Mayor Dyer and Mayor Bruhn for Council President Dowless. He commented on the great need in the community that Second Harvest works so hard to fulfill and thanked the culinary students who prepared breakfast for the meeting. Mr. Barley recognized guests Mr. Ryan Matthews (Peebles, Smith and Matthews), Council Member Sladek (City of Oviedo), Mr. Jim Martin (new FTE liaison) and Mr. Erin Waldron (Congresswoman Deming's staff). He congratulated Ms. Cynthia Lambert and Ms. Mary Ann Horne on the three FPRA awards MetroPlan Orlando recently received. Mr. Barley recognized Mr. Gary Huttmann for his participation in a Spectrum live TV panel discussion. He called attention to the new USDOT grant program BUILD, which replaces the TIGER grant program. Commissioner Dallari requested additional information on the BUILD program. Mr. Barley added that the CFMPOA LRTP Executive Summary was provided as a supplemental item. He recognized Mr. Luis Melara who provided the audio/visual support for the Board meeting.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed a quorum of 16 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

Mayor Gary Bruhn reported that MAC met on May 3, 2018 and welcomed Commissioner Richard Firstner who is the new MAC representative for the City of Ocoee. MAC members recommended approval of the request to amend the FY 2017/18 - 2021/22 TIP and the final version of the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). Committee members, he added, received presentations including a Preview of Performance Measures; a Connected and Autonomous Vehicles presentation; a Bicycle & Pedestrian Crash Data Report, and a presentation on the FY 2016/17 Travel Time Delay Study.

Mr. Atlee Mercer reported that Community Advisory Committee members met on April 27, 2018. He told Board members that CAC recommended approval of the Transportation Improvement Program amendments and the final Unified Planning Work Program. CAC members, he added, received presentations on transportation performance measures; autonomous vehicles; bicycle and pedestrian crash data; and travel time and delay study results.

Mr. Hazem El-Assar reported that Technical Advisory Committee members met on April 27, 2018 and recommended approval of the TIP amendment request and the final version of the FY 2018/19 – 2019/20 Unified Planning Work Program. He added TAC members also heard presentations on: the Regional Transit Study for the Central Florida MPO Alliance; Performance Measures; Connected and Autonomous Vehicles; the bicycle and pedestrian crash report and the Travel Time/Delay Study

Mr. Kelly Brock reported that the Transportation Systems Management & Operations Committee met on April 27, 2018 and approved the February 23 meeting minutes, the amendments to the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP) and the final version of the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). In addition, committee members appointed a Task Force to assist in the procurement and management of the Traffic Signal Retiming Contract. Mr. Brock noted that TSMO members received a presentation by Dr. Samiul Hasan, University of Central Florida on Sharing Real-time Traffic Information with Travelers using Social Media.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

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

MOTION: Commissioner Bob Dallari moved approval of the Consent Agenda, Action Items A - D. Commissioner Lee Constantine 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 Transportation Improvement Program (TIP) be amended to provide additional funding for three existing projects in the TIP and add three new projects. The existing projects included:

- railroad quiet zone project in Maitland
- Wekiva Parkway project in Seminole County
- Pomegranate Avenue safety project in Sanford

The new projects included:

- Orange County Advanced Traffic Management Phase 4
- UCF Automated Shuttle Service
- Emory Canal Bike Trail in Kissimmee

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 reviewed the projects included in the request.

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

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

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

MOTION: Commissioner Viviana Janer moved approval of the Information Items for Acknowledgement. Commissioner Jim Fisher seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Report from the 2018 Florida Legislative Session

Mr. Ryan Matthews (Peebles, Smith & Matthews) provided a report on the 2018 legislative session. Mr. Matthews explained that a number of events impacted the 2018 legislative session including a budget deficit, hurricane Irma, harassment allegations, and the Parkland school shooting tragedy, which triggered policy debates on guns and additional funding for mental health and security measures for schools. Also influencing the next session, he noted, will be the exit of the current Florida House Speaker, Richard Corcoran, and the change to the new House speaker, Jose Olivio. Mr. Matthews reported that a large amount of preemptions were introduced during the session including dockless bicycles for last mile transportation, and bills related to red light cameras, autonomous vehicles, and a Charter County Infrastructure Surtax. He noted that bills were

introduced regarding MPOs that would limit board size and proposed term limits, but no action was taken on that proposed legislation. Mr. Matthews added that Senator Jeff Brandes introduced a transportation bill, which included MPO language, with amendments proposed by Senator Linda Stewart to remove the MPO language, however the bill did not pass. He called attention to the recent Florida Constitutional review, which is done every 20 years, by a 37 member body which came up with sixteen issues. Mr. Matthews urged Board members to continue to be involved as some of the proposed legislation that failed this past session may resurface and other issues could arise. Commissioner Dallari noted that the 2019 legislative session will be coming up and asked when was the best time to meet with legislators in advance of that start to better position local agencies/government. Mr. Matthews responded that early fall would be the best time to start lobbying due to the session starting in March next year and November elections upcoming. Commissioner Ortiz commented that he and Mayor Bruhn are on the Florida League of Cities board and he felt that it was important to educate constituents on home rule. He noted the "Let the Cities Work" campaign underway that calls attention to the importance of governing at the local level.

B. Preview of Performance Measures and Prioritization Process

Mr. Nick Lepp, MetroPlan Orlando staff, presented a preview of MetroPlan Orlando's transportation performance measures. Mr. Lepp reviewed the old planning process along with the new planning process for 2045, which will include the performance measures and targets. He reviewed the current performance measures and the proposed measures and criteria, noting that the planning factors needed to match the goals and be consistent with the Long Range Plan. In terms of the new process, he reported a layering process will be used. He noted that corridors will be identified first, ranked next and then projects will be looked at, including if they were ready to move forward, to formulate a condensed project priority list. The list of goals and targets will be evaluated every five years. Mr. Lepp added that approval of the performance measures and prioritization process will be requested at the June Board meeting. Mr. Atlee Mercer asked about proportional compensation for the smaller cities and counties, which may have the largest growth. Mr. Lepp responded that growth was something they would be looking at for 2045 and there would be no change to the allocation percentages and equity issues will be addressed across the counties. Ultimately, he added, project readiness will play a major role.

C. FY 2016/2017 Travel Time Delay Study

Ms. Crystal Mercedes, MetroPlan Orlando staff, gave a presentation on MetroPlan Orlando's FY 2016/17 Travel Time Delay Study. Ms. Mercedes noted that 2016/17 was the second year that MetroPlan Orlando was responsible for conducting the retiming work. She reported that 23 corridors were retimed in 2017 (over 58 miles) and she provided a breakdown of corridors by county. Ms. Mercedes gave a retiming benefit cost analysis, using a section of Curry Ford Road as an example, and provided information on the benefit cost analysis trend data from 2010 to 2017. She also reviewed the timeline trend, other measures considered outside of retiming to mitigate congestion and key observations. Mr. Barley called attention to a Travel Time Study infographic that was included in the supplemental folders. Commissioner Ortiz asked if population growth

played a role in the formula. Ms. Mercedes responded that the retiming is based on traffic volumes which can be related to growth. Commissioner Siplin commented on a number of calls she had received regarding traffic signal issues on SR 50 in the Pine Hills area and asked if that was one of the corridors in the study. Ms. Mercedes responded that corridor selection is based on volume of citizen complaints and Pine Hills Road was not one of the corridors in the study. Mr. Hazem El-Assar added that Pine Hills Road is on the list of corridors Orange County will be looking to add for the next study.

D. Regional Transit Study

Mr. Mark Hardgrove, Planning Innovations, gave a presentation on the Regional Transit Study for the Central Florida MPO Alliance region. Ms. Virginia Whittington, MetroPlan Orlando provided some background information on the study, which had been conducted by Hanson and Planning Innovations. She noted that the Central Florida MPO Alliance was slated to approve the study results at their July 2018 meeting. Ms. Whittington introduced Mr. Hardgrove who reviewed the purpose of the study, scope, benefits of the study and who constituted the Project Advisory Group. He reported that the Regional Transit Study looked at coordination with other studies and plans and gaps were identified along with travel patterns and a market analysis. He noted that the study looked at 2040 and 2060 and included the impact of the Deseret Ranch. Major activity centers were identified with little change from 2040 to 2060 and he added and the study provided a long-term vision and framework for the ten county area. Mr. Hargrove covered the next steps for the study which included presenting the study findings to the participating M/TPOs and seeking approval at the July CFMPOA meeting. Commissioner Dallari commented that "How Shall We Grow?" had not been adopted by all cities and needed to be in the local comp plans. He added that a gap was shown on SR 46 which is rural and needed to stay rural. Mr. Hardgrove responded that not all gaps identified were necessarily gaps that needed to be addressed.

XII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis commented on the need for a bus stop at SR 436 and Douglas Avenue in Altamonte Springs.

Commissioner Constantine commented on Ms. Counelis' dedication as a transit user and that the bus stop issue at Douglas Avenue was related to the I-4 construction and should be addressed soon.

XIII. BOARD MEMBER COMMENTS

Commissioner Dallari wished everyone a Happy Mother's Day.

Mr. Barley called attention to Commissioner Dallari being the current National Association of Regional Councils (NARC) President and the upcoming NARC Conference scheduled for June 3-6 in Orlando.

Mr. Atlee Mercer commented that as Chairman of Osceola Expressway Authority he was able to attend a recent TEAM FL quarterly meeting in South Florida, which included a Brightline station tour.

Commissioner Grieb requested and update on the SunRail connection to Orlando International Airport at the next Board meeting. Commissioner Janer suggested the July meeting might be better for an update since the PD&E results would be available by then.

Commissioner Thompson requested an update from both Central Florida Expressway Authority and Florida's Turnpike Enterprise on the proposed SR 408 Extension and the Colonial Parkway project.

Commissioner Dallari requested that the SunRail update include the larger items for SunRail that have not been completed such as the Phase II North extension in Volusia County.

Commissioner Grieb noted that tours of the Second Harvest Food Bank operation were available after the meeting for those who would like to participate.

XIV. ADJOURNMENT

There being no further business, the meeting adjourned at 10:40 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 13th day of June 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 04/30/18

ASSETS		
Operating Cash in Bank	$	1,248,853.74
Petty Cash	$	125.00
SBA Investment Account	$	1,644,044.55
FL CLASS Investment Account	$	1,506,564.59
Rent Deposit	$	20,000.00
Prepaid Expenses	$	32,193.96
Accounts Receivable - Grants	$	434,917.80
Fixed Assets-Equipment	$	686,759.80
Accumulated Depreciation	$	(363,660.66)
TOTAL ASSETS:	**$**	**5,209,798.78**
LIABILITIES		
Accrued Personal Leave	$	311,097.55
TOTAL LIABILITIES:	**$**	**311,097.55**
EQUITY		
FUND BALANCE:		
Nonspendable:		
Prepaid Items	$	32,193.96
Deposits	$	20,000.00
Unassigned:	$	4,846,507.27
TOTAL EQUITY:	**$**	**4,898,701.23**
TOTAL LIABILITIES & EQUITY:	**$**	**5,209,798.78**
Net difference to be reconciled:	$	-

METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 04/30/18

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	$ 409,764.74	$ 2,608,250.48	$ 4,498,607.00	$ 1,890,356.52	57.98%
State Revenue	$ 25,153.06	$ 154,071.76	$ 245,550.00	$ 91,478.24	62.75%
Local Revenue	$ 254,514.50	$ 1,151,189.00	$ 1,151,189.00	$ -	100.00%
Interest Income	$ 5,002.82	$ 31,203.90	$ 25,000.00	$ (6,203.90)	124.82%
Other	$ 0.00	$ 13,229.18	$ 12,500.00	$ (729.18)	105.83%
Contributions	$ 0.00	$ 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	$ 25,153.06	$ 80,948.57	$ 143,990.00	$ 63,041.43	56.22%
TOTAL REVENUES:	**$ 719,588.18**	**$ 4,078,892.89**	**$ 6,439,494.00**	**$ 2,360,601.11**	**63.34%**
EXPENDITURES					
Salaries	$ 119,675.13	$ 1,211,253.72	$ 1,654,500.00	$ 443,246.28	73.21%
Fringe Benefits	$ 37,830.24	$ 383,338.64	$ 519,090.00	$ 135,751.36	73.85%
Local Match - Transfers Out	$ 25,153.06	$ 80,948.55	$ 143,990.00	$ 63,041.45	56.22%
Audit Fees	$ 0.00	$ 24,500.00	$ 44,000.00	$ 19,500.00	55.68%
Computer Operations	$ 3,287.95	$ 63,004.73	$ 98,844.00	$ 35,839.27	63.74%
Dues & Memberships	$ 964.00	$ 11,408.00	$ 16,925.00	$ 5,517.00	67.40%
Equipment & Furniture	$ 695.00	$ 10,876.18	$ 20,200.00	$ 9,323.82	53.84%
Graphic Printing/Binding	$ 0.00	$ 1,913.00	$ 29,997.00	$ 28,084.00	6.38%
Insurance	$ 1,752.58	$ 25,855.33	$ 28,530.00	$ 2,674.67	90.63%
Legal Fees	$ 4,725.00	$ 38,107.68	$ 40,000.00	$ 1,892.32	95.27%
Office Supplies	$ 1,508.36	$ 24,214.65	$ 51,994.00	$ 27,779.35	46.57%
Postage	$ 28.46	$ 7,658.13	$ 9,649.00	$ 1,990.87	79.37%
Books, Subscrips/Pubs	$ 519.27	$ 6,108.83	$ 7,668.00	$ 1,559.17	79.67%
Exec. Dir 457 Def. Comp.	$ 0.00	$ 36,000.00	$ 26,000.00	$ (10,000.00)	138.46%
Rent	$ 19,808.52	$ 215,420.83	$ 284,294.00	$ 68,873.17	75.77%
Equipment Rent/Maint.	$ 1,442.10	$ 18,149.88	$ 28,714.00	$ 10,564.12	63.21%
Seminar & Conf. Regist.	$ 445.00	$ 16,733.92	$ 29,890.00	$ 13,156.08	55.99%
Telephone	$ 0.00	$ 3,520.99	$ 8,030.00	$ 4,509.01	43.85%
Travel	$ 1,158.96	$ 29,014.65	$ 39,460.00	$ 10,445.35	73.53%
Small Tools/Office Mach.	$ 0.00	$ 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	$ 1,131.12	$ 4,212.45	$ 10,500.00	$ 6,287.55	40.12%
Contingency	$ 0.00	$ 0.00	$ 30,000.00	$ 30,000.00	0.00%
Contractual/Temp Svcs.	$ 10,704.16	$ 18,001.76	$ 73,470.00	$ 55,468.24	24.50%
Pass-Thru Expenses	$ 215,826.16	$ 332,904.77	$ 568,037.00	$ 235,132.23	58.61%
Consultants	$ 150,192.66	$ 1,156,718.49	$ 2,437,693.00	$ 1,280,974.51	47.45%
Repair & Maintenance	$ 805.31	$ 1,566.61	$ 1,800.00	$ 233.39	87.03%
Advertising/Public Notice	$ 666.94	$ 7,444.51	$ 11,657.00	$ 4,212.49	63.86%
Other Misc. Expense	$ 473.42	$ 5,863.04	$ 22,122.00	$ 16,258.96	26.50%
Contributions	$ 0.00	$ 100,800.00	$ 175,950.00	$ 75,150.00	57.29%
Educational Reimb.	$ 990.00	$ 990.00	$ 1,690.00	$ 700.00	58.58%
Comm. Rels. Sponsors	$ 0.00	$ 17,025.00	$ 10,500.00	$ (6,525.00)	162.14%
Indirect Expense Carryfwd.	$ 0.00	$ 0.00	$ 0.00	$ -	0.00%
TOTAL EXPENDITURES:	**$ 599,783.40**	**$ 3,863,676.06**	**$ 6,439,494.00**	**$ 2,575,817.94**	**60.00%**
AGENCY BALANCE:	**$ 119,804.78**	**$ 215,216.83**			

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary – April 2018

Traveler:	Nick Lepp
Dates:	April 20-24, 2018
Destination:	New Orleans, LA
Purpose of trip:	APA National Conference
Cost:	$2,295.32
Paid By:	MetroPlan Orlando funds

Board Action Fact Sheet

Meeting Date: June 13, 2018

Agenda Item: VIII.C. (Tab 1)

Roll Call Vote: No

Action Requested:	Approval for the Board Chairman to approve FY'18 Budget Amendment #6 with Board ratification of the amendment at the September 12, 2018 meeting.
Reason:	To prevent issues with year-end grant billing and budget
Summary/Key Information:	The MetroPlan Orlando fiscal year ends on June 30 and closes by August 15 including year-end grant billings. To prevent issues with year-end grant billings including over-spent UPWP tasks, it is requested that the board allow the Chairman to approve a budget amendment after the year end. This amendment will be brought back to the full board for ratification at the September 12, 2018 meeting.
MetroPlan Budget Impact:	Individual line items and UPWP tasks will be amended for items that are over budget. The total agency wide budget and individual grant/project total budgets will not be affected.
Local Funding Impact:	None
Committee Action:	CAC: N/A TSMO: N/A TAC: N/A MAC: N/A
Staff Recommendation:	Recommends approval
Supporting Information:	None

TAB 2

Board Action Fact Sheet

Meeting Date: June 13, 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 a project on SR 60.
Summary/Key Information:	Items of particular significance for our Committees and the Board are as follows: • This amendment adds $350,000 in ACNP funds for the design of the four-laning of SR 60 from Grape Hammock Road in Polk County to east of the Kissimmee River Bridge in Osceola County in FY 2020/21. • The PD&E study for this project has been completed but has not received National Environmental Policy Act (NEPA) approval. • In order for the PD&E study to receive NEPA approval, it is necessary to show the next project phase (design) as programmed in the TIP so the project will be in compliance with planning consistency. • The funding for this project is coming from FDOT District 1 since the majority of this project is located in Polk County, and this amendment is being included in MetroPlan Orlando's TIP for information purposes since a small portion of the project is in Osceola County.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: Recommended for approval on May 23, 2018 TSMO: Recommended for approval on May 25, 2018 TAC: Recommended for approval on May 25, 2018 MAC: To be taken up on June 7, 2018
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated May 14, 2018 Proposed Board Resolution No. 18-07

Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MIKE DEW
SECRETARY

May 14, 2018

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

Dear Mr. Huttmann:

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 and Fiscal Years 2018/2019 – 2022/2023 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.

OSCEOLA COUNTY

FM#433856-3 **State Road 60 From Grape Hammock Road to East of Kissimmee River Bridge – Add Lanes and Reconstruct Project - Project Sponsor: Florida Department of Transportation**

Current TIP Status:

Project is currently not in the TIPs for Fiscal Years 2017/2018 – 2021/2022 or Fiscal Years 2018/2019 – 2022/2023.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design) In-House Charges	None	$0.00	2021
		$0.00	2021
	TOTAL	**$0.00**	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design) In-House Charges	ACNP (Federal)	$350,000.00	2021
	TOTAL	**$350,000.00**	

Difference: $350,000.00
Explanation: This request is to add the design phase in Fiscal Year 2020/2021 in order for the Project Development and Environment (PD&E) phase, which has been completed, to be in compliance with planning consistency and receive National Environmental Policy Act (NEPA) approval.

Sincerely,

Kellie Smith
Government Liaison Administrator
District Five

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

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

RESOLUTION NO. 18-07

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 amendment is described as follows:

Osceola County

- **FM #4338563 - SR 60 from Grape Hammock Road to East of Kissimmee River Bridge - Add Lanes and Reconstruct Project - Funding consists of $350,000 in ACNP funds for design in FY 2020/21;** and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's 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 13th day of June, 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

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Board Action Fact Sheet

Meeting Date: June 13, 2018

Agenda Item: IX.A (Tab 3)

Roll Call Vote: Yes

Action Requested: MetroPlan Orlando Staff requests approval of an addendum to the 2040 Long Range Transportation Plan to include Performance Measures, Targets, and Planning Requirements set forth in the Fixing Americas Surface Transportation (FAST) Act. The Addendum outlines the new planning process for including a performance driven, outcome based prioritization process for the improvements identified in the LRTP and Project Priority List to be included in the Transportation Improvement Program.

Reason: Performance Management has been integrated into the transportation planning framework of the Federal Planning Factors, MAP-21 National Goals, and Federal Planning Emphasis Areas. The "Fixing America's Surface Transportation" Act (FAST Act), signed December 4, 2015 (Pub. L. No. 114-94) builds upon the performance requirements enacted under MAP-21 by establishing timelines for State Departments of Transportation (DOTs) and MPOs to comply with the performance requirements.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- The Addendum does not change the adopted 2040 Long Range Transportation Plan Goals or Cost Feasible Plan
- Adds new performance measures developed by a committee of Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) members
- Develops a process for using performance measures to evaluate our multimodal system for project prioritization

MetroPlan Budget Impact: Additional data collection and emphasis on the Tracking the Trends (already incorporated into the UPWP adopted by the Board on May 9, 2018)

Local Funding Impact: None

Committee Action:

CAC:	Recommended approval May 23, 2018
TSMO:	Recommended approval May 25, 2018
TAC:	Recommended approval May 25, 2018
MAC:	to be determined

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 3:

Performance Measures and Targets

New Performance Based Prioritization Process

MetroPlan Orlando – Performance Measures & Targets

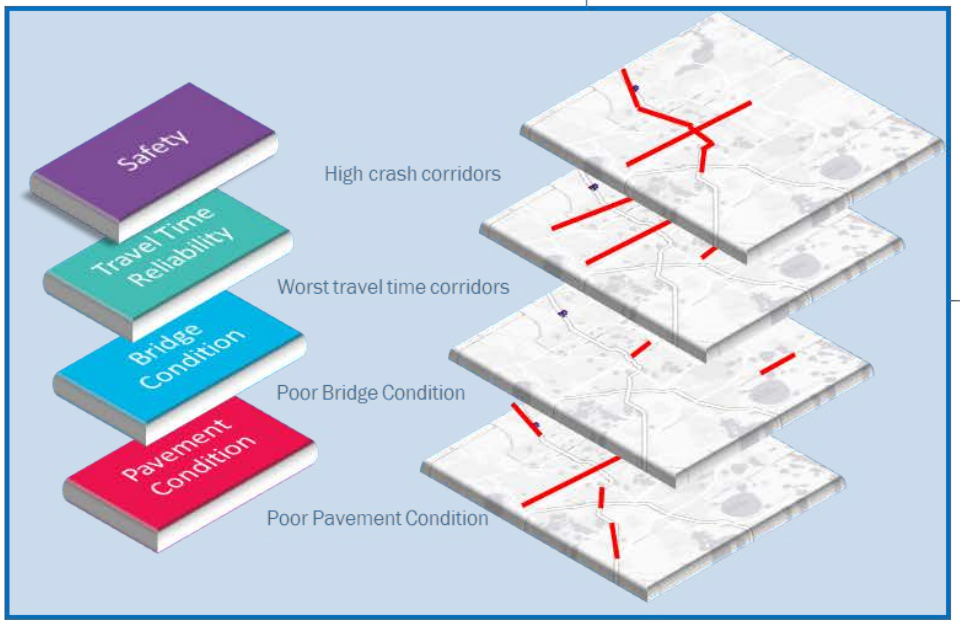
	Federal Performance Measures	Target
Federal Safety PM	Number of Fatalities (Motorized)	Vision Zero - Zero (0) fatalities, Zero (0) Serious Injuries and Rate of Zero (0) per 100 million VMT
	Number of Fatalities (Transit)	
	Number of Fatalities (Bicycle)	
	Number of Fatalities (Pedestrian)	
	Number of Serious Injury (Motorized)	
	Number of Serious Injury (Transit)	
	Number of Serious Injury (Bicycle)	
	Number of Serious Injury (Pedestrian)	
	Rate of Fatalities per 100 million vehicle miles of travel (all modes)	
	Rate of Serious Injuries per 100 million vehicle miles of travel (all modes)	
Travel Time Reliability	Travel Time Reliability – Percent of interstate providing reliable travel times	TBD
	Travel Time Reliability – Percent of non- interstate providing reliable travel times	TBD
	Truck Travel Time Reliability Index	TBD
Bridge	Percent of National Highway Bridges in Good condition	TBD
	Percent of National Highway Bridges in Poor condition	
Pavement	Percent of interstate pavement in Good condition	TBD
	Percent of interstate pavement in Poor condition	
	Percent of non-interstate pavement in Good condition	TBD
	Percent of non-interstate pavement in Poor condition	
	MetroPlan Orlando Performance Measures	
1	Evacuation route lane miles per 1,000 household	4 Lane miles per 1,000 households
2	Transportation System miles that include more than three (3) of the following (auto, transit, designated bike & sidewalk) designed and functioning up to code	75%
3	Federal Aid System Miles within 20 minutes travel time to Attractions (Auto/Transit)	50%
	Federal Aid System Miles within 20 minutes travel time to Convention Center (Auto/Transit)	
	Federal Aid System Miles within 20 minutes travel time to Regional Airports (Auto/Transit)	
4	Percent of Population within 30 minute travel time to Activity Center (Auto/Transit)	90%
5	Number of Performance Measures or indicators where Environmental Justice Areas fall below the regional measure or indicator	0
6	Percent of Limited Access, Arterials & Freight Corridors with Average Speed / Posted Speed Ratio less than 0.75	100%
7	Total Carbon dioxide equivalent Emissions in million metric tons	3% less than 16.7mT (2016)
	Total Particulate Matter (Highest daily average reading for 2016)	35 µg/m3
	Total Ozone (in 3 year (2016) fourth highest average in Parts per billion)	70 ppb
8	System miles that are actively managed / monitored	50%
9	% of System miles that have documented storm water issues	0%

Performance Based Prioritization Process

MetroPlan Performance Based Planning Process

- Long Range Transportation Plan
- Freight & Goods Plan
- Bike / Ped Action Plan & Trails
- Transit Development Plan

Tracking the Trends



Top Ranked Corridors

- Cost Feasible Plan
- Performance Based Planning Project Priority List
  - Transportation Improvement Program

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TAB 4

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 May 24, 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:**	1,418	$37,704,577.55
FUND TYPE	Construction	**TIME BEGAN:**	8/10/2015	**ELAPSED:**	1,015	$34,992,920.11
		WORK BEGAN:	8/10/2015	**% ORIGINAL:**	78.08%	94.35%
		EST. COMPLETION:	Summer 2019	**% TO DATE:**	71.58%	92.81%

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:**	133	$4,660,676.04
		WORK BEGAN:	1/7/2017	**% ORIGINAL:**	17.39%	16.79%
		EST. COMPLETION:	Spring 2020	**% TO DATE:**	17.39%	16.79%

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:**	1,106	$42,740,744.51
		WORK BEGAN:	5/11/2015	**% ORIGINAL:**	172.01%	113.71%
		EST. COMPLETION:	Spring 2018	**% TO DATE:**	102.50%	100.29%

CONTACT		PHONE	EMAIL
PROJECT ADMINISTRATOR	Greg Shelton	C: 407-948-9021	sheltongb@cdmsmith.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 May 24, 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:**	1,110	$76,745,882.11
FUND TYPE	Conventional Pay Item	**TIME BEGAN:**	10/14/2016	**ELAPSED:**	584	$35,926,407.72
		WORK BEGAN:	10/14/2016	**% ORIGINAL:**	55.62%	47.38%
		EST. COMPLETION:	Late 2019	**% TO DATE:**	52.61%	46.81%

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:**	781	$24,589,443.98
		WORK BEGAN:	3/31/2016	**% ORIGINAL:**	71.00%	65.27%
		EST. COMPLETION:	Summer 2020	**% TO DATE:**	59.98%	64.28%

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:**	925	$13,264,770.12
FUND TYPE	Conventional Pay Item	**TIME BEGAN:**	11/16/2015	**ELAPSED:**	918	$10,384,136.57
		WORK BEGAN:	11/16/2015	**% ORIGINAL:**	114.75%	84.09%
		EST. COMPLETION:	Summer 2018	**% TO DATE:**	99.24%	78.28%

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@mascigc.com

Project Status Report as of May 24, 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:**	332	$8,870,872.73
FUND TYPE	Lump Sum	**TIME BEGAN:**	4/9/2018	**ELAPSED:**	43	$3,547,068.58
		WORK BEGAN:	4/9/2018	**% ORIGINAL:**	13.03%	39.99%
		EST. COMPLETION:	Early 2019	**% TO DATE:**	12.95%	39.99%

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:**	720	$29,588,839.86
		WORK BEGAN:	5/31/2016	**% ORIGINAL:**	72.73%	55.49%
		EST. COMPLETION:	Fall 2019	**% TO DATE:**	65.57%	54.34%

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
CONTRACTOR'S SUPERINTENDENT:			
CONSTRUCTION ENGINEER	Todd Womick	O: 407-482-7833	todd.womick@dot.state.fl.us

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:**	739	$17,713,046.84
		WORK BEGAN:	5/9/2016	**% ORIGINAL:**	85.93%	66.90%
		EST. COMPLETION:	Spring 2019	**% TO DATE:**	74.42%	68.07%

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

Project Status Report as of May 24, 2018

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:**	247	$3,324,037.68
FUND TYPE	Lump Sum	**TIME BEGAN:**	9/9/2017	**ELAPSED:**	254	$3,229,037.69
		WORK BEGAN:	9/9/2017	**% ORIGINAL:**	141.11%	98.80%
		EST. COMPLETION:	Spring 2018	**% TO DATE:**	102.83%	97.14%

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

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:**	105	$1,284,269.67
		WORK BEGAN:	1/16/2018	**% ORIGINAL:**	65.63%	92.54%
		EST. COMPLETION:	Summer 2018	**% TO DATE:**	64.42%	92.54%

CONTACT		**PHONE**	**EMAIL**
PROJECT ADMINISTRATOR	Eric Plantier	O: 407-482-7847	eric.plantier@dot.state.fl.us
CONTRACTOR'S PROJECT ENGINEER:	Javier Saldana	C: 407-280-5357	javier.saldana@hubbard.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:**	1,298	$232,596,758.34
FUND TYPE	Design Build	**TIME BEGAN:**	10/18/2017	**ELAPSED:**	328	$56,972,650.15
		WORK BEGAN:	10/18/2017	**% ORIGINAL:**	25.83%	24.29%
		EST. COMPLETION:	Early 2021	**% TO DATE:**	25.27%	24.49%

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 May 24, 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:**	481	$5,618,630.96
FUND TYPE	Conventional Pay Item	**TIME BEGAN:**	1/3/2017	**ELAPSED:**	481	$5,469,046.75
		WORK BEGAN:	1/3/2017	**% ORIGINAL:**	150.31%	101.79%
		EST. COMPLETION:	Spring 2018	**% TO DATE:**	100.00%	97.34%
						Construction Complete
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	

Volusia County
FLORIDA
County Manager

RECEIVED
MAY 02 2018
METROPLAN ORLANDO

April 25, 2018

Via: Electronic Mail and U.S. Mail

The Honorable Cheryl Grieb
MetroPlan Orlando
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

Re: County of Volusia Resolution 2018-43

Dear Commissioner Grieb:

On April 17, 2018, the County Council of Volusia County passed Resolution 2018-43, attached for your reference, reaffirming its opposition to any proposal to place a truck service plaza on the I-4 corridor that traverses Volusia County. The interchanges on I-4 are vital to the economic growth of Volusia County and the County has worked diligently to plan these areas for future development consistent with the County's economic development goals.

Volusia County supported the adoption of the Strategic Regional Policy Plan (East Central Florida 2060 Plan), which found that "our region should evaluate major transportation improvements by measuring the overall goals of a complimentary land use and transportation system, including its impacts on quality of life for residents and potential for economic development." Volusia County urges you to keep this goal in mind when evaluating any proposals for truck service plazas on I-4.

123 West Indiana Avenue, Room 301 • DeLand, FL 32720-4612
Tel: 386-740-5133 • FAX: 386-943-7020
www.volusia.org

Thank you for the opportunity to share Volusia County's position regarding future development on I-4. The County looks forward to working with all our regional partners to fulfill the goals of the East Central Florida 2060 Plan and ensure that our region's growth is thoroughly and thoughtfully planned and implemented.

Sincerely,

James T. Dinneen
County Manager

Enclosure: Resolution 2018-43

cc: Members of the Volusia County Council (via electronic mail)
George Recktenwald, Deputy County Manager (via electronic mail)
Donna de Peyster, Deputy County Manager (via electronic mail)
Daniel D. Eckert, County Attorney (via electronic mail)
Jamie E. Seaman, Deputy County Attorney (via electronic mail)
John Booker, Government Affairs (via electronic mail)

RESOLUTION 2018 - 43

A RESOLUTION OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, OPPOSING A TRUCK SERVICE PLAZA ON THE INTERSTATE 4 CORRIDOR WITHIN VOLUSIA COUNTY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the County of Volusia has determined that the interchanges of the interstate highways that traverse the county are essential to its economic vitality; and

WHEREAS, the interchanges are critically important points of regional and interregional economic connectivity vital to attracting private sector companies and creating high value jobs; and

WHEREAS, the interchanges currently existing on Interstate 4 within the boundaries of Volusia County offer prime economic development sites for advanced technology, healthcare, complex manufacturing, corporate headquarters, wholesale trade, and distribution; and

WHEREAS, the interchanges are gateways to the cities of Deltona, Orange City, DeLand, and New Smyrna Beach; and

WHEREAS, the County of Volusia has planned these interchanges for these purposes in coordination with the municipalities; and

WHEREAS, the County of Volusia, in partnership with Team Volusia, proactively markets the interchanges as logistically superb in their efficiency to support supply chain operations and labor market accessibility; and

WHEREAS, a truck service plaza is antithetical planning and marketing of the interchanges; and

WHEREAS, the county council has previously adopted Resolution 2016-169 stating its opposition to locating a truck service plaza on Interstate 4 and reaffirms that position herein; and

WHEREAS, it is imperative that the County of Volusia and the municipalities retain the authority to plan, approve, and market the development of the interchanges as they deem appropriate and to convey this decision to the neighboring governing bodies.

NOW THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, IN OPEN MEETING DULY ASSEMBLED IN COUNTY COUNCIL CHAMBERS IN THE THOMAS C. KELLY ADMINISTRATION CENTER, DELAND, FLORIDA, ON THIS 17th DAY OF APRIL A.D. 2018 AS FOLLOWS:

SECTION I: The County of Volusia opposes any proposal to place a truck service plaza on the I-4 corridor that traverses the county as it is contrary to the planning and economic vitality of the county and municipalities.

SECTION II. The County of Volusia requests the governing bodies of the neighboring counties and municipalities and the East Central Florida Regional Planning Council respect the planning authority and decisions of the county and municipalities to pursue development of the interchanges in the best interest of their citizens.

SECTION III. The county manager is directed to send a copy of this resolution to the Florida Department of Transportation, Volusia County's state and federal legislative delegations, and to the East Central Florida Regional Planning Council.

SECTION IV. This Resolution shall take effect upon adoption.

DONE AND ORDERED IN OPEN MEETING.

COUNTY COUNCIL
COUNTY OF VOLUSIA, FLORIDA

ATTEST:

James T. Dinneen, County Manager

COUNTY COUNCIL SEAL VOLUSIA COUNTY, FLORIDA

By: Ed Kelley
County Chair

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

250 SOUTH ORANGE AVENUE
SUITE 200
ORLANDO, FLORIDA 32801

PH: 407.481.5672
FX: 407.481.5680
WWW.METROPLANORLANDO.ORG

May 15, 2018

Mr. James T. Dinneen
County Manager
Volusia County Government
123 West Indiana Avenue, Room 301
DeLand, Florida 32720-4612

Dear Mr. Dinneen:

This is to acknowledge your letter dated April 25, 2018 transmitting the Volusia County Council's Resolution No. 2018-43 opposing a truck service plaza on the I-4 corridor within Volusia County. A copy will be provided to each MetroPlan Orlando Board member.

Truck rest stop areas and parking are among the top issues facing the trucking industry. Given the shortage that exists and federal driver safety rules, we have a shared responsibility to find solutions. Our economy moves by truck so this impacts every business and household in the region.

The Florida Department of Transportation has a regional study underway to develop an inventory of current truck rest top facilities, utilization, unmet needs and a forecast of future needs. Then the study will identify solutions, including prospective new truck rest stop locations. This is collaborative effort with partner and stakeholder engagement.

This study will be completed later this year with a report to the Central Florida MPO Alliance. Volusia County is represented in this forum by three elected officials from the River to Sea TPO. We are eager to learn the results which will serve as the basis for putting together a regional action plan to address this public safety/economic development issue.

Sincerely,

Commissioner Cheryl L. Grieb
Board Chairwoman

May 14, 2018

Steve Olson; 386-943-5479
steve.olson@dot.state.fl.us

SunRail's Southern Expansion is Connecting Communities

Poinciana Community Train Tour Event this Saturday

Osceola County - Poinciana is the place to be this weekend for those who want to know more about SunRail's 17-mile southern expansion and new service scheduled to open late summer. On Saturday, May 19, SunRail is hosting a Community Train Tour at its Poinciana Station located just east of S. Poinciana Boulevard, north of Old Tampa Highway. This is the first of four community train tours, held at each new station along the southern expansion. This Saturday's tour runs from 10 a.m. until 2 p.m. Connectivity information, to and from the station, is also available as LYNX representatives are attending as well.

This is a chance to learn how SunRail can make the commute fast, easy and affordable, as well as less stressful. SunRail is moving people throughout the region by providing work and leisure opportunities; connecting communities. The new expansion adds four new stations; Meadow Woods in Orange County and Tupperware, Kissimmee and Poinciana in Osceola County, with Poinciana Station as the southern terminus.

Future train tour dates:
Tupperware: 3205 Orange Ave., Kissimmee • Saturday, June 16: 10 a.m. until 2 p.m.
Meadow Woods: 120 Fairway Woods Blvd., Orlando • Saturday, June 23: 10 a.m. until 2 p.m.
Kissimmee: 320 Pleasant Street., Kissimmee • Saturday, June 30: 5 p.m. until 9 p.m.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at jennifer.smith2@dot.state.fl.us.

Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Masten, c/o SunRail, 801 SunRail Drive, Sanford, FL 32771; or by phone at (321) 257-7161; or by email roger.masten@dot.state.fl.us.

SunRail currently runs 32-mile daily service, stopping at 12 stations, Monday through Friday, between DeBary in Volusia County to the Sand Lake Road Station south of Orlando. For more information about SunRail, including fares, station locations as well as schedule and hours of operation, please visit www.sunrail.com. Please be careful around trains, railroad crossings, and while at station platforms. Be smart. Be safe.

Post-Millennial Behavior and Long-Range Planning

Florida Planning and Development Lab
Florida State University

BDV30 932-12
Deliverable 4: Final Research Report

April 2018

FDOT Project Manager:

Dana Reiding,
Florida Department of Transportation
605 Suwannee Street, MS 26
Tallahassee, FL 32399
(850) 414-4719
dana.reiding@dot.state.fl.us

Disclaimer:

"The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation."

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Post-Millennial Behavior and Long Range Planning		5. Report Date April 2018 6. Performing Organization Code
7. Author(s) Dennis Smith, Jared Jones, Jeremy Crute		8. Performing Organization Report No. 041103
9. Performing Organization Name and Address Florida State University Department of Urban & Regional Planning 330 Bellamy Building 113 Collegiate Loop P.O. Box 3062280 Tallahassee, Florida, 32306-2280		10. Work Unit No. (TRAIS) 11. Contract or Grant No. BDV30 932-12
12. Sponsoring Agency Name and Address Florida Department of Transportation 605 Suwannee Street, MS 30 Tallahassee, FL, 32399		13. Type of Report and Period Covered Final Report February 2015 – March 2018 14. Sponsoring Agency Code
15. Supplementary Notes		

16. Abstract

As part of the effort to lay the foundations for the 2020 update to the Florida Transportation Plan, the Florida Department of Transportation commissioned this study to look at the behavioral trends and preferences of the Post-Millennial Generation. This generation, born between the year 1996 and 2016, is about to enter the workforce and will have profound impact on the state's transportation system.

This study created a comprehensive bibliography of available research on Generation Z, an annotated bibliography of key research, a summary of research findings as they relate to the long range goals of the FTP, and planning considerations and recommendations for FDOT in support of state-sponsored long range planning.

Key findings include that post-millennials are: risk adverse and prioritize safety, environmentally conscious, fiscally responsible, value education, and crave engagement. The State of Florida must be prepared to make the planning decisions necessary to anticipate and accommodate their needs and the critical role that transportation will play in their future.

17. Key Word	18. Distribution Statement
Post-Millenails Generation Z Long Range Transportation Panning	No restrictions

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	54	

Executive Summary

As part of the effort to lay the foundations for the 2020 update to the Florida Transportation Plan, the Florida Department of Transportation commissioned a study to look at the behavioral trends and preferences of the Post-Millennial Generation. This generation, also known as Generation Z, was born between the years 1996 and 2016. The oldest members of this generation are now in their early 20s and have or are about to enter the workforce. At 25% of Florida's population, the interests and actions of this generation will have profound impact on the state's transportation system.

This report addresses the study goals established by FDOT. The study process included the development of a comprehensive bibliography of available research on Generation Z, an annotated bibliography of key research, a summary of research findings as they relate to the long range goals of the FTP, and planning considerations and recommendations for FDOT in support of state-sponsored long range planning.

The report supports the notion that there are cohort-specific trends unique to Generation Z that bear consideration. It also identifies intergenerational trends first exhibited in the Millennial generation which are continuing with the current generation. Some of the distinct values of Generation Z and their planning ramifications include:

> They are **risk adverse** and **prioritize safety**. They are more likely to wear seatbelts, less likely to drink alcohol, will value and even demand regulations to improve traffic safety, from texting-while-driving bans to context based reductions in speed limits.
>
> They are **environmentally conscious**. They will demand that future infrastructure projects are environmentally sensitive and visually appealing. They will be concerned about sea level rise and its impacts on future infrastructure. They will also expect a multi-modal approach to transportation, with emphasis on bicycle and pedestrian mobility.
>
> They are **fiscally responsible**. They are a hard working generation that values economic opportunity. They will expect the state to be a good steward of financial resources and will be cost sensitive when it comes to supporting infrastructure projects, as well as on a personal level with respect to purchasing vehicles and making residential decisions.
>
> They **value education**. Far from an anti-science generation, Generation Z will expect projects and other state initiatives to be backed up by and responsive to the best available research. They will be open to promoting new modes of transportation, such as in the space sector, and adopting new technologies, such as autonomous vehicles, maglev trains, and other new systems.
>
> They **crave engagement**. Growing up in a digital world, Generation Z expects to be well connected to people and ideas. They will respond best to messaging that is short, focused and visually appealing – preferably accessible from a smart phone or hand held device. Given their adherence to technology, they will need to be reached through a variety of outreach methods, including the broad use of social media.

While these generational trends are essential for planners to consider when developing long range plans and projections, Generation Z is only one part of the future. This generation will live in a world that is rapidly evolving technologically and socially. In a future where the United States is no longer a majority white nation, where the ethnic and religious diversity continues to increase, and where

technological advancement – from medical breakthroughs to space travel – may seem like the stuff of science fiction, Generation Z, with their financial prudence, openness to differences, and acceptance of technological innovation, will be well suited to lead us forward into the 22nd century. The State of Florida must be prepared to make the planning decisions necessary to anticipate and accommodate their needs and the critical role that transportation will play in their future.

Table of Contents

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Introduction

Background

This report was prepared to provide the Florida Department of Transportation with baseline assumptions about the behavior and preferences of the Post-Millennial Generation, also known as Generation Z, the population cohort born between 1996 and 2016. The report's development process included three steps;

- an extensive review of all available literature and the development of a bibliography of all sources, from popular press to scholarly articles,
- the preparation of an annotated bibliography comprised of the most relevant and useful references, and
- the development of this report, designed to provide a more detailed description of Generation Z and the impact that they may have upon long range planning.

In addition to this Introduction, the report is comprised of three main sections and a series of appendices.

Section I: The first section, *Understanding Generation Z: Where are We Today?*, provides a demographic overview of this generation, documents the literature review process, addresses concerns regarding intergenerational segmentation, and describes eight trend areas that may influence future transportation planning.

Section II: The second section, *Anticipating Generation Z: Where are We Going?*, looks at risks, opportunities and recommendation for a series of four key planning areas and includes a brief discussion regarding planning for the future.

Section III: The third section, *Planning for Generation Z: How do We Get There?*, summarizes key findings and recommendations for state, regional and local partners to consider as they embark upon future updates of the Florida Transportation Plan and other long-range planning documents.

The bibliography is attached at the end of this document. Additionally, an annotated bibliography is included in Appendix I, while Appendix II includes a table that compares key characteristics of the last four generations, from Baby Boomers up to the Post-Millennial Generation.

It is intended that this report serve as a foundation for the ongoing documentation of the Post-Millennial generation's preferences and behavioral trends as a means of informing long range planning in Florida.

Overview

Planning for the future is a difficult endeavor. There is no crystal ball or magic mirror that can be consulted to fully foresee future events. Planners use the best available data from the present and analyze trends in demographics, human behavior, and resource use to help paint a picture of what tomorrow will look like. As the planning horizon grows longer, these assumptions, although essential for understanding future needs, become more speculative.

One area in which planning for future demand is critically important is transportation. Transportation infrastructure typically requires planning and financial programming at the regional level decades before a project is constructed. In Florida, the Florida Transportation Plan (FTP) serves as the overarching long-term plan that guides state policy, informs regionally-based MPO long range transportation plans, and creates a framework under which local governments address transportation and other mobility issues.

The FTP is made up of three elements; the Vision Element, the Policy Element and the Implementation Element, each with a different focus and planning horizon. The Vision Element, most recently updated in 2015, describes the vision for Florida's transportation system over a 50 year time frame, through the year 2065. Every five years the plan is updated to ensure it adequately reflects the best available baseline data and captures emerging trends in demographics, human behavior, resource use and the natural environment.

The future can be looked at as being comprised of two components; the environment, which includes not only the natural environment, but also the economic and technological environment, and the people who will inhabit that environment. The year 2065, the far horizon of the current FTP, may seem far away, but many of the people who will be the primary users of our transportation system in 2065 are alive today. The scope of this report, while it does make some assumptions about the environment in 2065, is primarily focused on the behavior of a specific cohort who will inhabit that world, Generation Z.

Section I: Understanding Generation Z: Where are We Today?

Demographic Overview

Whether called Post-Millennials, Generation Z, or any other name, the generation studied for this report includes people born in the decades between 1996 and 2016. The first members of this generation are graduating from college and entering the workforce. They are a very populous generation compared to the previous two generations and make up 25% of Florida's current population. In addition to being relatively numerous, they are also significantly more ethnically diverse than previous generations, especially with respect to people identifying as Hispanic. In fact, at 51% white, the Post-Millennials are predicted to be the last majority white generation nationally.

Birth years for Generation Z: 1996 – 2016

Referred to as:

- Generation Z
- Gen Z
- Pivotals
- Post-Millennials
- Plurals
- iGen
- Digital Natives

They make up approximately 25% of the national population, at 72 million.

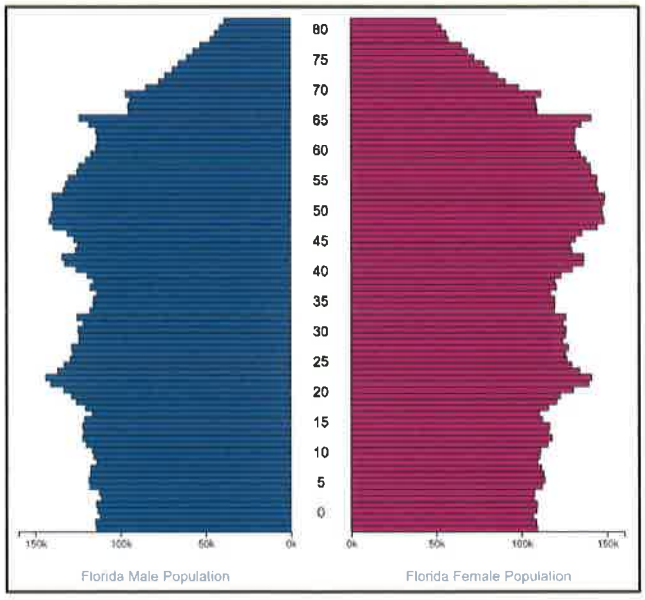


Figure 1.1: Florida's Population Pyramid
Source: WorldPopulationReview.com
Florida Population Pyramid

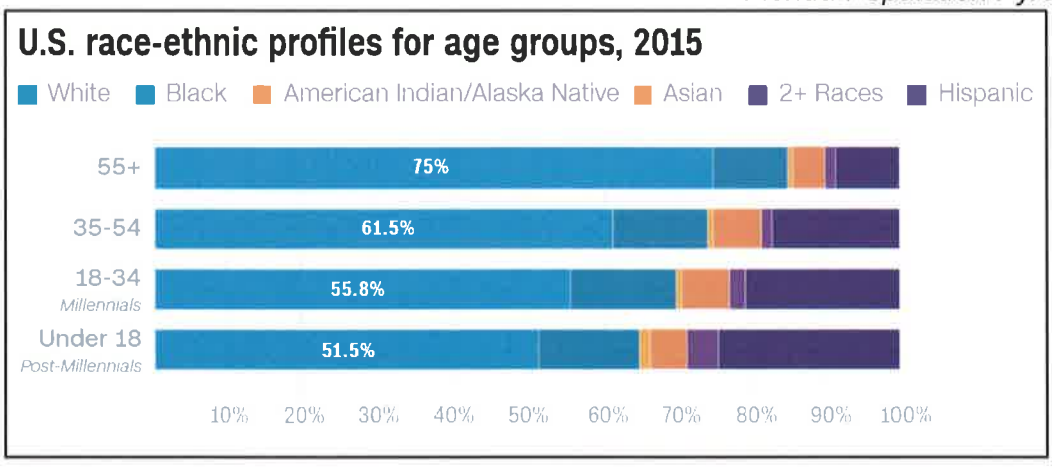


Figure 1.2: Race-Ethnic Profiles by Age Group
Source: Brookings Institution; U.S. Census

Literature Review

Generation Z has not received the same level of attention in the popular press as the Millennials, however a considerable amount of research, albeit preliminary in scope, has been done on this demographic cohort. All the literature on Generation Z that the Florida Planning & Development Lab had access to was reviewed. Additional articles addressing the validity of generational segmentation and documenting how behaviors identified when the Millennial generation was still young have manifested in measurable shifts in adult behavior were also reviewed. This provided an assurance that behaviors and preferences exhibited now by Generation Z would continue into the future and allowed for an understanding of longer-term intergenerational trends. The findings and implications of this review are discussed in the following section.

Methodology:

The goal of the Literature Review was to examine and synthesize all research that has been conducted on Generation Z. What was found in the process was that most of the academic research conducted so far has been educational research meant for teaching professionals. While some of the information was useful, more relevant information came from professional industry reports. As Generation Z comes into the market as a generation with major purchasing power, industries are attempting to adapt their business models to the changing behaviors and preferences. Several other news articles about the cohort were also included in the report. Additionally, several articles were used to examine the validity of generational segmentation and for comparison to other generations.

As a general disclaimer, it is important to recognize that much of the articles researched the older members of the generation. It is not feasible to survey or interview the youngest members, some of whom are still toddlers, so inferences must be drawn from the research that is presently available. More comprehensive research will be conducted on the entirety of the generation as time progresses.

The findings from these articles were synthesized into nine categories so as to better align the findings with the seven FDOT goal areas and other topics of expressed interest to FDOT. These areas include:

1. Validity of Generational Segmentation
2. Engagement
3. Safety
4. Transportation Decisions
5. Financial Prudence
6. Technology Use
7. Consumer Behavior
8. Social Values
9. Environmentalism

The list of documents included in the literature review as well as an annotated bibliography of primary sources is included in Appendix I.

Generational Segmentation

There has been some question about how similar the behaviors and preferences of individuals from each generation are, and if generations are as different as is commonly believed. Because Millennials received a high degree of examination over the past two decades, they are an ideal generation to examine to determine if there is any substance to the claims made of how divergent their behavior is from older generations. While some of the claims made about this generation may have been exaggerated, based on the research of the Florida Planning and Development Lab their behavior appears to differ from their parents and grandparents.

Before the differences are examined, it is important to understand the difference between life cycles (or age effects), period effects, and cohort effects in discussing demographics. Life cycles explain many of the differences between generations, not because the underlying values and behaviors are different between them, but because the generations are simply different ages and in different positions in their life. These differences usually lessen as you compare the generations when they are in similar life stages. For example, Millennials are less likely to vote than Boomers not because they value civic engagement less, but because younger generations are always less likely to vote (Smith, 2015).

Period effects are major events or circumstances that affect the entire population, regardless of their generation (Smith, 2015). The Great Recession or the events of 9/11/2001 are prime examples of recent period effects that changed the behavior of all generations. These events changed many aspects of our society, and attributing all of those societal changes, from our demand for enhanced security to a concern about immigration, to generational differences would be a misrepresentation.

Cohort effects are a combination of life cycle and period effects that result in true generational differences. When a major event affects one generation differently than others, especially in adolescence or early adulthood, it may permanently alter their values and behavior (Smith, 2015). Millennials were still learning how to perceive the world when they saw the September 11 attacks on the World Trade Center and the Pentagon unfold live on television screens in their classrooms. Generation Z were still learning what values they hold when they saw their parents and communities struggle to make ends meet in the Great Recession. For many in Generation Z, the first president they will remember will have been an African American. These are experiences that affect the development of values and behaviors of generations in indelible ways, and are a valid indicator of their future needs.

These cohort effects are often exaggerated, especially in the case of Millennials. However, there are measurable differences between the generations that affect the needs of this generation. There are many examples of this, several of which have major implications for future planning. As examples:

- Millennials are moving less, due to their decisions to marry later, have fewer children, and are preferring renting over homeownership (Fry, 2017), and

- Millennials are more likely to use public libraries, partially because of access to the internet and exposure to new technology, such as 3D printing (Geiger, 2017).

Intergenerational Trends

The Florida Transportation Plan Vision Element has seven goal areas that represent where the Department wants to go over the next 50 years. These goals include:

- Safety and Security for residents, visitors, and businesses
- Agile, Resilient, Efficient and Reliable Mobility for people and freight
- Efficient and Reliable Mobility for people and freight
- More Transportation Choices for people and freight
- Transportation Solutions that support Florida's global Economic Competitiveness
- Transportation solutions that support Quality Places to live, learn, work, and play
- Transportation solutions that enhance Florida's Environment and Conserve Energy

Based on the literature reviewed, Generation Z exhibits characteristics that will influence how planners address each of these goal areas in the future. The following table summarizes these findings, along with two additional categories, Education and Engagement.

The table on the following page (Figure 2) also displays how trends changed or stayed the same from generation to generation. Some characteristics are intergenerational trends, in that the characteristics increase with each generation. Other characteristics may be a change in direction, and it may remain to be seen if following generations follow that change, or revert back to the characteristics of older generations. As shown in Figure 2, trends towards environmentally conscious decision making, a demand for a high quality of life and access to quality places, the value and expectation of higher education, and the presumption of community engagement are four trends that appeared first in the Millennials and are either continuing or even are amplified amongst Generation Z.

The current generation appears to differ from the Millennials in being more concerned about safety and security due in part to their exposure tragic events of 9/11 and high profile school shootings. They also appear to be more focused on economic issues and career success than Millennials as well as more interested in emerging transportation technologies and transportation choices, from public transportation to autonomous vehicles. They do seem to exhibit a downward trend in their desire to drive, evidenced by a later age at obtaining a driver's license, than the previous generation.

↓	Change in trend from Baby Boomers & previous generations
↑	Continuation in trend from Baby Boomers & previous generations
—	No major change in trend
★	Overarching themes from nearly all literature reviews

Figure 2: Intergenerational Trends & Relation to FTP Goal Areas Table

FDOT Florida Transportation Plan Goal Area	Millennial (Generation Y) Characteristic	Generation Z Characteristic
Economic Competitiveness	Pursues impact over financial well being Value social impact in a career ↓	• Financially Literate & Cautious • Low optimism of job opportunities • Values Work-Life Balance • Highly educated, high debt ★ ↑
Environmental	Environmentalism one of main values ↑	• Even more environmentally aware than millennials • Environmental impact likely a deciding factor in purchases ↑
Efficient and Reliable Mobility	Driving seen as significant life event —	• Drivers licenses are seen less as a rite of passage • More willing to adopt autonomous vehicles at all levels of autonomy ↓
Safety & Security	Continues trend of more "care free" behavior in youth ↓	• Risk adverse, very high value of safety • Less likely to underage drink, use drugs, smoke, or be sexually active ★ ↑ • More likely to wear a seatbelt
Transportation Choices	Prefer personal automobiles over public transportation (Dobrian, 2017) Open but cautious to self driving cars —	• Prefer personal automobiles over public transportation (KBB, 2016) • Even more open to self-driving cars (Dobrian, 2017) ↑ • Value safety and low environmental impact in cars, but affordability comes first (KBB, 2016)
Quality Places	Preference for urban amenities and walkable neighborhoods Likely to do shopping online ↑	• Most willing to do all types of shopping online • Many will never set foot in a brick and mortar bank • 97% plan on owning a home • Online grocery shopping may have large impacts on food distribution ↑
Other Categories		
Education	Find college education important Recession forced more schooling due to limited job opportunities ↑	• Find college education important, but values self-learning as well • Greatly concerned about student loans • Nearly half have taken college credit courses in high school • High schools often require community service ↑
Engagement	Adopted digital technology at young age ↑	• Has used internet and digital technology since birth • Will disregard emails and Facebook posts over graphic forms of communication • Have a disjointed way of processing information in bursts ★ ↑ • Appreciates instant feedback

Engagement

The first research done on any generation is how to reach them with marketing, and this is certainly true for Generation Z. What kind of media and messages this generation responds to is different from Millennials, let alone Generation X and Baby Boomers. It is important for business and industry, as well as government, to tailor messages to this new audience to ensure that they are informed and engaged.

The largest consideration when communicating with Generation Z is the impact technology has and continues to have on them. Because they have been saturated with media choices and are frequently torn between at least two screens vying for their attention at any given time, their way of thinking and processing information has changed (Duncan, 2017). Because of this they prefer their information to come in brief, aesthetically pleasing, personalized, and interactive formats (Wiedmer, 2015; Duncan, 2017). Emails and even Facebook posts may fail to capture the attention of this generation, and many will not even bother to read the information. Instagram and Snapchat are currently the most popular forms of social media amongst this cohort, in part because they present information in brief and visual ways. An increase in control over content received and who sees their content may contribute to this trend.

It is also vital to understand that this generation is more likely to view online materials on their phones rather than a personal computer (Google, 2017). Media should be vertically oriented and be sized appropriately to be seen on a mobile device when possible. Websites must also be mobile friendly and easily navigable.

To engage Generation Z, the message also matters. They are likely to engage with and share information that affects their values (Barkley, 2017). Emphasize the aspects of the project that affect safety, environmental impact, diversity and inclusion, and economic development, and the Generation Z may not only engage with it, but also share the information to their social media circles.

Risk Aversion

Generation Z is found to be averse to risk and to value personal safety. This is partially due to the parenting style of Generation X (Williams, 2015). Generation X parents generally embody many traits of the stereotypical helicopter parents, such as driving their children to school when they could have otherwise walked. Their parent's involvement and emphasis on safety has changed their behavior as they begin to enter adulthood and will have lasting impacts on the generation.

Another cause of this safety-oriented behavior is the slowing of their life cycles. Because subsequent generations have been taking longer to get married and start families, other aspects of their lifestyles are delayed as well. As an example, in Generation Z, this means they take longer to start risky behavior such as dating, drinking, and driving, reducing the chances that they develop these habits (Bahrampour, 2017).

Under-age drinking is one of the most significant risky behaviors in which Generation Z is partaking less. Some reasons beyond parenting styles of their parents are:

- Financial pressure (recession, loans, housing costs)
- Digital socialization over socializing at locations with alcohol
- Constant presence of smartphone cameras causes fear of embarrassment or punishment
- The emergence and acceptance of a "cosmopolitan culture" that integrates cultures which do not consume alcohol
- Decline of the counter-culture of the Boomers and Gen X that emphasized rebellion and rule breaking
- Public health messages, an increased awareness of the hazards of drunk driving, and a clampdown on the sale of alcohol to under-age people (White, 2016).

The Centers for Disease Control conducts a biannual Youth Risk Behavior Survey of American high schoolers. This massive survey of 15,000 students reveals that youth are partaking in almost all risky behaviors less frequently than any previous generation. The survey measures behaviors such as alcohol use, narcotic use, fighting, possession of weapons, and dietary behaviors (Centers for Disease Control, 2015).

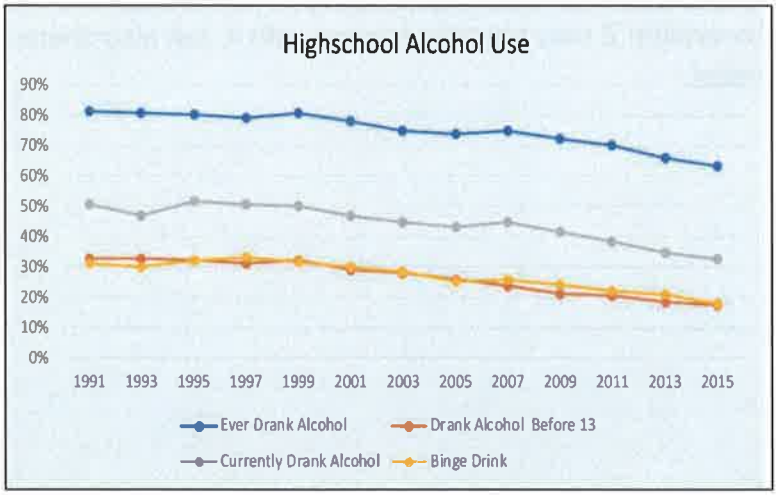


Figure 3: CDC Youth Risk Behavior Survey, 2015

Transportation Decisions

While there has been some research to suggest that driving may be less important to Generation Z (Google, 2017), there has not been significant research as of yet suggesting that they will choose cars less or more frequently than other generations. However, their values and preferences will certainly affect the types of automobiles that dominate the road.

More than any other factor, safety is the most important aspect of a car to Generation Z. According to research conducted by Autotrader, 45% of Generation Z finds safety to be of utmost importance, compared to only 24% of Millennials, 11% of Generation X, and 9% of Baby Boomers (Autotrader, 2017). Not only will this encourage auto makers to create vehicles with higher safety ratings, but will also significantly impact the driving stock of cars on the road by increasing the desire for Autonomous Vehicles. In fact, 61% of Generation Z believes roads will be safer with self-driving vehicles, more than any other generation (Autotrader, 2017).

Generation Z is, unsurprisingly, intending to purchase cars that are environmentally friendly. They are more likely to desire an environmentally friendly car, including an electric vehicle, than other generations at this age. However, the reason is surprising, as more want a fuel-efficient car for the sake of saving money at the pump, rather than saving the planet (Autotrader, 2017).

Generation Z's financial caution will affect their purchasing decisions in more ways than fuel efficient cars. They are also less likely to buy cars based on brand or style than any generation in the past (Autotrader, 2017). This may be in part because driving, and cars in general, are not as significant of a status symbol as in the past (Google, 2017; Bahrampour, 2017). Regardless of the reason, car manufacturers will continue competing based on cost, safety, and environmental impact. This means there will be safer, greener automobiles available to a wider swath of the population, and the population will be eager to purchase them.

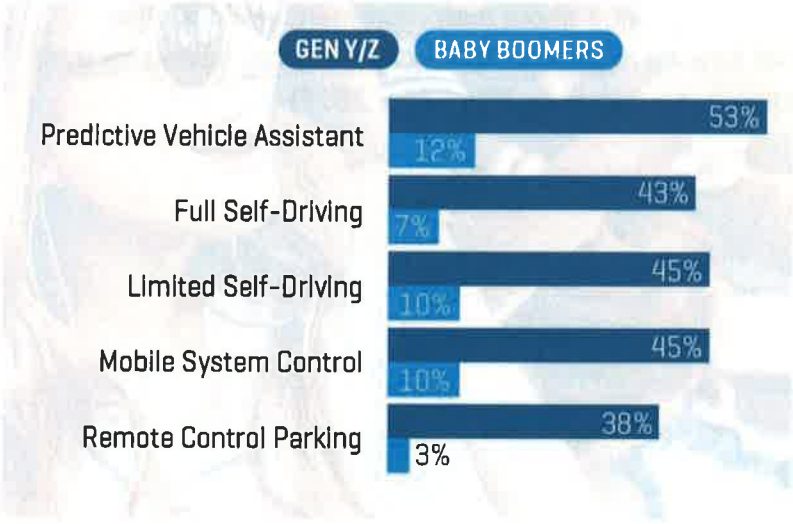


Figure 4: J.D. Power 2017 US Tech Choice Study Generational Purchase Intent

Source: Dobrian, 2017

Disclaimer: While this report groups Gen Y and Gen Z together, the survey is unique in comparing younger generation's AV purchasing intent to the older Baby Boomers.

Financial Prudence

The Great Recession of 2007 to 2009 affected Generation Z in many of the same ways the Great Depression affected the children of that era. Most in this generation never saw the economic boon that Millennials and Generation Z were raised in, and it affects the way they view money (Frank N. Magid Associates, 2014).

Millennials have often been criticized for being idealistic and naive about the impact they can have on the world. While Generation Z shares many of the same values and ideals, they are more realistic about how they must go about creating the change (Frank N. Magid Associates, 2014). Seeing Millennials struggle to pay off student loans and make a living wage and their Generation X parents over extended on credit and struggle to keep their house in the midst of the mortgage crisis makes this generation much more financially aware and realistic.

More than half of Generation Z is likely to say that personal success is the most important thing in life, higher than any other generation. When Millennials experienced the great recession, they shifted their purchases to experiences rather than things. Generation Z, however, took the approach of trying to earn financial security instead. When it comes to their desire to try a wide variety of activities, they more closely resemble Generation X (their parents) than they do the Millennials.

Generation Z is the least likely generation to believe in the "American Dream" (Frank N. Magid Associates, 2014). However, a poll by The Center of Generational Kinetics found that Generation Z is more likely to be earning money (either through a job, freelance work, or earned allowance) than Millennials are, despite the fact that Millennials are a life stage ahead of them (Villa, 2017). This suggests that this generation sees the value of work and is prepared to enter the workforce and start earning money.

The study also found that Generation Z is already thinking about their retirement in ways other generations were not at this age. It found that 12% have surprisingly already started saving for their retirement, and another 35% plan on beginning to save in their 20's (Villa, 2017).

Hyper Connectivity with Technology

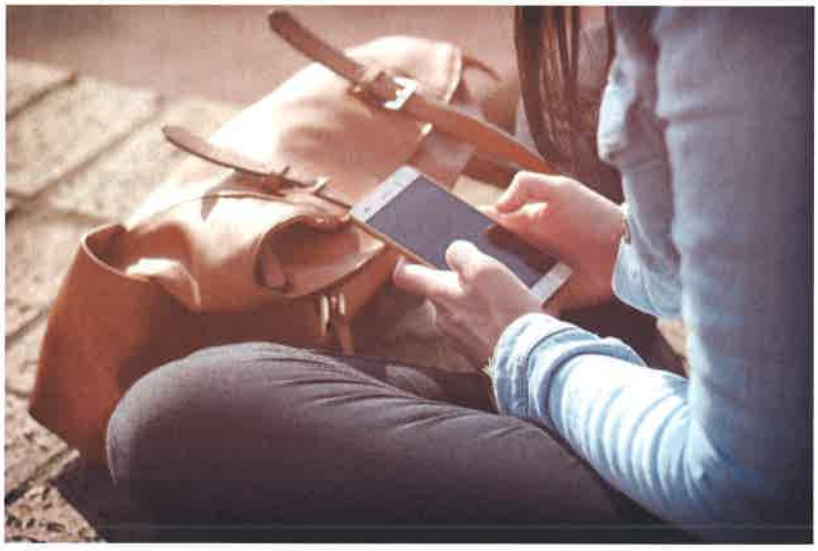
Every generation is more connected to technology than the one before it, and with the ever-increasing pace of development, Generation Z has had much more exposure than previous generations.

Think With Google, a research report conducted by Google, found that obtaining their first smartphone is now a major milestone in a teen's life, ranked 3rd behind graduating school and obtaining a driver's license. The median age which Generation Z receives their first smartphone is 12. More than half of all teens also had access to laptops, TV's, gaming consoles, and tablets (Google, 2017).

This exposes them to the entire content of the internet at an incredibly early age. They also frequently have access to multiple devices, from personal computers, laptops, and tablets to smart TV's. This barrage of information and media makes their thought process disjointed and decreases their attention spans (Turner, 2015). Some researchers have called this the "Acquired Attention Deficit Disorder" Generation because of the way it harms their attention span.

Generation Z also has access to constant instant gratification thanks to their constant exposure to technology (Turner, 2015). This gratification may inhibit them from enjoying downtime or having uninterrupted time to just think. This furthers their thinking habits in forming in a "fast, disjointed, overlapping" manner (Turner, 2015).

Connectivity is also an important part of life for Generation Z. They have not known a time when they could not reach whoever they want to whenever and wherever they want to. Social media and electronic communication are vital aspects of communicating with this generation (Tulgan, 2013). This connectivity creates a crucial expectation of connection to the internet, whether through Wi-Fi or cell service. A connected society will expect that the infrastructure is there to allow them to be connected.



Consumer Behavior

One trend emerging in Generation Z is their predisposition to online shopping. Although it may be easy to overlook, this is a major shift in the economic system of our country. Bookstores may have been the first victim of this trend a decade ago, but they certainly will not be the last.

Research done by Google indicated that Generation Z are mobile shoppers. Two thirds of 13 to 17-year-olds surveyed by Google already make online purchases. 21% say they buy groceries online. Reasons these teens say they like shopping online are the convenience it provides, the deals and brands it exposes to them, and it is faster than going to physical stores (Google, 2017).

A Nielsen study (2015) examined the future of online grocery shopping. They found that 14% of those surveyed have already used an online grocery delivery subscription service, and 54% are willing to do so. The report credits this growth to Millennials and Generation Z, who have an "unprecedented enthusiasm" with technology, and already have online shopping as an ingrained behavior. 28% responded that they already order groceries online, and 55% they are willing to. These numbers are slightly higher in Millennials, who have had more time to develop their grocery shopping habits, and underscoring the potential life cycle effects of this trend. By the time Generation Z reaches the age of the Millennials, they are expected to exhibit an even higher propensity for online commerce of all forms. While the report does not claim that brick and mortar stores will be replaced by online shopping soon, this is a major development in consumer behavior that cannot be ignored (Nielsen, 2015).

"The milkman is back, but this time he's gone digital"

-Nielsen Future of Grocery Report, 2015

The Center for Generational Kinetics conducted a survey which, in part, examined banking behavior of Generation Z. While also not claiming brick and mortar banks are a thing of the past, they have found that Generation Z is more likely to use mobile banking and less likely to actually enter a bank. Only 46% percent of Gen Z responded that they have been to a bank in the past 30 days, compared to 70% of Millennials (Villa, 2017). Unfortunately, there was no comparison of the two generations at similar ages.

Online shopping has been touted as a peril to brick and mortar stores for years now, and while the causes of the current "Retail Apocalypse" is more complicated than just online shopping (Townsend, 2017), new research continues to show that online shopping will continue to take business from these stores. Transportation systems must be prepared for a critical mass of society to decide that online shopping and delivery is preferable to driving to the store.

Social Values

In the same way that Millennials were known for their environmentalism, Generation Z will be known for their value of people. They are strongly passionate about social equality and justice, especially in regards to race, gender, and sexual orientation (Barkley, 2017). This is the most diverse generation in history, and that is the way they prefer it (Frank N. Magid Associates, 2014). This exposure to diversity, along with messages they see in the media, allow them to form more connections with people different than themselves. Only 12% of Generation Z is likely to find diversity as a negative, compared to 21% of Baby Boomers (Frank N. Magid Associates, 2014).

Like many generations in their youth, Generation Z is politically engaged. However, they are more likely to be socially engaged than any other generation at similar ages, largely due to resources and access to large platforms (Barkley, 2017). The interconnectivity between the cohort allows them to organize in large numbers with an ease that other generations did not have. Because of their online presence, political organizers are also able to mobilize them more easily. This is particularly significant because they have the tools and will fight for their values, adding to the importance of these findings throughout the report.

It is not the purpose of this research to label Generation Z as liberal or conservative, nor would it be possible to do so. In fact, many social trends indicate this generation will have a unique mix of conservative and liberal viewpoints. Some conventional conservative trends are an increase in church attendance compared to Millennials, their fiscal conservativeness, risk aversion, and a dislike of tattoos and body piercings. However, they are also more likely to be sympathetic to minority empowerment movements, marijuana legalization, same sex marriage, gun control, and more concerned about climate change (Loehr, 2017). As a caveat, there is conflicting research on church attendance, as some findings indicate Generation Z has record low attendance (Smith, 2018).

Figure 5: Thousands of Students Rally at Florida's Capital over Gun Control

Source: Mark Wallheiser/Associated Press

Inherent Environmentalism

Despite decades long advances in environmental protection, the natural environment will not be as pristine for Generation Z as they enter adulthood as it was for generations in the past. They will be required to deal with the negative effects of climate change and will invariably work to plan for and mitigate future impacts (Ross, 2013). While environmentalism may not be as important to this generation as human equality (Barley, 2017), it is still a major issue to the cohort.

Generation Z is already making an impact on certain industries. They are eating 57% more tofu and 550% more non-dairy milk products than Millennials. College campuses are reporting a need for more vegetarian options as students crave more sustainable food (Robinson, 2017). This demand is creating entire new food markets based on meat alternatives estimated to be valued at $5.2 million within the next two years (Robinson, 2017). However, this research did not indicate how much of this trend was due to environmental concerns over animal rights or health concerns.

Generation Z's environmental consciousness is the result of constant exposure to eco-friendly messages from a very early age. They recycle more than even Millennials do (Shreffler, 2016). They do not see being environmentally friendly as a movement, as other generations have. Instead, it is the "default" and the bare minimum they can do to make positive social impact. While they are more likely to be passionate about civil rights related issues than environmental issues, not because they are apathetic about the environment, but because being eco-friendly is part of their life (Schreffler, 2016). These trends may create opportunities to reduce our carbon footprint and pursue more sustainable development.

These findings are indicative that this is an intergenerational trend that is being engrained into everyday life decisions. What started with Generation X and grew immensely with the Millennials is here to stay with Generation Z. As Generation Z takes their place as adults in positions of power, the days of the majority of Americans being skeptical about science and apathetic about the environment may be less of a concern than in the past.

"Earth Day is a relic from a past era... because they don't need a special day to remind them to consider their environmental impact"

- Melanie Shreffler, 2016

Section II: Anticipating Generation Z: Where are we going?

Risks, Opportunities and Recommendations

In the Florida Transportation Plan Vision Element there are a series of questions posed to help understand alternate transportation futures. This scenario planning effort contains five potential futures including a return to historic growth, rural rediscovery, expansion as a global trade hub, emphasis on technology as an innovation hub, and a future that envisions a series of potential risks.

In a similar manner, Section II of this report poses four questions that have been identified by this research as potential realities. These questions are as follows:

1. What if safety becomes the number one concern?
2. What if online access to goods and services becomes the norm?
3. What if environmental considerations become a top priority?
4. What if the type of vehicles on the road change?

The findings and recommendations discussed for each of these questions in the following sections represent the Florida Planning and Development Lab's (FPDL) best guess as to the issues that FDOT will need to address as Generation Z enters the workforces and continues to age based on the extensive review of existing literature of the values and characteristics of the Post-Millenials.

Safety

What if safety becomes the number one concern?

Generation Z's risk aversion is a pertinent opportunity for FDOT when planning for the future. Safety is already a primary goal of FDOT, and changes in generational preferences will not change that. However, what will change is how receptive the public is to trade-offs between convenience and safety.

Because Generation Z cares so much about their safety, it may be easier to propose safety measures that are hard for the current population to accept. Whether that is lower speed limits, bans on texting and driving, stricter punishments for unsafe driving, or even the implementation of autonomous vehicles, expect Generation Z to be tolerant of these changes if they are framed in a way that emphasizes their safety benefits.

Transportation and driving are some of the most dangerous parts of life in America as motor vehicle crashes consistently rank as the number one cause of death among people ages 16 to 24 (NHTSA 2017). This is especially in Florida where fatality rates are high relative to the rest of the country. Generation Z wants to change that.

FPDL Recommendations:

Transportation:

1. Emphasize safety benefits when promoting a project
2. Anticipate greater acceptance of safety regulations such as:
   - Bans on texting and driving
   - Lowering speed limits to enhance pedestrian safety
3. Expect greater acceptance of AV as safety benefits are more advertised
4. Anticipate lower amounts of DUIs as this generation decides to drink less
5. Accommodate a higher demand for storm protection to be built into infrastructure plans

Land Use:

1. Expect higher demand for safer bike and pedestrian infrastructure choices
2. Watch to see if fear of terrorism and mass shootings move this generation back to the suburbs and away from public venues

Commerce

What if online access to goods and services becomes the norm?

This generation's preference for online shopping could have major implications for the transportation needs of the state in the near- and long-term

The reduction of personal trips to the grocery store will reduce the total daily traffic count. While this reduction will be partially offset by trucks delivering goods, the total AADTs would still be reduced. This will affect the way parking and trip generation is calculated by land use category, and is something to be considered when making land use decisions.

There will also be an increased need for "last mile" infrastructure as online shopping increases. In regards to grocery delivery, cold storage infrastructure will be especially important (Gonzalez, 2017). Retailers will be looking for ways to delivery fresh and refrigerated food items directly to customers. As grocery stores become less visited, they could be converted into last mile distribution centers.

These changes could change many aspects of society, but one change FDOT should consider is their effects on food systems. Many residents of this state are left without access to healthy food options, and equitable implementation of food delivery could drastically improve those numbers.

FPDL Recommendations:

Transportation:

1. Plan for fewer vehicles on the road during peak hours
2. Anticipate that total shopping trips may be reduced and replaced by small delivery trucks
3. Expect fewer trips in person interactions with government services (Note: Due to a constant high or evening widening gap in income distribution, social equity goals still must be maintained. A desire and need for in-person access to government agency representatives and services will not disappear entirely)

Land Use:

1. Expect parking needs, especially at retail and grocery locations, to decrease
2. Accommodate the siting of large regional distribution centers with interjurisdictional impacts and corresponding increases in freight traffic and logistic centers
3. Prepare for big-box stores and large square footage grocery stores to be converted to last mile distribution centers
4. Anticipate greater adoption of online shopping and the resultant transportation impacts in urban and suburban areas more so than in rural communities

Environment

What if environmental considerations become a top priority?

Generation Z will continue the trend Millennials started, and the environment will never be put on the backburner again. As Baby Boomers age out of positions of power and into recreational activities, there will be much less division when it comes to the importance of preserving and restoring the natural environment and preparing for the consequences of climate change.

Again, while FDOT already strives to be as environmentally responsible as possible, there will be an increased demand that projects make as little of a negative impact as possible. Wildlife protection, land conservation, and carbon emission reduction will certainly be examined closely in every proposed project.

FPDL Recommendations:

Transportation:

1. Have clear environmental impact explanations when discussing projects with the public
2. Emphasize the environmental benefits of proposed projects
3. Emphasize sustainability when promoting the use of public transit
4. Anticipate a higher demand for transportation infrastructure plans to include wildlife crossings, stream restorations, scenic vistas, and other environmental concerns
5. Build multi-use bike and pedestrian amenities into road projects
6. Back up all projects and fiscal decisions with scientific evidence of environmental impact and resilience

Land Use:

1. Expect more opposition to projects which are perceived to impact environmental systems
2. Anticipate more support for sea level rise to be addressed in all construction and maintenance projects
3. Expect more demand for recreational trails and explore additional rails-to-trails conversion projects
4. Anticipate a more fragile environment in the future due to population pressures

Transportation

What if the type of vehicles on the road change?

The cars in the near future will be vastly different than the cars on the road today. This generation wants safe, green, and affordable cars. Because they care less about the brand and design of the car (Autotrader, 2017), car manufacturers will be left to compete on these three factors. This will create a market of affordable, safe, and fuel-efficient cars with broader availability to all economic strata of the population than is currently the case.

Because cars will be safer, and include features to prevent accidents (driver alerts, semi or full autonomy), traffic accident response needs will begin to change for the better. Traffic itself may begin to disappear as cars begin to use automated intelligence (AI) to drive with better coordination with other cars on the road.

Because cars will likely be required to be more fuel efficient, and eventually may become completely electric, the state will need to explore other funding options apart from the gas tax. There will be a need to ensure these funding method's impacts are equitable and do not limit low-income accessibility to transportation infrastructure.

The research also shows that Generation Z is more likely to accept Autonomous Vehicles than any other generation. While there is still uncertainty on exactly how AV will be implemented, it will certainly revolutionize the way transportation infrastructure operates, and must be followed closely.

FPDL Recommendations:

Transportation:

1. Explore alternative revenue sources to support state transportation infrastructure such as the gas tax declines due to fuel efficient and electric vehicles, including:
   - Fees per mile traveled
   - Flat fee collected at annual vehicle registration
   - Additional tolling, including congestion tolling
   - General tax on electricity usage
2. Monitor the success of Oregon DOT's experimental fee per mile travel, OReGo
3. As cars become safer, even if AV is not implemented, traffic accident response needs may not rise linearly with population and traffic increases
4. Locate electric vehicle recharge stations at a broad range of locations, including rest stops

Land Use:

1. Follow recommendations of "Envisioning Florida's Future: Transportation and Land Use in an Automated Vehicle World, 2015" and other research done on the implementation of AV
2. Expect for the adoption of AV to greatly reduce the need for parking and allow for narrower lanes
3. Anticipate a demand for electric recharging facilities at state managed rest areas
4. Consider the cost and feasibility of testing geofencing strategies to support widespread AV usage along key SIS-designated corridors
5. Consider the cost and feasibility of testing inductive technology implementation along key SIS-designated corridors

Section III: Planning for Generation Z: How do we get there?

The current iteration of Florida Transportation Plan extends from 2015 until 2065. By this time, the oldest members of Generation Z will already be approaching 70 years of age. They will, however, be approaching middle age as early as 2040. From plummeting renewable energy prices, to self-driving cars, to lab grown meat, there are many scientific breakthroughs that are on the cusp of revolutionizing a plethora of different technologies and industries that are vital to Florida's economic and social wellbeing (Fairbain, 2017). It is important to consider how technological breakthroughs can change a region. As innovations in energy devastated much of the coal-dependent Appalachian region, similar changes can benefit or harm the state of Florida within the next several decades. This section will speculate on what the future may have in store for Generation Z in Florida as they progress through life.

Population Growth

While the future is uncertain, one prediction that can be made with certainty is that Florida's population will continue to grow. A report produced by FDOT along with the University of South Florida projected Florida's total population to grow to an astounding 26 million people by 2040 (FDOT, 2014). A more recent report has projected the state's population to grow from about 20 million to between 24.6 and 30.2 million by 2045 (Rayer, 2017).

This population growth will have a range of impacts across the state. Not only will the Department need to continue to plan for increased capacity of transportation infrastructure, but also consider the increasing density this growth will bring to communities around the state. This may mean that public transportation becomes more viable in many urban and suburban areas. Another consideration is how to handle the potential need to evacuate 10 million more residents in a time of climate change and its resultant increase in extreme tropical storms, potential for wildfire and drought, and sea level rise. Additionally, a national or global increase in population will lead to an increase in the number of tourists who will visit Florida, which will also affect transportation needs.

Energy

The nature in which we use and produce energy is also bound to change within the next several decades. There will likely be increases in alternative power generation, and increased efficiencies in power transmission and storage. The U.S. Energy Information Administration (EIA) released its projections up until 2050 of how it predicts the consumption and production of energy will change. As seen in Figure 6 below, Petroleum stays approximately level despite population growth. Natural gas use and production increases, due largely to increased efficiency in shale fracking. The next largest increase is in renewable energy sources (Capuano, 2018).

An important caveat to this set of findings from the EIA is that their projections are based on current laws and policies. If more progressive regulations are passed or if renewable energy technology, such as solar, wind, hydro, or nuclear, becomes more efficient, then the consumption and production rates will rise at higher rates than predicted in Figure 6.

Figure 6 shows that petroleum consumption will begin to dip before rising back to their current levels around 2050. Again, this is not taking into account any major innovation in electric vehicles.

This is a pressing matter for FDOT, because even stable gas usage means that the Department will have to either continue to raise taxes or find alternative funding sources to keep pace with the growing infrastructure needs from the growing population.

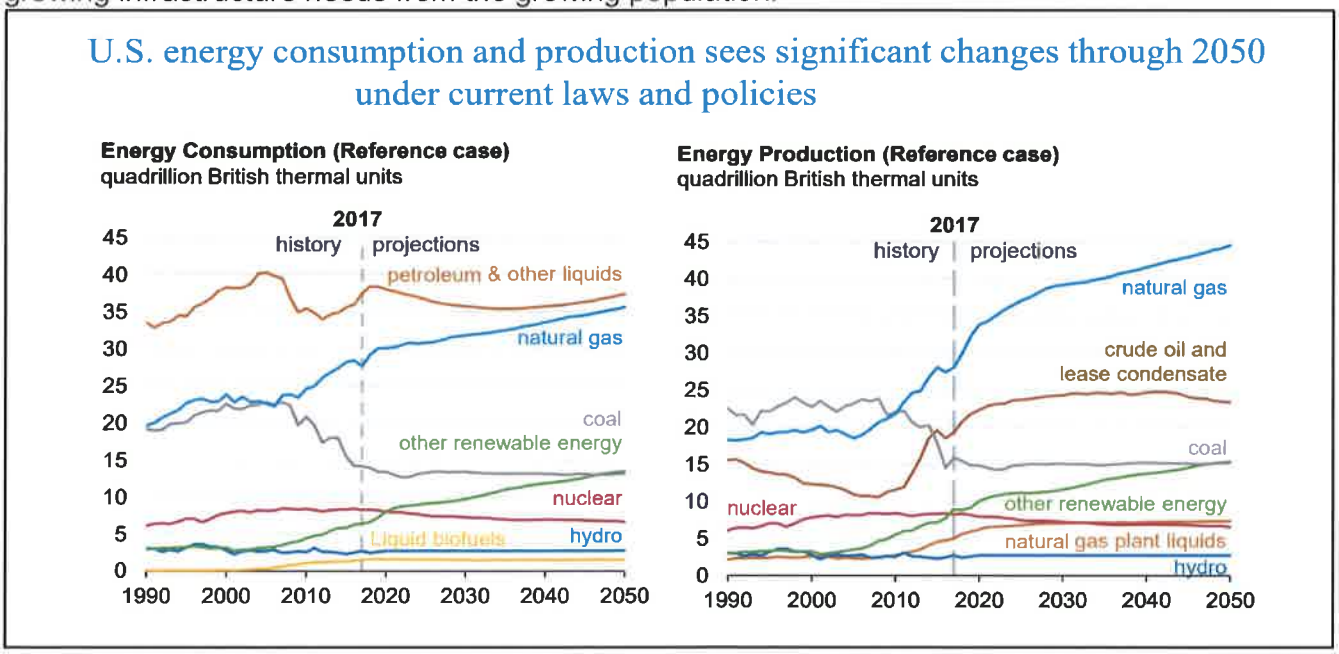


Figure 6: U.S. Energy Consumption and Production Through 2050 Under Current Laws, Source: Capuano, 2018

Longevity

Another eventuality to consider is prolonged life spans, which will play a role in the many retirement communities across the state. Some futurists believe that by 2040, advances in medicine such as gene therapy and stem cell research will grant us life that could essentially go on until a fatal accident (Fairbain, 2017). While this may seem farfetched, it is true that technology is advancing faster than ever, and major medical breakthroughs that drastically increase lifespans could be right around the corner.

There is already promising research that may lead to the eradication of Alzheimer's disease, which is a major cause of death for the elderly (Ihekwoaba, 2017). If this and other disease are cured, not only will Floridians live longer, they will live healthier, more independent lives into old age. Typical growth models take into account increasing lifespan, but a major innovation would mean a much larger expected growth rate in older populations in Florida and will be important to pay attention to. An aging population that remains healthy will demand more and varied transportation options.

Space Travel

Space travel will likely be revolutionized by 2065, as well. With a renewed interest and activity by companies such as Space X and Blue Horizon, that want to develop a market for space tourism to the space station and even the moon, whole new space-oriented industries may open to Florida (Osagie, 2017). Because Florida is already a world leader when it comes to space, continued

expansion of the industry will present the state with many opportunities and risks that its infrastructure systems must be prepared for. A shift in industry leadership from federal agencies to private businesses will affect the perception that these solutions may be more influenced from the private sector than the public. Continued growth in this sector will require making it an important part of Florida's Strategic Intermodal System.

While the future is uncertain, examining trends help to prepare for it. While some of these speculations may seem like science fiction, seeing how they align with Generation Z's values and preferences makes them more probable. As the state of Florida advances into the future, it must not plan under the assumption that the needs of its citizens are static. Generation Z will change the way society operates. It is up to present day planners to make sure our agencies in the future are capable of meeting their unique needs and facilitating their success.

Conclusion

This report has compiled the best available research on Generation Z and made an attempt, looking through the lens of the Florida Transportation Plan, to identify generational trends and anticipate their impact on transportation planning. Some of the key conclusions of the report include;

- Generation Z is a large generation, at 25% of the population, outsizing both the Millennials and Generation X. As such, their behaviors and preferences will have a disproportionally large impact on the way in which we plan for transportation in the future.
- Generation Z is the most racially, ethnically and religiously diverse generation in history. They are accepting of differences and amenable to change. They will expect inclusion and social justice in government funded policies, programs and projects.
- Generation Z shares some characteristics with the Millennial generation. Intergenerational trends include increased environmental awareness, a demand for a high quality of life and access to quality places, the value and expectation of higher education, and the presumption of community engagement.
- Generation Z places a very high value on financial prudence, safety and security, honesty and transparency and education. They embrace technology and will expect infrastructure projects to be financially sound, scientifically grounded, and fiscally well managed.
- Generation Z's behavior will impact transportation demand. From fully embracing online commerce to enthusiastically anticipating the rise of electric and autonomous vehicles, they will live in a world with radically different average hourly traffic.
- Despite their behaviors and preferences, due to population pressure and resource scarcity, Generation Z will live in a Florida that is more urbanized, more dependent on public transit, and with a high demand for new and expanded multi-modal transportation facilities

These are just a few of the major conclusions in this report. It is hoped that this report, taken together with the bibliographic material, will form a strong foundation for continued research into the effects on generational behavior and other future risks on long range transportation planning in Florida.

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Appendix I – Annotated Bibliography

Economic

Cseh-Papp, I., Varga, E., Szabó, K., Szira, Z., & Hajós, I. (February, 2017). The Appearance of a New Generation on the Labour Market. Annals of the Faculty of Engineering Hunedoara - International Journal of Engineering, 15(1), 123-130.

The article starts by reviewing several articles on Generation Z. They discuss intuitive trends such as a longer life span, choosing a social responsible job over one that is not, and living life at a "faster pace."
The second portion of the article examines a survey the researchers conducted of 112 Generation Z students at a local school. They attempt to conclude that Generation Z is overly confident on their ability to perform in the job market. However, this study was done with a very small sample size of students that went to the same school. The sample also consisted of 77% females, which is not an accurate reflection of Generation Z.
This article has low relevance to our project. Not only is it set in the context of another country, the survey itself does not seem to be reliable. I do not believe an organization should consider this article when making decisions.

Dill, K. (February 24, 2016). 7 Things Employers Should Know About the Gen Z Workforce. Retrieved October 12, 2017.

This is an overview of a study from Universum which surveyed 49,000 people in Generation Z throughout 47 different countries. The author shares seven key points from that study that can be used to better engage Generation Z in the workforce.

1. Their parents have the greatest influence on their educational and professional decision-making, but the perspectives of friends and teachers are important too
2. Curiosity is the strongest motivator for choosing a course of study. Money helps too, as does the chance to help people.
3. They're interested in entering the workforce without higher education, but fear actually doing so
4. They're very entrepreneurial
5. Despite their entrepreneurial nature, work-life balance and job security are the two career goals most important to this generation
6. They want lots of information
7. Gen Z may be less optimistic than Millennials about their work opportunities

The research firm who conducted the study is well versed in research regarding the work place, so the information should be considered trustworthy. The study itself is available for purchase through UniversumGlobal.com.

Vahrenkamp, A. (November, 2017). Generation Z: The Kids Are All Right—How High Schoolers Perceive Financial Needs and Opportunities. *Raddon*.
This study discusses the "perspectives, behaviors, and financial goals of the Gen Z consumer." It is
available for purchase at Raddon.com/GenZ. Raddon is a research and analytics firm.

Education

Barnes and Noble College. (September, 2016). Getting to Know Gen Z: Exploring Middle and High Schoolers' Expectations for Higher Education.

Barnes and Noble College of a branch of the company that focuses on college campuses. It also conducts research studies in order to make their stores more relevant to their customers. In this study, 1,300 students aged 13-18 were surveyed.

This study found that Generation Z students find college valuable and appealing in order to have a worthwhile career. 49% have already started taking courses for college credit in high school, and 84% who are too young to do so currently plan to before they finish high school. This study also identifies and Gen Z as entrepreneurial, with 35% intending on opening their own business at some point in their lives.

Technology also plays a large role in the education of this generation. Students see technology as a helpful tool that assists them, and the study encourages embracing innovation. However, the surveyed students also "crave an environment where they can co-create their education with their peers," so they still want face to face interaction because they value the sharing and exchange of ideas.

Loveland, E. (Winter, 2017). Instant Generation. *Journal of College Admission*, (234), 34-38.

The purpose of this article is to show that university's must change the way they outreach to the new generation (Generation Z) of college students.
Loveland describes how Gen Z often disregards emails, especially if a specific organization sends too many. She also describes how Facebook, while more effective than e-mail, will not be as effective as Instagram to this generation. Generation Z also expects advertisements to be tailored to the individual. They will be better engaged if the information is customized to match their interests in a way that their first name in the start of an email does not. The article
also describes this generation as financially prudent.

Environmental

Eytan, D. (2017, January 27). The Woolmark Company Is Eyeing Generation Z, Plans on Calling Out 'Bad Guys' Over Pollution In 2017. Retrieved December 08, 2017

This article is mostly about fasion related news related to the International Woolwark Prize Final, unrelated to the topic of this research. However, it does briefly conclude with the Woolwark Company's plans to target Generation Z by highlighting the environmental benefits to using wool compared other clothing materials. This article shows that businesses are taking real steps to appeal to Generation Z's preference to buy products that have an environmentally friendly reputation.

Ross, W. G., Jr. (January, 2013). Environmental Challenges Facing Generation Z. *Institute for Emerging Issues.*

This article attempts to discuss how current society is unsustainable to the planet, and the implications that will have on Generation Z. It briefly discusses some environmental problems caused by increasing population and pollution, and then states that the world must change and create the way society operates to make it more sustainable, such as finding ways to remove oxygen from the atmosphere. It does conclude by describing North Carolina's efforts to reconnect youth with nature by discussing some programs through

several organizations in the state. However, it does not provide much valuable insight into Generation Z and their relationship with the environment.

Tamer, B., & Cătălin P. (2016). Generation Z Attitudes Toward Green Marketing: A Cross Country and Gender Analysis. *Annals-Economy Series*, 3, 6-9.

The article starts by defining green marketing as a marketing strategy that minimizes adverse effects on the environment. It then surveyed 135 Generation Z students in Romania and Turkey on different green marketing techniques to gauge their attitude toward it. It concludes that there were no major differences in attitudes between the two countries.

While the abstract stated that the research examines Generation Z's attitudes towards green marketing, the paper only goes as far as showing there are no differences between Romanian and Turkish Generation Z. It is not relevant.

General Analysis

Barkley, & FutureCast. (January, 2017). Getting to Know Gen Z: How the Pivotal Generation is Different from Millennials.

This report researches traits of Generation Z, or the "Pivotal Generation", as the authors refer to it. The report is broken into five topics: Are is Gen Z different for Millennials, what are their beliefs and values, what perspectives shape their experiences, what drives their decisions, and what makes brands relevant to them.
The report sites many differences between Millennials and Generation Z. Gen Z, in some ways, resembles Millennials in their liberal beliefs and social values, however resemble older generations in their focus on personal success and financial awareness. They are also less likely to underage drink, use drugs, smoke, and be sexually active. They are more open about unplanned pregnancy and sexuality and more respective of their peer's personal choices. When surveyed, they also place higher value in honesty, loyalty, achievement, responsibility, work ethic, money, and independence Generation Z is also more likely to care about racial, gender, and LGBTQ+ equality than any other generation, and is becoming more involved in social activism at an earlier age than other generations.

Brotheim, H. (November/December, 2014) Introducing Generation Z. *American Jails,* 28(5), 15.

The article introduces the concept of Generation Z and explains that organizations, especially governmental agencies, must be ready for their entry into the workforce. Most of the article consists of the author describing various trains of Gen Z, such as nontraditional hair colors, casual swearing, hyper connectivity to technology and social media, indifference to authority, lack of focus (or acquired Attention Deficit Disorder), lower levels of creativity and empathy, and higher levels of individualism. Brotheim ends the article with a list of recommendations on how organizations adapt to Gen Z:

- Update and revise standards, such as policies involving education, age, juvenile issues, and minor drug offenses.
- Outreach using mobile apps.
- Shift communication from e-mail to social media.

- Recognize that this generation will be self-taught and less likely to pursue college degrees.

This article addresses general traits and behaviors of Gen Z which provides context for more in-depth articles.

Frank N. Magid Associates, Inc. (2014) The First Generation of the twenty-First Century. Retrieved October 20, 2017.

This article is written by a firm that specializes in generational research. The article is an analysis of members Generation Z, or as they refer to them, "Plurals", their demographics, social circles, and trends that may affect their behavior. Major traits of the generation the authors see affecting Plurals are it being America's last generation with a Caucasian majority, the most positive about America becoming more ethnically diverse, existing in the most diverse social circles, the least likely to believe in the American Dream, beginning to reflect the Gen X individual-oriented parenting style, and being affected by blended gender roles. The article concludes with raising, but not discussing, questions of how Plurals will change and be affected by changes in media, business, politics, education, communication, and religion.

Scott, R. (November 28, 2016). Get Ready for Generation Z. Retrieved September 10, 2017.

This article briefly addresses several areas where Generation Z differs from previous generations. Technological proficiency was the first difference. An increased need for privacy, and a shift to more anonymous social media was another. An increase in cultural diversity and its common place in pop culture is responsible for this generations expectation for social progress to continue that trend. Scott also addresses that this generation is more risk adverse, citing lower underage drinking and higher seatbelt use as proof. He concludes by recommending that employers link social impact to Generation Z's careers to attract and retain them.

Risk mitigation and social impact are a large part of urban planning, so the fact that these values are also shared by Generation Z should not be overlooked. Whether it's the safety of automated cars or the social impact of a transportation, Generation Z is going to be more interested in the outcomes than other generations.

Singh, A. (2014). Challenges and Issues of Generation Z. *Journal of Business and Management, 16*(7).

This article starts with a brief literature review of several articles relating to Generation Z. It also consists of some primary surveying and interviewing, but admits itself the sample size of this primary data is rather small. The bulk of this article appears to be taken word for word from Tulgan's 2013 article "Meet Generation Z: The second generation within the giant "Millennial" cohort," which is cited in this bibliography. While the article does consist of some primary data, there are not many useful
insights that cannot be found in Tulgan's article.

Stillman, D., & Stillman, J. (May 19, 2017). Move Over, Millennials; Generation Z Is Here. Retrieved September 15, 2017

This article has a Question/Answer format, where the author of several books on Generations Y and Z and his 17-year-old son answer questions on Generation Z. It is focused on explain what changes Generation Z will bring to Human Resource managers. They discuss general traits of Generation Z, such as them being technologically proficient and valuing honesty. There was also discussion on how they will interact with others in the workplace and the career paths they will likely try to follow.

While it may provide greater understanding of Generation Z, the article will be more helpful to managers who will be supervising and employing them.

Tulgan, B. (2013). Meet Generation Z: The second generation within the giant "Millennial" cohort. *Rainmaker Thinking*.

This article was written by an author of a 1995 book on Generation X. The first half of the articles discusses how Generation X grew up in the 90's during a time of peace and financial certainty, while Generation Z grew up in a time of war, terror attacks, and financial recession. He doesn't speak to much of how this will affect them, but states that it certainly will. He then identifies five trends shaping Generation Z: Social media, intensive human connections, large skill gaps between skilled and unskilled workers, being globally aware yet locally focused, and more diverse than any other generation. It concludes with seven strategies for engaging Generation Z in the work place:

1. Promote High intensity relationships
2. Provide continuing reeducation
3. Define laser focus roles
4. Take control of the virtual ethos
5. Plan for global outreaching and local nesting
6. Build continuity through short term renewable loyalty
7. Retain the superstars for the long term by building dream jobs

Villa, D., Ph. D, & Dorsey, J. (April, 2017). The State of Gen Z 2017: Meet the Throwback Generation (Publication). The Center for Generational Kinetics.
This is an in-depth study analyzing habits of Gen Z. They discuss attitudes about work and money, the trends they are already settings, and concludes with recommendations for industries to change preemptively.

They discuss how Gen Z have already proven they will be diligent workers, with almost as many working as millennials currently. Generally, they also intend to work through college. They have also started saving for retirement surprisingly early. Additionally, they are significantly less likely to physically enter a bank than millennials because they are more likely to make use of banking apps.
The authors conclude by saying industries must adapt to keep up with Gen Z, instead of trying to force them to adapt to the old models.

This study was carried out by a reputable generational research organization. The findings, such as not using brick and mortar banks, will affect planning practices. Additionally, a higher amount of people saving for retirement could be especially significant for Florida in several decades

Wiedmer, T. (October, 2015). Generations Do Differ: Best Practices in Leading Traditionalists, Boomers, and Generations X, Y, and Z. Delta Kappa Gamma Bulletin, 82(1), 51-58.

The article discusses generational preferences, differences, and similarities from "Traditionalists" to "Generation Z." The purpose of the article is to inform leaders on managing a multigenerational workforce. Wiedmer describes Generation Z as a generation with lifelong access to communication technology, enabling them to build relationships with people across the country and world. This contributes to them being generally more accepting of diverse populations. Additionally, they are tech savvy, connected through social media, and have higher IQ scored than previous generations.

Generation Z is also driven by graphics, dislikes the lecture/test class structure, and expect instant feedback. The author also estimates that because of the rising cost of higher education will lead many of this generation to forgo college. Professionally, Gen Z will desire to be freelance contractors with greater flexibility. They will desire to work in the "professional and technical idea economy," but the greatest job growth will continue to come from the service sector.

Wiedmer states that Generation Z prefers interacting with media, opposed to sitting through a TV or print advertisement. They will also desire to "work, learn, and study" wherever and whenever they desire.

This article provides insight into how Generation Z will behave as they enter the workforce and start to make more financial decisions. It also offers ideas on how to outreach to them, which will be important in getting them engaged in any long-term plans.

Media

Duncan, S. (June 6, 2017). The Emergence of Generation Z and Its Impact in Advertising: Long-Term Implications for Media Planning and Creative Development. Journal of Advertising Research, 57(2), 227-235.

This article discusses a survey of nearly 24,000 individuals from various generations. It examines how likely they are to see advertisements on various forms of media and how receptive they will be to those ads. They recommend that ads targeting Generation Z must be interactive, innovative, and aesthetically pleasing. This generation almost always has the option to shift the focus to another screen, and is more likely to skip ads when given the option. They have been saturated in media choices their entire life, so if an ad is found to be boring or displeasing, they will not give it any attention.

While it will be important to engage and reach this generation, this article discusses intricacies of doing so that are likely outside the potential scope of this project.

Google. (March, 2017). Gen Z: Insights into the mobile-first mindset of black teens. *Think with Google*.

Google. (March, 2017). Gen Z: Insights into the mobile-first mindset of Hispanic teens. *Think with Google*.

Google. (March, 2017). Gen Z: Insights into the mobile-first mindset of teens. *Think with Google*.

Google. (March, 2017). It's Lit: A Guide to What Teens Think is Cool. *Think with Google*.

Think With Google is a publication put out by Google using analytics of its search engine to help advertisers better create ads that will be affective on the platform. These four articles are a series meant to assist advertisers in targeting Generation Z. Some overarching themes are the value they place in information, stimulation, and connection. They are also more willing to stick to the status quo, and therefore place a higher value in branded products. Mobile phones are also the most dominant electronic device used by this age group, and getting a phone is being seeing as a milestone in the same way getting a driver's license is. Phone are used mostly for watching videos, then messaging, then social media, and then video games. A highlight is that 2 of 3 teens are already purchasing products online.
Google also analyzes data specifically for black and Hispanic teens as well. For black teens, it was found that they are more likely to use their phones for music and less likely to be influenced by social media. Hispanic teens list their first phone as their most important life milestone, even higher than a driver's license or graduating high school. They are also 14% more likely to shop online than their peers.

Turner, A. (2015). Generation Z: Technology and social interest. The Journal of Individual Psychology, 71(2), 103-113.

This article describes the current state of Generation Z. It addresses their media consumption habits and the social benefits and problems that is creating for them. These include being able to access violent content, being at higher risk of cyber bullying, and their unique, fast, and disjointed way of processing information.
The author ends the article with recommendations to parents and professionals currently working with Gen Z can interact with them more effectively.

Mobility

Arbib, J., & Seba, T. (2017). Rethinking Transportation 2020-2030: The Disruption of Transportation and the Collapse of the Internal-Combustion Vehicle and Oil Industries. *RethinkX Sector Disruption Report*.
This study by RethinkX, a firm that examines market disruptions, analyzes how technology will disrupt the transportation sector. It predicts that by 2030, 95% of U.S. passenger miles traveled will be by on demand autonomous vehicles. They predict this model of travel, which they call Transit as a Service (Taas), will cause major disruptions in transportation, oil, and finance markets. However, they also predict it will save the average American significant amounts of money, as well as create a plethora of new business opportunities as well. The report claims that barriers keeping people from accepting autonomous vehicles are already having billions of dollars invested in them to get people use to the idea through companies like Uber, Lyft, and Didi. The article also discusses the economic, environmental, geopolitical, and social impacts wide acceptance of TaaS will have through the country and world.

Florida Department of Transportation. (August, 2015) Florida Transportation Plan – Vision Element.
This document provides a long term view of trends, uncertainties, opportunities, and desired outcomes regarding Florida's transportation until 2065.

Florida Department of Transportation. (December, 2015) Florida Transportation Plan – Policy Element.

This document defines the goals, objectives, and strategies for Florida's transportation until 2040. It is the core of transportation plan and provides guidance to transportation agencies throughout the state in making transportation decisions.

Norberg, R. Steiner, R. Strekalova, Y. (March, 2017) Examining the Factors that will Influence Florida's Transportation Considerations in the Future from a Consumer's Perspective.
This report, done by the University of Florida, examines the transportation preferences of Millennials. Its major findings are that Millennials prefer driving to other transportation methods, are more willing to consider other means of transportation than other generations, and view technology as a solution to life's complexities. While this report does not discuss Generation Z, it is useful to compare and contrast the generations.

Safety & Security

Bahrampour, T. (September 21, 2017). Why are today's teens putting off sex, driving, dating and drinking? Retrieved October 08, 2017

Teenagers are delaying activities that are typically seen as passages into adulthood. These activities include obtaining driver's licenses, drinking, dating, engaging in sexual activity, and working. This is hypothesized to be a result of America's shift towards a slower "life strategy model. Meaning that the families are smaller, started later, and the children enter the workforce not after high school, but after college or graduate school.

White, J. (November, 2016). Generation Clean. New Scientist, 232(3102), 38.

This article discusses how Generation Z is drinking less than older generations, a trend started with Millennials. The author discusses several reasons why. There reasons are financial hardships, technology enabling socialization not at bars, fear of being filmed while intoxicated, an increase of other cultures where drinking is not common, fear of backlash from elders (as this generation is not a rebellious as previous ones), and the success of public health messages. The author also briefly discusses how the alcohol industry is trying to reverse this trend, and how public health officials must fight them on it.

Transportation Choices

Dobrian, J. (April 19, 2017). 2017 U.S. Tech Choice Study: Consumers Fear Technology Failures with Autonomous Vehicles. Retrieved October 012, 2017.
This article discusses the generational differences in trust in autonomous vehicles and other new driving technology. There has been some decrease in trust in autonomous vehicles among Gen Z from the 2016 study, however Gen Z, along with Gen Y, are significantly more likely to trust them than older generations. 50% of Gen Z also indicated they are definitely/probably interested in "mobility sharing/co-ownership."
This article is a selection of data from the J. D. Power 2017 U.S. Tech Choice Study. The complete study is available for purchase.

Kelly Blue Book, Autotrader. (March, 2016) What's Driving Gen Z.
This study was put together by Autotrader and KBB in order to inform car manufacturers and dealerships of market trends they need to be aware of as Gen Z begins to buy cars. The study talked about Gen Z preferences on safe, environmentally stable, affordable, and autonomous

cars. It also found that Gen Z has a high preference to own their own car, opposed to ride sharing or public transportation. It also discusses online car purchases and brand preferences. This article discusses Generation Z and their transportation preferences, which directly relates to any transportation planning FDOT will do. While it is not a peer reviewed article, it does confirm many of the findings other articles concluded about Gen Z (such as risk aversion, financial prudence, and environmental consciousness)

Locations

Better Homes and Garden Real Estate. (September 9 2014). Move Over Millennials, Better Homes and Gardens Real Estate Reveals Homebuying Dreams of Gen Z Teens. Retrieved September 14, 2017

This study surveyed 1,000 13 – 17-year-olds in the United States about their plans on homeownership. Some of the most relevant statistics from this study are:

- 97% plan on owning a home
- Most plan on buying a home before they are 28
- 47% expect to live in the suburbs
- 23% expect to live in a city
- 20% expect to live in rural areas
- 10% expect to live in a "destination location"
- It's about a 50/50 spilt on preference of better amenities or better square footage.

Where and how Generation Z lives will affect their transportation needs. This appears to be the one of the only study done so far on their living preferences.

Gonzalez, T. (2017, August 29). Online Grocery Delivery Could Be an Oasis for America's Food Deserts. Retrieved December 08, 2017

While not an article directly related to Generation Z, it does relate to implementation of new technology, which is a common theme throughout this literature review. This article examines how ordering groceries online and having them delivered door to door may be a solution for the nation's problem with food deserts. It discusses some logistical problems with this method, and how some companies are starting to roll out grocery delivery. They also discuss the health benefits healthy food would have on low income areas. The largest problem they discuss in this plan is the lack of cold storage infrastructure throughout the nation.

Neilson. (April, 2015). The Future of Grocery: E-Commerce, Digital Technology and Changing Shopping Preferences Around the World (Publication).

Neilson conducted this study to provide an industry wide study on the trends of grocery stores. It discusses topics such as growth in the developing world and using technology in the store. Most relevant to this project is its discussion of generational preferences to e-commerce and its effect on the grocery industry. It shows that Millennials and Generation Z are more likely to buy their groceries online. However, it does show that there are barriers to online grocery shopping, so brick and motor stores are unlikely to disappear any time soon.

Quality grocery stores are currently an important destination for transportation to be connected to. As, or if, brick and mortar grocery stores become less relevant to because shopping is being done online, planners will need to reconsider resources that are being spent connecting their residents to these stores.

Appendix II – Generational Table

Adapted from WMFC.org

	Baby Boomers	Generation X	Millennials	Generation Z
Birth Years	1946-1964	1965-1980	1981-1995	1996 - 2012
Current Age	72-54	53-38	37-23	22-6
#	75 Million	51 Million	75 Million	72 Million
Other Names	"Me" Generation, Moral Authority	Gen X, Xers, The Doer, Post Boomers, 13th Generation	Generation Y, Gen Y, Generation Next, Echo Boomers, Chief Friendship Officers, 24/7's	Gen Z, iGen, Plurals, Post-Millennials
Influencers	Civil Rights, Vietnam War, Sexual Revolution, Cold War/Russia, Space Travel Highest divorce rate and 2nd marriages in history. Post War Babies who grew up to be radicals of the 70's and yuppies of the 80's. "The American Dream" was promised to them as children and they pursue it. As a result they are seen as being greedy, materialistic and ambitious.	Watergate, Energy Crisis, Dual Income families and single parents, First Generation of Latchkey Kids, Y2K, Energy Crisis, Activism, Corp. Downsizing, End of Cold War, Mom's work, Increase divorce rate. Their perceptions are shaped by growing up having to take care of themselves early and watching their politicians lie and their parents get laid off. Came of age when USA was losing its status as the most powerful and prosperous nation in the world. The first generation that will NOT do as well financially as their parents did.	Digital Media, child focused world, school shootings, terrorist attacks, AIDS, 9/11 terrorist attacks. Typically grew up as children of divorce They hope to be the next great generation & to turn around all the "wrong" they see in the world today. They grew up more sheltered than any other generation as parents strived to protect them from the evils of the world. Came of age in a period of economic expansion. Kept busy as kids First generation of children with schedules.	Digital Media, Social Media and screen time since very early ages Growing up in the Great Recession and the slow recovery afterward Growing up in War on Terror that followed 9/11 The reality of frequent school and mass shootings Increasingly diverse friends, classmates, and families Access to media from other countries Carried on many trends from Millennials, such as civic du ty and busyness They saw the Millennials' desire to change the world did not result in economic security or success

	Baby Boomers	Generation X	Millennials	Generation Z
Core Values	Anti war Anti government Anything is possible Equal rights Equal opportunities Extremely loyal to their children Involvement Optimism Personal Gratification Personal Growth Question Everything Spend now, worry later Team Oriented Transformational Trust no one over 30 Youth Work Want to "make a difference"	Balance Diversity Entrepreneurial Fun Highly Educated High job expectations Independent Informality Lack of organizational loyalty Pragmatism Seek life balance Self-reliance Skepticism/Cynical Suspicious of Boomer values Think Globally Techno literacy	Achievement Avid consumers Civic Duty Confidence Diversity Extreme fun Fun! High morals Highly tolerant Hotly competitive Like personal attention Self confident Social ability Members of global community Most educated generation Extremely techno savvy Extremely spiritual Now! Optimism Street smarts	Economical Social Justice Diversity Highly Moral Security Intelligence Environmental Stewardship Innovative Honesty Authenticity Realistic Technological

	Baby Boomers	Generation X	Millennials	Generation Z
Attributes	Ability to handle a crisis Ambitious Anti-establishment Challenge Authority Competent Competitive Consensus Leadership Consumerism Ethical Good communication skills Idealism Live to work Loyal to careers and employers Most educated as compared to other 3 generations Multi-taskers Rebellious against convention beginning with their conservative parents. Traditionally found their worth in their work ethic but now seek a healthy life/work balance Optimistic Political correctness Strong work ethic Willing to take on responsibility	Adaptable Angry but don't know why Antiestablishment mentality Big Gap with boomers Can change Crave independence Confident Competent Ethical Flexible Focus on Results Free agents Highest number of divorced parents High degree of brand loyalty Ignore leadership Independent Loyal to Manager Pampered by their parents Pragmatic Results driven Self-starters Self sufficient Skeptical of institutions Strong sense of entitlement Unimpressed with Authority Willing to take on responsibility Willing to put in the extra time to get a job done Work/Life Balance Work to live	Ambitious but not entirely focused. Look to the workplace for direction and to help them achieve their goals. At ease in teams Attached to their gadgets & parents Best educated - Confident Diversity Focused - Multiculturalism Have not lived without computers Eager to spend money Fiercely Independent Focus is children/family Focus on change using technology Friendly Scheduled, structured lives Globalism (Global way of thinking) Greatly indulged by fun loving parents Heroism -Consider parents their heroes High speed stimulus junkies Incorporate individual resp. into their jobs. Innovative-think our of box Individualistic yet group oriented Invited as children to play a lead role in family's purchasing and travel decisions Loyal to peers Sociable -Makes workplace friends "Me First " Attitude in work life Most doted upon of any generation work Net-centric team players Open to new ideas Optimistic Parent Advocacy (Parents are advocates) Political Savvy (like the Boomers) Respect given for competency not title Respectful of character development Self –absorbed Strong sense of entitlement Techno Savvy - Digital generation Think mature generation is "cool" Want to please others Hope to make life contributions to world Very patriotic (shaped by 9/11) Seek responsibility early on in their roles	Realistic views Sociable Highly educated Disjointed way of thinking Easily distracted Highly intelligent Blurred gender roles Notices lack of diversity more quickly than its presence Many have not lived without social media or mobile devices More likely to save money than any previous generation at this age Global way of thinking, but focused on realistic goals Needs instant feedback Hard workers

	Baby Boomers	Generation X	Millennials	Generation Z
Family Experience	Disintegrating "Cleaver Family" Mom stayed home As children were seen as "special	Latch-key kids Women widely expected to work outside the home The first "day care" generation Dual Income families	Merged families Coddled kids (they got a trophy for coming in 8th place)	Diverse family roles Blurred parental/gender roles
Education	A birthright	A way to get there	An incredible expense	An incredible expense, but necessary for a good career
Value	Success	Time	Individuality	Meaning
Dealing With Money	Buy now, pay later	Cautious Conservative Save, save, save	Earn to spend	Cautious
Work Ethic	Driven Workaholic-60 hr work weeks Work long hours to establish self-worth and identity and fulfillment Work ethic = worth ethic Quality	Balance Work smarter and with greater output, not work longer hours. Eliminate the task Self-reliant Want structure & direction Skeptical	Ambitious What's next? Multitasking Tenacity Entrepreneurial	High work ethic Gone at 5:00 Works for the weekend Wants a job with meaning Monotonous work is a no
Focus	Relationships and Results	Task and Results	Global and Networked	Globally aware, but locally focused
Technology	Acquired	Assimilated	Integral	Deep rooted
Entitlement	Experience	Merit	Contribution	Not expected
Workplace View on Respect for Authority	Originally skeptical of authority but are becoming similar to Traditionalists-Time equals authority	Skeptical of authority figures Will test authority repeatedly.	Will test authority but often seen out authority figures when looking for guidance.	Respects authority but will not tolerate injustice
Workplace View on Time at Work	Workaholics Invented 50 hr work week Visibility is the key	Project oriented Get paid to get job done	Effective workers but gone @5PM on dot. View work as a "gig" or something that fills the time between weekends.	Similar to millennials
Workplace View on Skill Building	Skills are an ingredient to success but they are not as important as work ethic and "face time"	Amassed skills will lead to next job, the more they know the better. Work ethic is important, but not as much as skills	Training is important and new skills will ease stressful situations. Motivated by learning / want to see immediate results	Skills are likely learned or enhanced online
Business Focus	Long Hours	Productivity	Contribution	Social & Environmental impact

	Baby Boomers	Generation X	Millennials	Generation Z
Work Ethic and Values	Challenge authority Crusading causes Dislike conformity and rules Heavy focus on work as an anchor in their lives Loyal to the team Question authority Process oriented Relationship focused at work Strive to do their very best Value ambition Value collaboration Value Equality Value Personal fulfillment/gratification Value personal growth Value teamwork Value youthfulness Want respect from younger workers Want a flexible route into retirement Willing to take risks Work efficiently	Care less about advancement than about work/life balance Expect to influence the terms and conditions of the job Work/family balance is important to them Enjoy work, but are more concerned about work/life navigation Have a work ethic that no longer mandates 10 hr days. Like a casual work environment Looking for meaningful work and innovation Move easily between jobs and criticized for having no attachment to a particular job/employer Outcome oriented Output focused Prefer diversity, technology, informality and fun Rely on their technological acuity and business savvy to stay marketable. Want to get in, get the work done and move on to the next thing	Believe that because of technology, they can work flexibly anytime, anyplace and that they should be evaluated on work product-not how, when or where they got it done. Expect to influence the terms and conditions of the job Have a work ethic that no longer mandates 10 hr. days. High expectations of bosses and managers to assist and mentor them in attainment of professional goals. Want long-term relationships with employers, but on their own terms "Real Revolution">decrease in career ambition in favor of more family time, less travel, less personal pressure. Goal oriented Looking for meaningful work and innovation May be the first generation that readily accepts older leadership Looking for careers and stability Mentoring is important to them Obsessed w/ career developments Prefer diversity, technology, informality & fun Recognize that people make the company successful Tolerant Thrive in a collaborative work environment Training is important to them Understand importance of great mentors Want to enhance their work skills	Hard workers, similar to Boomers Will work hard for financial security Work needs to be multi-faceted, provide instant feedback, and able to keep their attention Need for socialization Wants to make an impact, have greater meaning in work

	Baby Boomers	Generation X	Millennials	Generation Z
Preferred Work Environment	"Flat" organizational hierarchy Democratic Humane Equal Opportunity Warm, friendly environment	Functional, Positive, Fun Efficient Fast paced and Flexible Informal Access to leadership Access to information	Collaborative Achievement-oriented Highly creative Positive Diverse Fun, Flexible, Want continuous feedback	Collaborative Instant feedback Environmentally conscious Diverse Socially equitable
Work is...	An exciting adventure A Career Work and then Retire	A difficult challenge A contract Just a Job	A means to an end Fulfillment Flexible Work Arrangements	A pay check Means to helping others A way to be for / of college
What They Are Looking For In a Job	Ability to "shine"/"be a star" Make a contribution Company represents a good cause Fit in w/ company vision/mission Team approach Need clear and concise job expectations, and will get it done Like to achieve work through teams.	Dynamic young leaders Cutting edge systems/tech Forward thinking company Flexibility in scheduling Input evaluated on merit, not age/seniority If you can't see the reason for the task, they will question it, If you can't keep them engaged then they will seek it in another position.	Want to be challenged-Don't want boring job Expect to work with positive people and company that can fulfill their dreams Strong, ethical leaders/mentors Treated w/ respect in spite of age Social network They expect to learn new knowledge and skills(they see repeating tasks as a poor use of their energy and time and an example of not being taken seriously) Friendly environments(Respond poorly to inflexible hierarchical organizations. Respond best to more networked, less hierarchical organizations. Flexible schedules Want to be evaluated on output not input on the work product itself They expect to be paid well They want to make a difference Because of being a product of the "drop down and click menu", they may need to be given a list of options	Impact Financial stability A retirement plan Technology driven Diversity Progressive hiring policies Marijuana tolerance Instant feedback A place they can socialize
View of Authority	Impressed	Unimpressed	Relaxed	Respected, but skeptical

	Baby Boomers	Generation X	Millennials	Generation Z
My heroes are….	Kennedy's, Martin Luther King Jr.	What's a hero? Boss	My grandparents Boss-if things are right Themselves	Martin Luther King Jr., Barrack Obama
Interactive Style	Team Player Loves to have meetings	Entrepreneur	Participative	Self starting
Technology is…	The microwave	What you can hold in your hand; cell, PDA	Ethereal - intangible	All they have known
Communications Media	Touch-tone phones Call me anytime	Cell phones Call me only at work	Internet Picture phones E-mail	Snapchat, Instagram, instant connection to anyone, anywhere, anyway they want
Communication	Diplomatic In person Speak open – direct style Use body language to communicate Present Options (flexibility) Use E-Comm's/face-to-face Answer questions thoroughly and expect to be pressed for details Avoid Manipulative/controlling language Like the personal touch from Managers Get consensus-include them or they may get offended Establish a friendly rapport OK to use first names Learn what is important to them Emphasize the company's vision and mission and how they can fit in	Blunt/Direct Immediate Use straight talk, present facts Use email as #1 tool Learn their language & speak it Use informal communication style Talk in short sound bytes Share info immediately and often Has the potential to bridge the generation gap b/w youngest and oldest workers. Don't mico-manage Use direct, straightforward approach Avoid buzz words and company jargon Tie your message to "results" Emphasize "WIIFM" in terms of training and skills to build their resume	Polite Use positive, respectful, motivational, electronic communication style.(Cell phones, email, IM, text)>these are "fun" Communicate in person if the message is very important Use email and voice mail as #1 tools Don't talk down-they will resent it Show respect through language and they will respect you Use action verbs Use language to portray visual pictures Be humorous-show you are human Be careful about the words you use and the way you say it(they are not good at personal communication because of technical ways of communicating) Be positive Determine your goals and aspirations and tie message to them Prefer to learn in networks, teams using multi-media while being entertained and excited	Still prefer in person communication Mobile communication is second nature Not afraid to express values

	Baby Boomers	Generation X	Millennials	Generation Z
Feedback and Rewards	Feel rewarded by money and will often display all awards, certificates and letters of appreciation for public view. Like praise Title recognition Give something to put on the wall. Somewhat more interested in soft benefits than younger generations Enjoy public recognition Appreciate awards for their hard work the long hrs. they work	Not enamored by public recognition. Want to be rewarded wit time off. Freedom is the best reward Prefer regular feedback on their work but as less dependent on being told that they are good people. Somewhat more interested in benefits than younger generations Need constructive feedback to be more effective Are self-sufficient, give them structure, some coaching, but implement a hands-off type of supervisory style	Like to be given feedback often and they will ask for it often. Meaningful work Be clear about goals and expectations Communicate frequently Provide Supervision & Structure Want recognition for their heroes; bosses and grandparents. Managers who balance these frames of reference in rewarding workers create a more valuable experience for both the employee and work	Instant feedback a necessity Meaningful work Need sense of immediacy
Motivated by…	Being valued, needed Money	Freedom and removal of rules Time Off	Working with other bright people Time Off	Money Feedback Results
Money is…	Status Symbol	Means to an end	A way to help	Necessary for stability
Career Development	Focus on developing their careers through opportunities within one organization or at least one industry. Moved up based on seniority, not always based on skill and expertise.	Take a pro-active approach to career development through more degrees and experiences both within the organization and without. This is often seen as being dis-loyal to the company, but Gen Xers see it as being loyal to themselves.	Millennials will enter the work force with more experiences than any generation before them. They will continue to seek this through requests for more experiences and opportunities. If they don't get it at their work, they will seek it elsewhere.	Still being examined Work through college Want a stable, secure job Want an impactful job

BROOKINGS

The Avenue

A “people first” perspective on infrastructure: Delivering access

Adie Tomer Tuesday, May 8, 2018

Editor's Note:

This post is part of a series exploring infrastructure from an individual’s perspective. What really matters to people when they rely on infrastructure to access economic opportunity? Within each post, we examine infrastructure through the lens of people’s expectations: whether infrastructure is physically accessible, whether services are affordable, and whether infrastructure protects us from risk. Our results show that infrastructure often creates economic barriers and policymakers could do a better job of measuring and meeting people’s needs.

As we go about our daily lives, Americans have simple expectations for infrastructure: we want services that work. We want lights to turn on when we flip a switch, we want clean water to run out of our taps, we want web pages to load when we turn on our computers and smartphones, and we want roads and rails to be open to traffic. We want physical access to high-quality infrastructure, which offers safe, convenient, reliable, and affordable options.

When the power is on, water is clean, data can flow, and people and goods can move, infrastructure serves as the foundation in our economic Hierarchy of Needs. But that foundation is only as strong as the number of people it serves. If everyone cannot connect to essential infrastructure—or if those connections are not of a certain quality—we risk disabling economic opportunity for the disconnected.

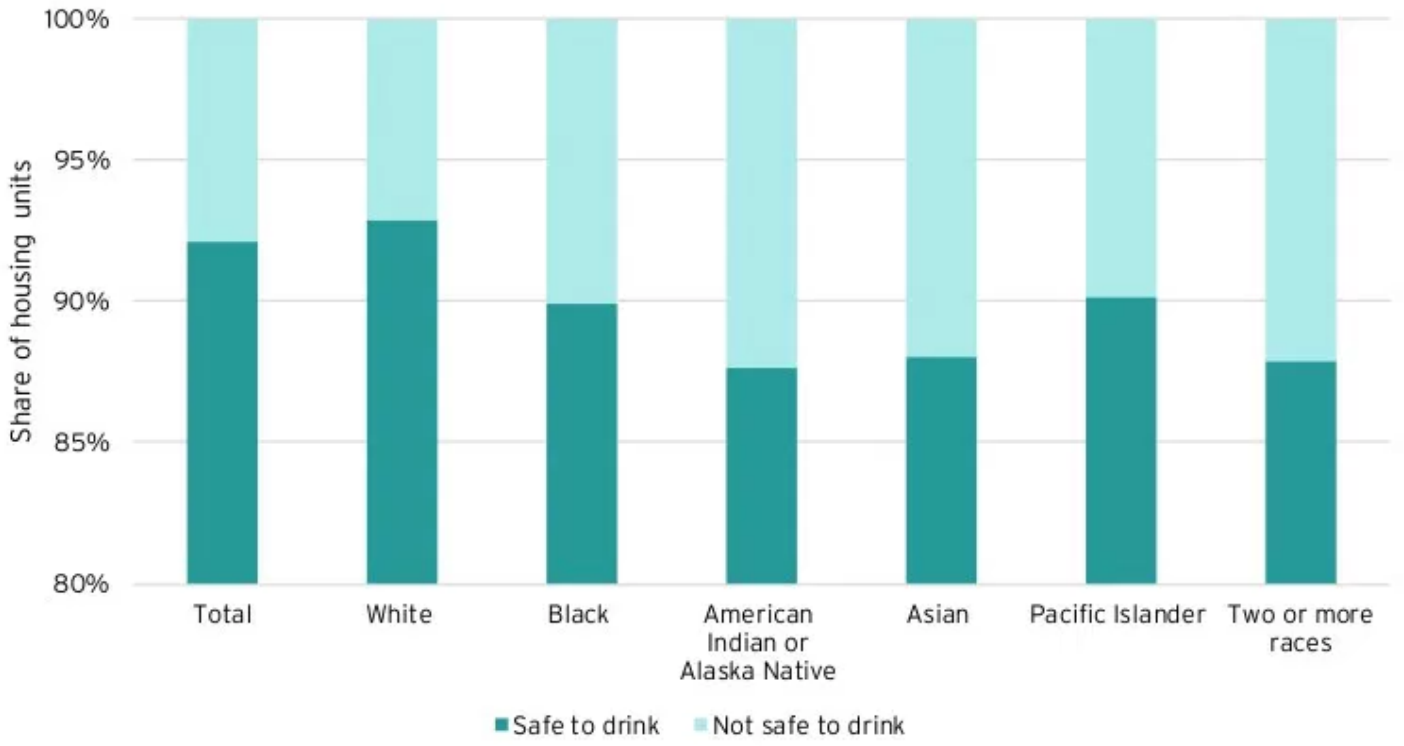
The United States has a relatively strong record of offering infrastructure access to people and the communities where they live, but the quality of this access can vary widely. These “access gaps” exist across all categories of American infrastructure, creating stark inequities felt most acutely by some of the country’s most economically vulnerable populations.

These kinds of access inequities can be seen when comparing the two most essential infrastructure systems: water and electricity. Surveys find electricity is technically available to every household, and utilities consistently deliver reliable service, meaning the service is nearly always “on.” The average American customer faces 1.34 outages a year, a number that’s been slowly rising, but still equates to only about 2.5 hours of lost service all year (or 0.03 percent of all hours). By contrast, about one percent of all homes lack plumbing facilities, according to the American Housing Survey. This equates to over a million households, and the rates are even higher among black, American Indian or Alaska Native, and multi-race households. Even more troubling is the quality of that water. Just 92 percent of households report safe drinking water across all racial groups, with even lower rates again among nonwhite households.

FIGURE 1

Safety of primary source of drinking water across racial groups

2013



Source: American Housing Survey.

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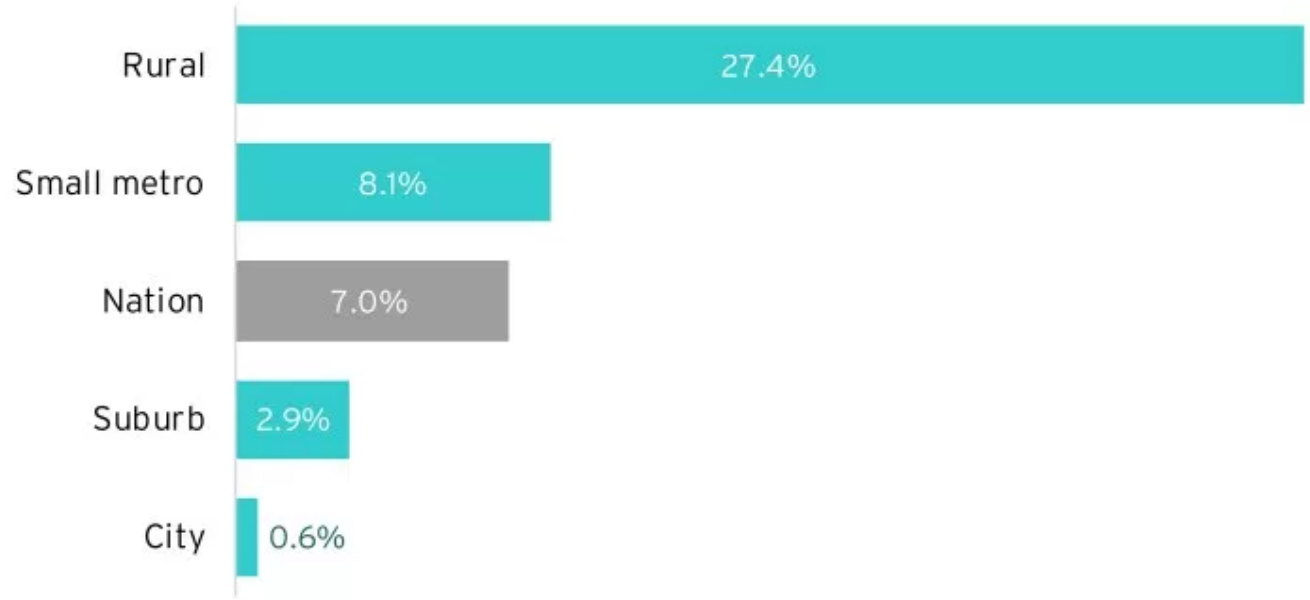
Access gaps are far more pronounced for the newest essential infrastructure: broadband. The first challenge is one of coverage. In-home wireline gaps grow as speed rises, 7 percent of households live in neighborhoods without access to broadband speeds (a notably contentious issue). The gaps are especially pronounced in rural America where there is a 27 percent gap, putting both their residents and industries at a disadvantage. Equally concerning are speed inconsistencies within urban neighborhoods like Cleveland, Ohio, where shortfalls often correlate with economically disadvantaged communities. And while wireless internet could eventually help fill these gaps, that service should merely complement an always-on, uncapped wireline connection.

FIGURE 2

Share of residents without 25 Mbps service in their neighborhoods

2015



Source: American Community Survey and FCC.

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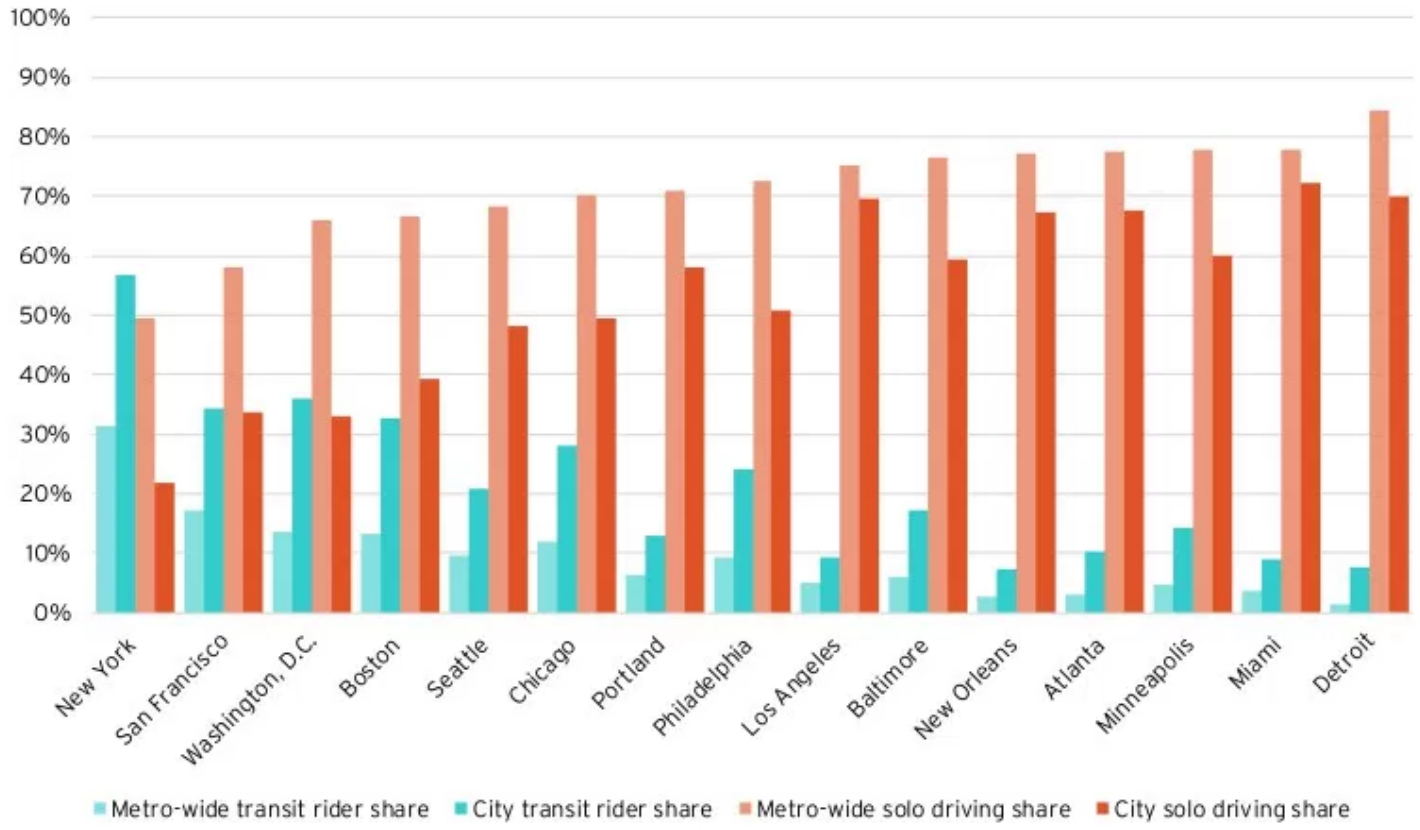
From a consumer’s perspective, access to transportation theoretically presents the widest array of service types. But too often, the country’s transportation network and related land uses leave individuals with little choice about how to travel. The continued suburbanization of people and jobs only grows the distances between both. This kind of

built environment can make driving feel like the only option to many, and it’s no wonder the U.S. Census Bureau consistently finds that over 85 percent of Americans either drive alone or carpool to work. It’s especially challenging for the growing number of low-income households who either live or work in the suburbs, compelling them to take on the higher costs of driving, a topic we’ll dive into deeper in a follow-up post. However, when people live, work, and play in denser settings, we know they’re more likely to bike, walk, and use transit (Figure 3).

FIGURE 3

Share of commuters that ride transit and drive alone at the city and metropolitan scale, selected cities

2016



Source: American Community Survey.

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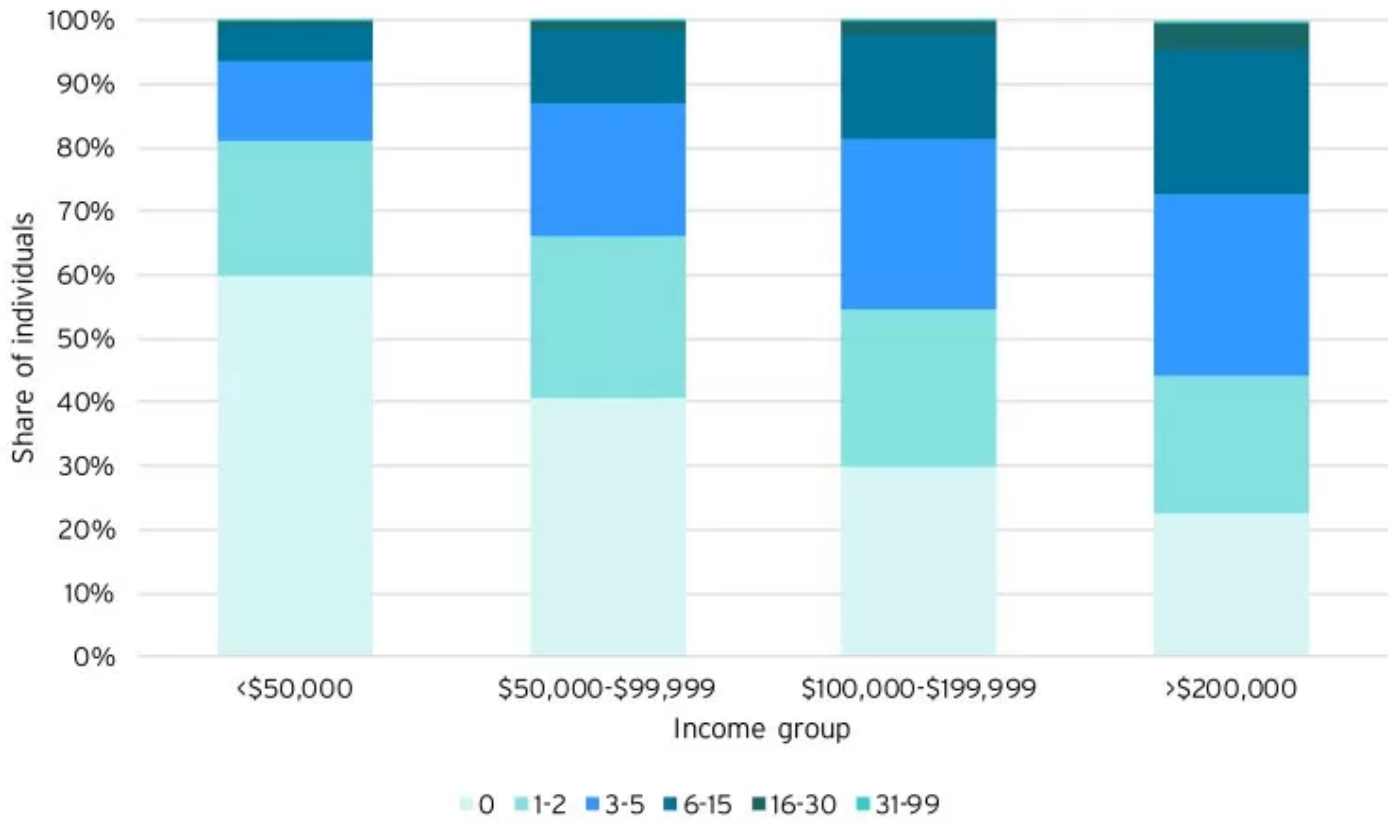
Across all infrastructure sectors, these kinds of access gaps and the people they impact come at a real cost to the American economy. Yet there is significant innovation underway to improve the extent and quality of the American infrastructure experience. The question is whether new accessibility innovations will positively impact all households.

E-commerce is a perfect example of such an innovation. The rapid rise in electronic retail can streamline the personal shopping experience, unlock lower prices, and eliminate personal transportation trips. But there are also real barriers to using e-commerce: it is made much easier by an in-home or wireless data service, demands digital skills, and it requires some form of digital banking. As a result, most of these travel and price benefits disproportionately flow to higher-earning households. Broadband access and digital banking are also requirements for other infrastructure innovations like online utility monitoring, bike-sharing, and ride-hailing services.

FIGURE 4

Of individuals that make online purchases, higher income persons tend to order for delivery more frequently

Count of times purchased online for delivery in last 30 days, by income bracket; 2017



Source: National Household Travel Survey.

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It’s reasonable to expect infrastructure services to continue to evolve, offering new ways to manage our homes and travel around our communities. Theoretically, such innovative services could create untold economic benefits. But as long as barriers to accessing the newest and best services exist—whether related to digital skills, lack of affordability, or something else—there is a natural cap on how broadly the benefits can be felt. Limited access to infrastructure, therefore, is that important to effectively address.

Thank you to Annibel Rice for research assistance.

BROOKINGS

The Avenue

Can people afford American infrastructure?

Adie Tomer Wednesday, May 9, 2018

Editor's Note:

This post is part of a series exploring infrastructure from an individual's perspective. What really matters to people when they rely on infrastructure to access economic opportunity? Within each post, we examine infrastructure through the lens of people's expectations: whether infrastructure is physically accessible, whether services are affordable, and whether infrastructure protects us from risk. Our results show that infrastructure often creates economic barriers and policymakers could do a better job of measuring and meeting people's needs.

While the first request most people make of their local infrastructure is one of physical reach—the idea that power lines, roads, broadband, and water pipes all connect to one's home—the next question is usually one of price.

If infrastructure is to function as a shared platform to promote economic prosperity, the price for these services should be readily affordable. In this case, that means every household can pay their water, energy, transportation, telephone, and internet bills—and still leave money left over to purchase other essential items like housing, food, clothing, and healthcare. In a country as wealthy as the United States, access to infrastructure is a necessity that should be available to everyone. Unfortunately, that's far from the case.

Accessing American infrastructure is a relatively expensive proposition, creating financial barriers to economic opportunity for many people throughout the country.

In a country as wealthy as the United States, access to infrastructure is a necessity that should be available to everyone. Unfortunately, that's far from the case.

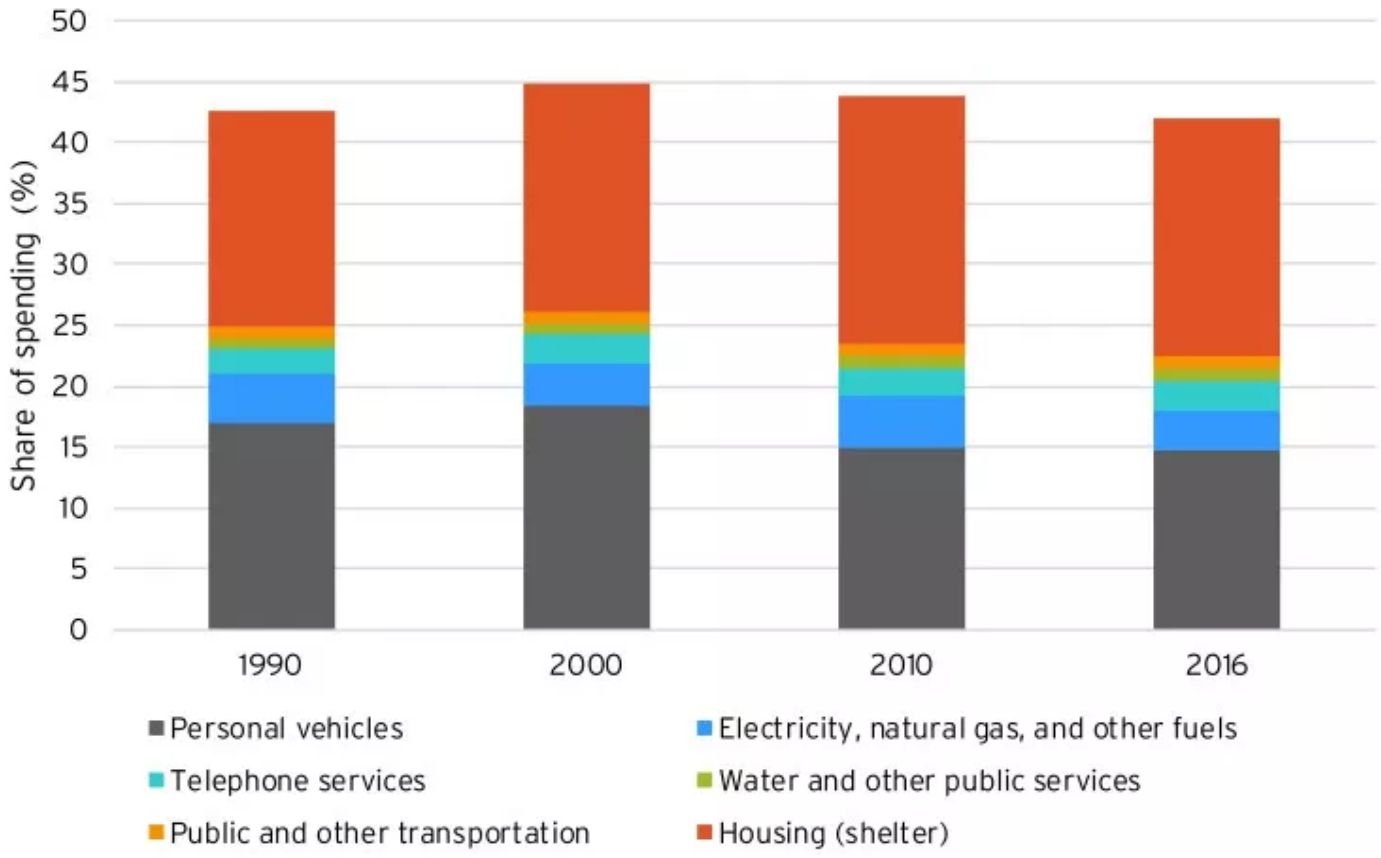
Tracking how much Americans spend on infrastructure starts with defining the sector. In this case, we mean the essential services related to public works: water and sewer, electricity and gas, transportation, telephone, and broadband. Tracking pricing and spending under this basket of goods is possible via the Bureau of Labor Statistics' Consumer Price Index (CPI) and Consumer Expenditure Surveys (CE) databases. The only exception is broadband data, which is difficult to decouple from cable television and we manage separately. We also add BLS housing price data—specifically 'shelter'—in many places to complete the 'built environment' picture.

Looking across these different categories, there's no question that infrastructure commands a significant chunk of household spending. Between 1990 and 2016, infrastructure represented between 22 and 26 percent of the average household's total expenses. Adding housing to the bucket nearly doubles the spending share to between 42 and 45 percent. Put simply, this is an enormous burden for most households—and only intensifies when infrastructure price inflation outpaces wage growth. This is central to the housing crisis seen in many large metro areas. It's also a growing concern within the water/sewer sector, where utility prices have risen 300 percent faster than economy-wide inflation in the past two decades.

FIGURE 1

Share of consumer spending on infrastructure services, all households

1990-2016



Source: BLS Consumer Expenditure Survey.

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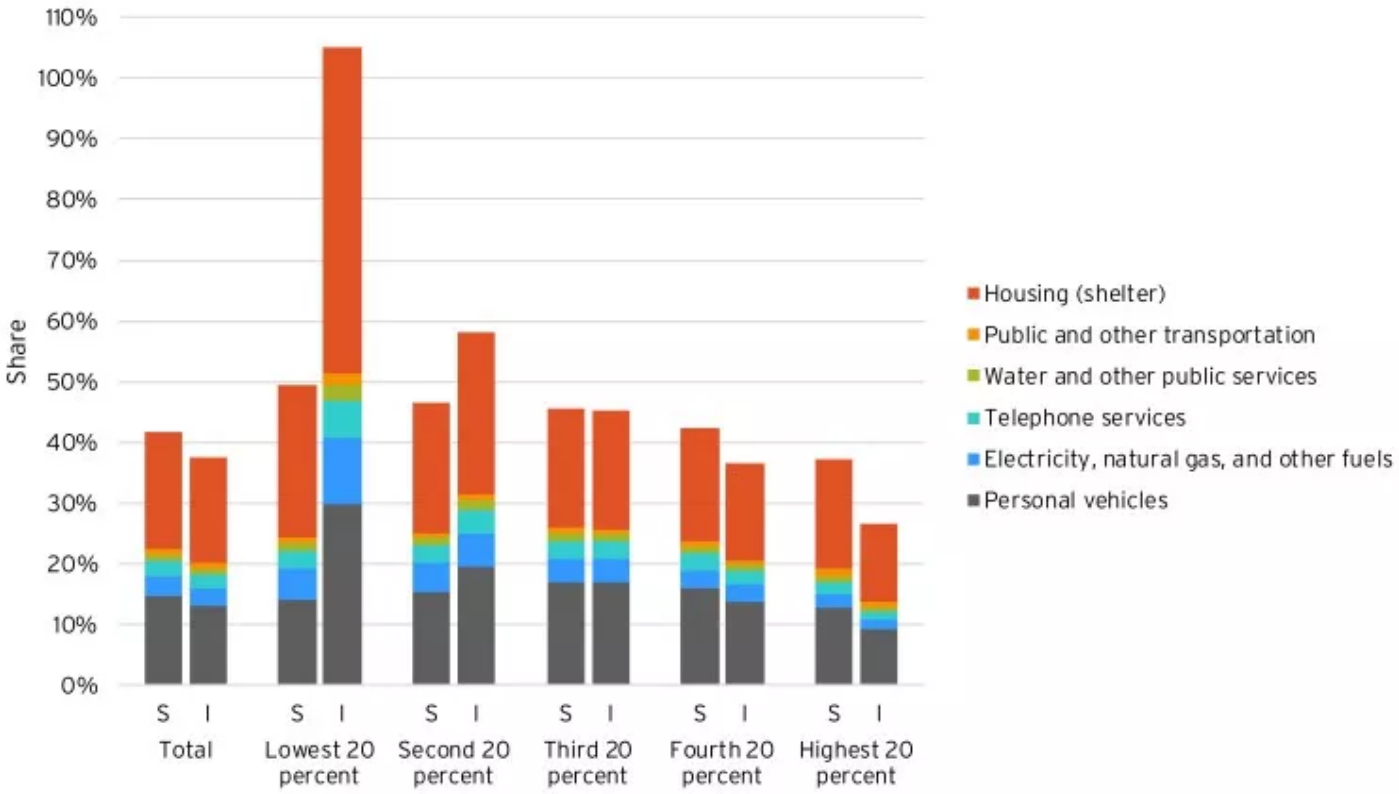
The infrastructure spending burden is especially pronounced among the country's lowest-income households. The CE's lowest quintile—the bottom 20 percent of all consumer units—reported an annual income of $11,832, but they typically spent $6,040 across gas, electricity, telephones, water and sewer, and transportation services. That's over 60 percent of all income on essential living expenses. Add the $6,331 spent on housing by this quintile and built environment costs actually exceed all income. No money left for food, no money left for health care, no money left for anything. It's a frightening proposition for over 24 million households. And while the second-lowest income quintile faces a better situation, infrastructure plus housing spending still commands 58 percent of their income.

FIGURE 2

Share of total spending (S) and income after taxes (I) spent on infrastructure services by income quintile

2016



Source: BLS Consumer Expenditure Survey.
Note: Average annual expenditures for lower income groups can exceed their income because they tend to draw down savings, borrow, or take on loans to maintain expenditures.

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As much as built environment costs help explain the precarious financial position for many households, those spending categories help explain the advantages they present to the highest earners. Both the highest two income quintiles can afford to spend more on infrastructure and housing items, but it still only represents between 26 and 37 percent of annual income. So while the highest earners can afford to spend more on infrastructure and still have income left to save, the lowest earners sometimes have nothing left to save from consuming the exact same services. It's an uneven playing field.

Transportation, the most expensive infrastructure category, is the most extreme example of this—and it has everything to do with the kinds of services most households need to consume. Due to the country's economic geography, a car is often essential to reach all destinations in a reasonable amount of time. The result is a built environment where higher income households can afford to consume added transportation expenses: owning and insuring more cars, buying more gas to drive more miles, better maintaining them to keep them running. It's an enormous benefit to higher earners. Conversely, lower income households face grueling choices around maintaining older cars—which itself is often more expensive—or face the loss of time and other economic costs when they lose access to a vehicle.

While the highest earners can afford to spend more on infrastructure and still have income left to save, the lowest earners sometimes have nothing left to save from consuming the exact same services.

Finally, a quick note about broadband pricing. Conservatively, we can estimate in-home broadband to cost at least $50 per month, which would equate to $600 per year. The internet is rife with studies showing higher average monthly costs, but it's impossible to know for sure due to a lack of official reporting. But going with these rough estimates, broadband expenses match the average household expenses for water and other public services. It also would represent over 5 percent of lowest quintile income. It's no wonder the Pew Research Center's surveys and other academic work consistently find price to be a significant barrier to broadband adoption.

For too many people, infrastructure prices are a barrier to economic opportunity, forcing difficult choices between how to get to work, whether they can keep the lights on, and if they can subscribe to in-home broadband. The data on infrastructure's pricing challenges are clear. But what about the solutions? Is society talking enough about our affordability

challenges? Are elected leaders speaking to their constituents and raising these issues in campaigns and platforms? Are we even debating the kinds of means-based affordability programs that could make a dent, or whether public and private providers even have the capacity to offer new programming? The first step is recognizing we have an affordability problem, and we're just not there yet.

Thank you to Annibel Rice for research assistance.

BROOKINGS

The Avenue

Do our infrastructure systems put people at risk?

Ranjitha Shivaram and Adie Tomer Thursday, May 10, 2018

Editor's Note:

This post is part of a series exploring infrastructure from an individual's perspective. What really matters to people when they rely on infrastructure to access economic opportunity? Within each post, we examine infrastructure through the lens of people's expectations: whether infrastructure is physically accessible, whether services are affordable, and whether infrastructure protects us from risk. Our results show that infrastructure often creates economic barriers and policymakers could do a better job of measuring and meeting people's needs.

We prefer to take our infrastructure for granted. It's much easier to wake up every day and assume our monolithic systems will magically work every time we need them. But when disruptions hit—whether a road closure, a power outage, or a water main break—we're reminded of just how much we need safe, reliable infrastructure to travel, communicate, and thrive.

Risk—the likelihood that an individual may be harmed if exposed to a hazard—is not a foreign concept. It's often our infrastructure's most extreme failures, like the Minneapolis bridge collapse or the Amtrak crash outside Philadelphia, that tend to put infrastructure in the news. Recently, much has been written about America's failing infrastructure systems: transportation, energy, water, telecommunications, and the built environment as a whole. But these narratives inherently fall short, as they focus on the engineering itself, tapping into a sort of carnal fear that physical structures could collapse around us any minute.

Rather than structural engineering, risk is heightened through the way the country plans and designs infrastructure systems. In some cases, it's design features or regulations that minimize perceptions of potential harm. In others, people may recognize risk factors but

may not be able to afford or have access to safer alternatives. Yet in all these cases, the infrastructure and services available leave communities susceptible to continued physical dangers and economic costs.

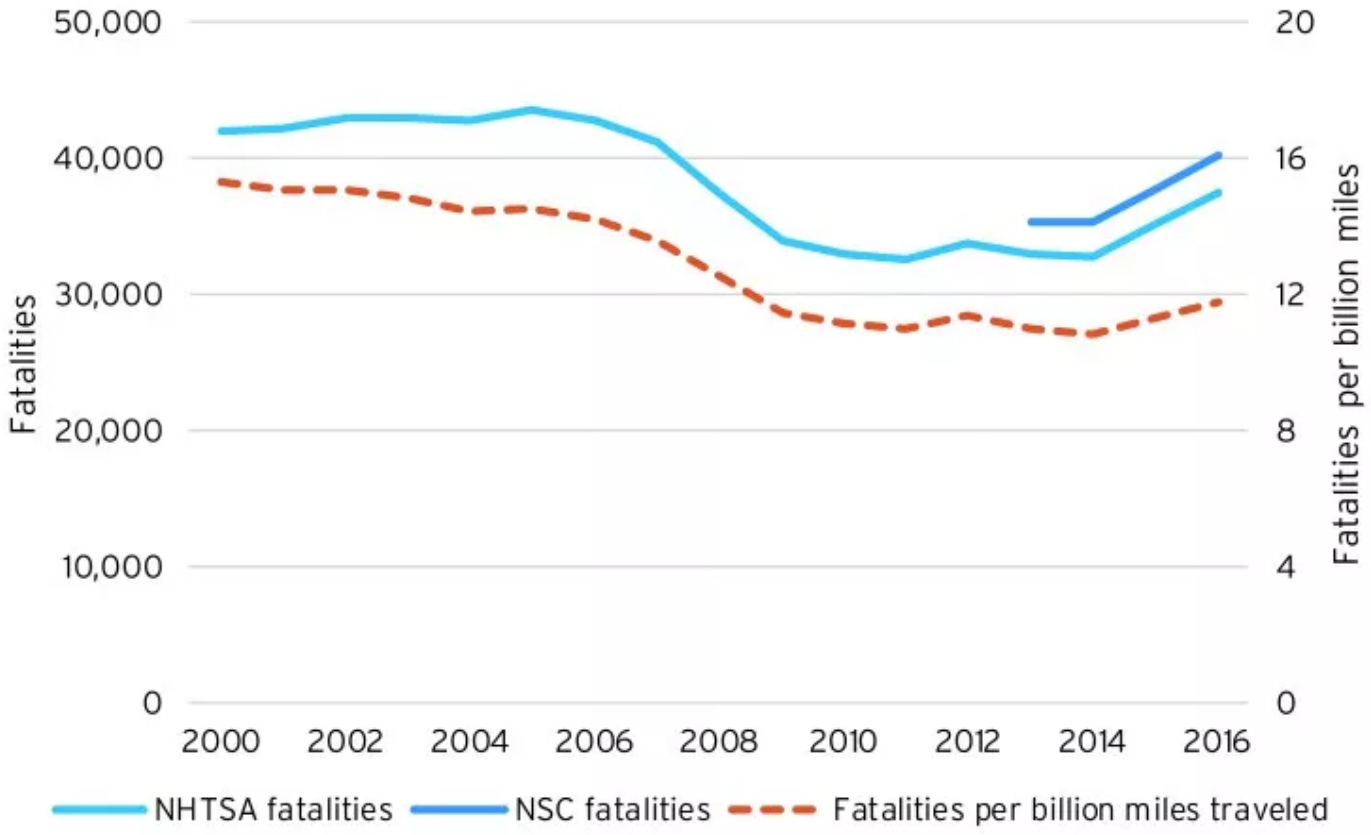
Thus, it isn't about America's failing infrastructure systems—it's about how America's infrastructure systems are failing its people, placing them at risk, and ultimately hindering their ability to benefit from economic opportunity.

This design issue is readily apparent within our transportation and land use systems. Today, cars account for more than 85 percent of trips to work, with only about 10 percent of commuters walking, biking, or taking public transit. Not only do the majority of people drive, they tend to drive at high speeds based on street designs that push drivers from slower local streets onto high-speed arterials. Combined with new driver distractions like smartphones, our roads are getting more dangerous (see Figure 1). Over 40,000 people die annually in traffic crashes according to the most recent federal estimates, and that total is rising. Moreover, the fatalities have a disproportionate impact on pedestrians, many of whom are from already vulnerable communities.

FIGURE 1

The relationship of traffic fatalities and U.S. annual vehicle miles traveled (VMT)

2000-2016

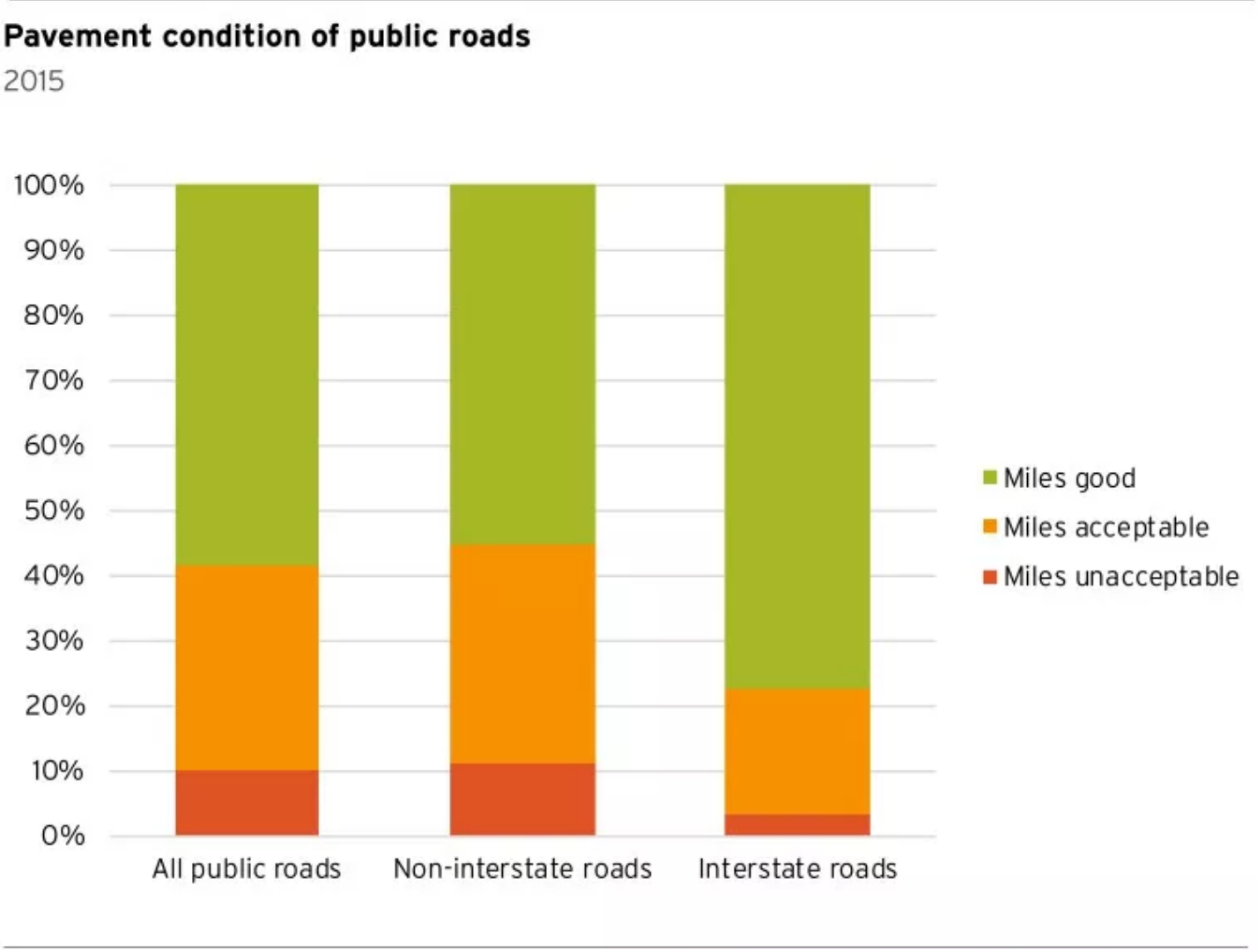


Source: NHTSA CrashStats and NSC Motor Vehicle Fatality Estimates.
Note: NHTSA and NSC figures differ because of their counting methods.

B | Metropolitan Policy Program at BROOKINGS

In addition to people's physical safety, American roads are also creating significant financial risks. Budget-constrained state and local governments are struggling to generate durable revenues and too often target investments in new construction rather than needed maintenance. Potholes and poor pavement quality—including only 58.6 percent of our public roads being in "good" condition—are just a couple symptoms of this long-standing failure to manage and respond to risk. As a result, roads in poor conditions—like all across Michigan—lead to a higher rate of vehicle breakdowns and costs to private motorists. For local governments, simply maintaining certain transportation infrastructure is a risk factor to their overall fiscal health.

FIGURE 2



Source: FHWA Highway Statistics Series.
Note: Pavement condition definitions follow FHWA interpretation of International Roughness Index (IRI) metrics.

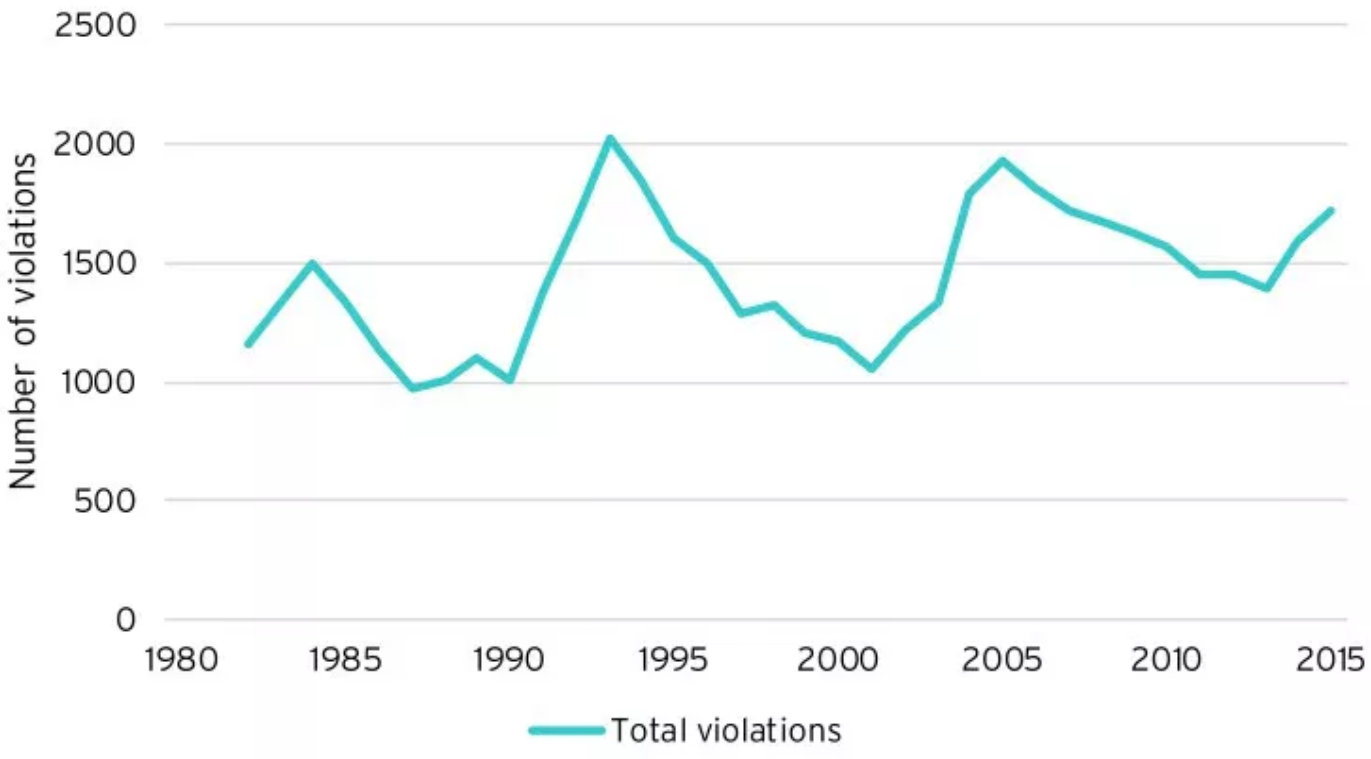
B | Metropolitan Policy Program at BROOKINGS

Our aging, neglected water infrastructure also puts people at risk. Often buried and unnoticed until problems arrive, several water infrastructure concerns are mounting nationally, including the cleanliness and health of the country's lakes, rivers, and streams. Perhaps most significantly, the lack of safe drinking water is one of the biggest risks facing many individuals today, where places like Flint are just the tip of the iceberg to a significant national challenge. Recent studies show the number of annual health-based violations to the Safe Drinking Water Act rose by 47.8 percent from 1982 to 2015.

FIGURE 3

Health-based violations of the Safe Drinking Water Act

1982-2015



Source: Allaire, Wu, and Lall 2018.
Note: Dataset of violations by 17,900 U.S. Community Water Systems assembled by combining demographic information from the U.S. Census with data on SDWA violations and CWS characteristics from the EPA Safe Drinking Water Information System (SDWIS).

B | Metropolitan Policy Program at BROOKINGS

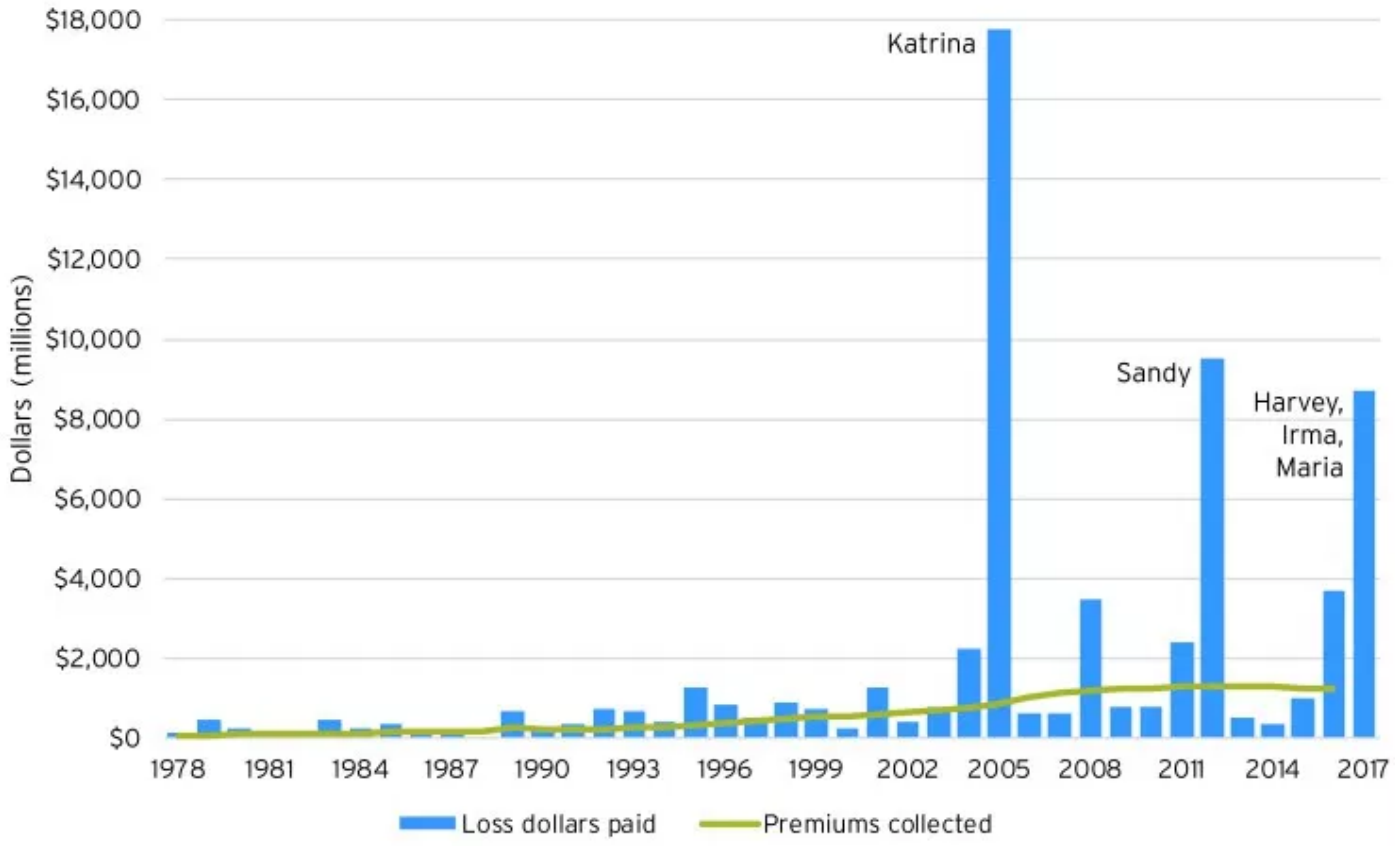
Increasingly, our infrastructure systems and built environment are also under threat from a changing climate, with increasingly severe droughts, storms and flooding. From the individual perspective, people's homes and businesses are especially vulnerable to climate-related disasters like repeated flooding, creating a significant drag on both local and national economies. While climate risk is still difficult to characterize and communicate at an individual level, there is little question that individuals are taking on higher levels of risk in the absence of clearer and updated market signals about where they undertake real estate development. This is amply demonstrated by the fact that the Federal Emergency Management Agency's National Flood Insurance Program (NFIP)

collected premiums far below the payments it made in recent years, with peaks around major natural disasters. Said more bluntly: many places around the country cannot afford unchecked development that can put people directly in the path of harm.

FIGURE 4

NFIP premiums collected lag far behind claim payments in recent years

NFIP premiums collected and loss dollars paid; 1978-2017



Source: FEMA Policy & Claim Statistics.
Note: Data for 2017 is incomplete. Loss dollars paid for 2017 will likely meet or exceed dollars paid during Katrina.

B | Metropolitan Policy Program at BROOKINGS

Across each of these infrastructure sectors, path dependency is a central theme. The U.S. has invested billions of dollars over decades in order to build and operate the country's vital infrastructure networks, so it is difficult to undo the design of these networks. In the years to come, we will continue to use the nation's highway system to get from place to place and rely on local water systems to survive. Many of the nation's households will also continue to live in places that are prone to higher risk.

Simply put, many places continue to rely on legacy infrastructure systems that fail to account for—or adequately address—risk. But, several places are launching innovative investments and plans in support of safer, more reliable infrastructure networks. We now have replicable models for investing in safer streets, building better water systems, and procuring resilience that can help mitigate the risk that individuals assume when they use infrastructure. For policymakers contemplating the next infrastructure investment or for civil engineers designing the next infrastructure project, addressing this question is key: can this system fail in ways that will place people at risk, and if so, how can we re-think its design?

Thanks to Annibel Rice for research assistance.

TAB 5

Section IV

MetroPlan Orlando
Transportation Improvement Program
Interstate Highway Projects

MetroPlan Orlando
Transportation Improvement Program
Interstate Highway Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description: From	Project Description: To	Project Description: Length (Miles)	Project Description: Work Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's): 2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases	Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
2424847	I-4 Beyond the Ultimate	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	5.60	Add 4 Managed Lanes	Tech. Rep. 3 page 47		550	5,401	30	30	30	ACNP	PE			FDOT
SIS Project								18,375	8,470	5,200	1,299	0	ACNP	ROW			
								0	6,200	0	0	0	ACNP	RRU			
								0	0	4,700	0	0	ACNP	INC			
								0	0	300	0	0	DSBH	INC			
								1,028	239,094	0	0	0	ACNP	DSB			
								257	0	0	0	0	DS	DSB			
								0	28,852	0	0	0	DSBH	DSB			
								0	68,888	0	0	0	FINC	DSB			
								0	162,394	0	0	0	PKYI	DSB			
								0	49,820	0	0	0	STED	DSB			
							13,030	**20,210**	**569,119**	**10,230**	**1,329**	**30**	**Total**		**148**	**614,096**	
2424848	I-4 Beyond the Ultimate	E of SR 522/Osceola Pkwy.	W of SR 528/Beachline Expy.	5.65	Add 4 Managed Lanes	Tech. Rep. 3 page 47		0	4,500	37,250	46,750	31,785	ACNP	ROW			FDOT
SIS Project							**190,376**	**0**	**4,500**	**37,250**	**46,750**	**31,785**	**Total**		**4,741**	**315,402**	
4409471	I-4	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.60	Landscaping	Overview page 9		0	0	100	0	0	DI	PE			FDOT
SIS Project								0	0	0	0	6,390	DI	CST			
							0	**0**	**0**	**100**	**0**	**6,390**	**Total**		**0**	**6,490**	
4413621	I-4 Beyond the Ultimate	W of Central Florida Pkwy.	SR 528/Beachline Expy.	0.95	Add 4 Managed Lanes	Tech. Rep. 3 page 47		0	2,915	0	0	0	FINC	PE			
SIS Project								0	2,000	0	0	0	FINC	RRU			
								0	1,055	0	0	0	ACNP	DSB			
								0	239,995	0	0	0	FINC	DSB			
								0	57,079	0	0	0	PKYI	DSB			
							0	**0**	**303,044**	**0**	**0**	**0**	**Total**		**50**	**303,094**	
4413623	I-4 Beyond the Ultimate			3.75	Service contract payments for debt service on bonds issued by FDOT financing corportation for I-4 BTU	Tech. Rep. 3 page 47		0	0	0	0	18,019	DDR	ADM			
SIS Project								0	3,529	11,328	0	0	DI	ADM			
								0	515	1,646	2,391	2,624	LFB	ADM			
								0	0	0	16,467	0	STED	ADM			
							0	**0**	**4,044**	**12,974**	**18,858**	**20,643**	**Total**		**90,080**	**146,599**	

Osceola County

4314561	I-4 Beyond the Ultimate	W of CR 532	E of SR 522/Osceola Pkwy.	7.89	Add 4 Managed Lanes	Tech. Rep. 3 page 47		1,375	12,035	12,709	0	5,604	ACNP	ROW			FDOT
SIS Project								0	0	0	9,325	0	BNIR	ROW			
								2,000	0	0	0	0	ACTA	ENV			
							24,648	**3,375**	**12,035**	**12,709**	**9,325**	**5,604**	**Total**		**0**	**67,696**	

MetroPlan Orlando
Transportation Improvement Program
Interstate Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description: From	To	Length (Miles)	Work Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's): 2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases	Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
2425924	I-4 Beyond the Ultimate	E of SR 434	E of SR 15/600/US 17/92	8.99	Add 4 Managed Lanes	Tech. Rep. 3 page 47		0	0	0	75	11,825	DDR	ROW			FDOT
SIS Project								0	0	0	8,931	930	DI	ROW			
								0	0	0	100	100	DIH	ROW			
							12,676	**0**	**0**	**0**	**9,106**	**12,855**	**Total**		**865,068**	**899,705**	
4396821	I-4	W of Lake Mary Blvd.	Seminole/Volusia Co. Line	6.77	Resurfacing (westbound only)	Overview page 7		800	0	0	0	0	ACNP	PE			FDOT
SIS Project								0	0	8,766	0	0	ACNP	CST			
							17	**800**	**0**	**8,766**	**0**	**0**	**Total**		**0**	**9,583**	
4396822	I-4	W of Lake Mary Blvd.	W of CR 46A	2.89	Resurfacing (eastbound only)	Overview page 7		0	4,573	0	0	0	ACNP	CST			FDOT
SIS Project							**296**	**0**	**4,573**	**0**	**0**	**0**	**Total**		**0**	**4,869**	
4396823	I-4	S of E.E. Williamson Rd.	CR 46A	6.45	Eastbound Hard Shoulder Special Use Lane	Overview page 7		0	10,312	0	0	0	DDR	CST			FDOT
SIS Project								0	11	0	0	0	DIH	CST			
							1,020	**0**	**10,323**	**0**	**0**	**0**	**Total**		**0**	**11,343**	
4396825	I-4	SR 46	E of SR 15/600/US 17/92	1.80	Resurfacing	Overview page 7		0	2,359	0	0	0	ACNP	CST			FDOT
SIS Project								0	796	0	0	0	DDR	CST			
							407	**0**	**3,155**	**0**	**0**	**0**	**Total**		**0**	**3,562**	

Orange & Seminole Counties

4321931	I-4 Ultimate	W of SR 435/Kirkman Rd.	E of SR 434	20.58	Add 4 Managed Lanes	Tech. Rep. 2 page 11		0	675	0	0	0	DDR	PE			FDOT
SIS Project								150	0	0	0	0	DIS	PE			
								992	450	1,325	200	0	DS	PE			
								0	7,050	0	0	0	DS	INC			
								2,821	0	11,809	3,703	3,779	D	OPS			
								0	0	9,213	18,087	18,800	TOBH	OPS			
								0	0	14,685	14,685	0	ACBR	DSB			
								83,486	7,500	9,500	3,000	22,000	ACNP	DSB			
								11,000	11,000	11,000	0	0	ACSS	DSB			
								0	0	28,439	38,155	36,500	DDR	DSB			
								8,460	0	0	0	0	DI	DSB			
								8,460	0	0	0	0	DS	DSB			
								75,000	80,000	0	0	0	LF	DSB			
								0	0	10,928	0	0	PKYI	DSB			
								0	0	105,000	50,000	0	SIB1	DSB			
								50,000	33,204	8,376	2,660	0	STED	DSB			
								0	4,418	4,806	5,218	5,655	TOBH	OPS			
								524	0	0	0	0	D	MNT			
							1,450,630	**240,893**	**144,297**	**215,081**	**135,708**	**86,734**	**Total**		**3,145,892**	**5,419,235**	

Note: The estimated future cost of $3.146 billion for the I-4 ultimate project from west of Kirkman Road to east of SR 434 is for availability payments to the concessionaire to operate and maintain the facility from FY 2022/23 through FY 2053/54.

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Section V

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
2392037	SR 50	E. Old Cheney Hwy. (Avalon Park Blvd.)	Chuluota Rd.	2.15	Widen to 6 Lanes	Tech. Rep. 3 page 48		0	0	0	0	13,107	DDR	CST			FDOT
								0	0	0	0	57	DIH	CST			
								0	0	0	0	17,102	DS	CST			
							6,731	**0**	**0**	**0**	**0**	**30,266**	**Total**		**0**	**36,997**	
2392663	SR 15/Hoffner Ave.	N of Lee Vista Blvd.	W of SR 436	2.68	Widen to 4 Lanes	Tech. Rep. 3 page 5		107	0	0	0	0	DS	CST			FDOT
							36,089	**107**	**0**	**0**	**0**	**0**	**Total**		**0**	**36,196**	
2392664	SR 15/Hoffner Ave.	W of SR 436	Conway Rd.	1.13	Widen to 4 Lanes	Tech. Rep. 3 page 5		45	0	0	0	0	DS	CST			FDOT
							14,407	**45**	**0**	**0**	**0**	**0**	**Total**		**0**	**14,452**	
2394221	SR 434/Forest City Rd.	SR 424/Edgewater Dr.	Orange/Seminole Co. Line	2.11	Widen to 6 Lanes	Tech. Rep. 3 page 48		0	0	10,111	0	0	DDR	CST			FDOT
								0	0	8	0	0	DIH	CST			
							5,097	**0**	**0**	**10,119**	**0**	**0**	**Total**		**0**	**15,216**	
4071434	SR 482/Sand Lake Rd.	W of International Dr.	Universal Blvd.	0.37	Widen to 6 Lanes	Tech. Rep. 3 page 5		0	23	0	0	0	DDR	CST			FDOT
							14,843	**0**	**23**	**0**	**0**	**0**	**Total**		**0**	**14,866**	
4071436	John Young Pkwy.	at SR 482/Sand Lake Rd.		2.07	Flyover	Tech. Rep. 3 page 5		0	46	0	0	0	DDR	CST			FDOT/
							27,915	**0**	**46**	**0**	**0**	**0**	**Total**		**0**	**27,961**	
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	1.39	Widen to 6 Lanes	Tech. Rep. 3 page 48		1,883	0	0	0	0	CM	CST			FDOT
								0	0	48	0	0	DDR	CST			
								33	0	0	0	0	DIH	CST			
								8,420	0	0	0	0	REPE	CST			
								644	0	0	0	0	SA	CST			
							8,679	**10,980**	**0**	**48**	**0**	**0**	**Total**		**0**	**19,707**	
4371311	SR 50	Irvington Ave.	Maguire Blvd.	0.13	Drainage Improvements	Overview page 7		0	600	0	0	0	DDR	PE			FDOT
								0	0	132	136	0	DIH	CST			
								0	0	0	1,198	0	DS	CST			
							0	**0**	**600**	**132**	**1,334**	**0**	**Total**		**0**	**2,066**	
4371751	SR 535	Orange/Osceola Co. Line	I-4	2.31	Project Development & Environment Study	Tech. Rep. 3 page 49		0	1,400	0	0	0	DDR	PD&E			FDOT
								0	14	0	0	0	DIH	PD&E			
							514	**0**	**1,414**	**0**	**0**	**0**	**Total**		**0**	**1,928**	
4373301	SR 527/Orange Ave.	Southbound Bifurcation	Grant Street	2.28	Resurfacing	Overview page 7		3,678	0	0	0	0	DS	CST			FDOT
								348	0	0	0	0	LF	CST			
								752	0	0	0	0	SU	CST			
							1,323	**4,778**	**0**	**0**	**0**	**0**	**Total**		**0**	**6,101**	
4373311	SR 500/US 441	N of Jones Ave.	S of Wadsworth Rd.	3.05	Resurfacing	Overview page 7		3,818	0	0	0	0	DS	CST			FDOT
							759	**3,818**	**0**	**0**	**0**	**0**	**Total**		**0**	**4,577**	
4373411	SR 435/Kirkman Rd.	N of SR 482/Sand Lake Rd.	S of SR 408	6.63	Resurfacing	Overview page 7		6,332	0	0	0	0	DDR	CST			FDOT
								837	0	0	0	0	DIH	CST			
								3,207	0	0	0	0	DS	CST			
								1,506	0	0	0	0	LF	CST			
								1,800	0	0	0	0	NHRE	CST			
								5,532	0	0	0	0	SA	CST			
								672	0	0	0	0	TALT	CST			
								82	0	0	0	0	TALU	CST			
							2,373	**19,968**	**0**	**0**	**0**	**0**	**Total**		**0**	**22,341**	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4374581	N. Fort Christmas Rd.	Lake Pickett Rd.	NW of Lake Pickett Rd.	0.40	Pave Shoulders	Overview page 7		430	0	0	0	0	HSP	CST			FDOT
							172	430	0	0	0	0	Total		0	602	
4375441	SR 551/Goldenrod Rd.	SR 15/Hoffner Rd.	SR 552/Curry Ford Rd.	2.50	Resurfacing	Overview page 7		0	3,655	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
							770	0	3,660	0	0	0	Total		0	4,430	
4376341	SR 551/Goldenrod Rd.	SR 408	SR 50	1.80	Safety Project	Overview page 7		600	365	240	130	99	HSP	ROW			FDOT
								0	0	538	0	0	DIH	CST			
								0	0	9,243	0	0	HSP	CST			
							1,727	600	365	10,021	130	99	Total		0	12,942	
4392331	SR 520	W of WB off-ramp to SR 50	W of WB off-ramp to SR 528	7.82	Resurfacing	Overview page 7		0	1,065	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
								0	10,434	0	0	0	NHRE	CST			
							860	0	11,504	0	0	0	Total		0	12,364	
4392351	SR 551/Goldenrod Rd.	S of SR 408 off-ramp	SR 426/Aloma Ave.	2.51	Resurfacing	Overview page 7		0	886	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
								0	3,802	0	0	0	SA	CST			
							945	0	4,693	0	0	0	Total		0	5,638	
4392361	SR 50	Tampa Ave.	SR 500/US 441	0.62	Resurfacing	Overview page 7		0	1,588	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
							475	0	1,593	0	0	0	Total		0	2,068	
4392371	SR 535	N of Lake Bryan Beach Blvd.	Lake Bryan Dr.	0.75	Resurfacing	Overview page 7		0	2,603	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
							505	0	2,608	0	0	0	Total		0	3,113	
4392521	Buck Rd.	over Little Econ River		0.06	Bridge Repair/Rehabilitation	Overview page 7		0	0	0	0	3,770	ACBR	CST			FDOT
								0	0	0	0	1,178	LF	CST			
							1,000	0	0	0	0	4,948	Total		0	5,948	
4393591	Wilshire Rd.	over retention pond		0.19	Bridge Repair/Rehabilitation	Overview page 7		0	0	0	665	0	ACBZ	CST			Orlando
								0	0	0	182	0	LF	CST			
							33	0	0	0	847	0	Total		0	880	
4398803	Orange Co. Pedestrian Lighting - Bundle C			7.65	Lighting at 12 Intersections	Overview page 7		60	0	0	0	0	HSP	CST			FDOT
							10	60	0	0	0	0	Total		0	70	
4398805	Orange Co. Pedestrian Lighting - Bundle E			6.37	Lighting at 17 Intersections	Overview page 7		290	0	0	0	0	HSP	CST			FDOT
							47	290	0	0	0	0	Total		0	337	
4398807	Orange Co. Pedestrian Lighting - Bundle G			11.69	Lighting at 24 Intersections	Overview page 7		51	0	0	0	0	DDR	CST			FDOT
								424	0	0	0	0	HSP	CST			
							50	475	0	0	0	0	Total		0	525	
4409701	SR 500/US 441	over SCL Railroad Tracks		0.07	Bridge Repair/Rehabilitation	Overview page 7		214	0	0	0	0	BRRP	CST			FDOT
								2	0	0	0	0	DIH	CST			
							27	216	0	0	0	0	Total		0	243	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4411441	SR 527/Orange Ave.	SR 482/Sand Lake Rd.	Prince St.	1.18	Resurfacing	Overview page 7		900	0	0	0	0	DDR	PE			FDOT
								10	0	0	0	0	DIH	PE			
								0	0	2,960	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
							0	**910**	**0**	**2,971**	**0**	**0**	**Total**		**0**	**3,881**	
4411451	SR 527/Orange Ave.	N of Grant St.	S of Gore St.	1.00	Resurfacing	Overview page 7		800	0	0	0	0	DDR	PE			FDOT
								10	0	0	0	0	DIH	PE			
								0	0	2,190	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
								0	0	107	0	0	DS	CST			
							0	**810**	**0**	**2,308**	**0**	**0**	**Total**		**0**	**3,118**	
4411461	SR 535/ Kissimme Vineland Rd.	International Dr.	S of I-4	1.84	Resurfacing	Overview page 7		600	0	0	0	0	DDR	PE			FDOT
								10	0	0	0	0	DIH	PE			
								0	0	3,393	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
							0	**610**	**0**	**3,404**	**0**	**0**	**Total**		**0**	**4,014**	
4411491	Dillard St. Corridor	SR 50	E. Plant St.	1.03	Reduce from 4 lanes to 2 lanes, add roundabouts, 8-ft. sidewalks, 10-foot bike lane, on-street parking, landscaping, etc.	Tech. Rep. 3 page 50		0	812	0	0	0	SU	ROW			FDOT
								0	0	0	6,784	0	SU	CST			
							0	**0**	**812**	**0**	**6,784**	**0**	**Total**		**0**	**7,596**	
4422151	Railroad Crossing	at Silver Star Rd. in Orlando			Railroad Signal Safety Project	Overview page 7		200	0	0	0	0	RHP	RRU			FDOT
							0	**200**	**0**	**0**	**0**	**0**	**Total**		**0**	**200**	
4422161	Railroad Crossing	at New Hampshire St. in Orlando			Railroad Signal Safety Project	Overview page 7		178	0	0	0	0	RHP	RRU			FDOT
							0	**178**	**0**	**0**	**0**	**0**	**Total**		**0**	**178**	
4423571	Railroad Crossing	at W. 4th St. in Apopka			Railroad Signal Safety Project	Overview page 7		182	0	0	0	0	RHP	RRU			FDOT
							0	**182**	**0**	**0**	**0**	**0**	**Total**		**0**	**182**	
4423591	Railroad Crossing	at E. 8th St. in Apopka			Railroad Signal Safety Project	Overview page 7		244	0	0	0	0	RHP	RRU			FDOT
							0	**244**	**0**	**0**	**0**	**0**	**Total**		**0**	**244**	
4423611	Railroad Crossing	at Vulcan Rd. in Apopka			Railroad Signal Safety Project	Overview page 7		192	0	0	0	0	RHP	RRU			FDOT
							0	**192**	**0**	**0**	**0**	**0**	**Total**		**0**	**192**	
4423901	Orange Co. Pedestrian Lighting - Bundle A			7.44	Lighting at 16 Intersections	Overview page 7		590	0	0	0	0	HSP	CST			FDOT
							0	**590**	**0**	**0**	**0**	**0**	**Total**		**0**	**590**	
4423902	Orange Co. Pedestrian Lighting - Bundle B			28.42	Lighting at 82 Intersections	Overview page 7		0	1,245	0	0	0	HSP	CST			FDOT
							0	**0**	**1,245**	**0**	**0**	**0**	**Total**		**0**	**1,245**	
4423903	Orange Co. Pedestrian Lighting - Bundle D			32.93	Lighting at 85 Intersections	Overview page 7		50	0	0	0	0	DDR	CST			FDOT
								1,300	0	0	0	0	HSP	CST			
							0	**1,350**	**0**	**0**	**0**	**0**	**Total**		**0**	**1,350**	
4423904	Orange Co. Pedestrian Lighting - Bundle F			3.75	Lighting at 13 Intersections	Overview page 7		195	0	0	0	0	HSP	CST			FDOT
							0	**195**	**0**	**0**	**0**	**0**	**Total**		**0**	**195**	
4423905	Orange Co. Pedestrian Lighting - Bundle G			11.69	Lighting at 24 Intersections	Overview page 7		265	0	0	0	0	HSP	CST			FDOT
							0	**265**	**0**	**0**	**0**	**0**	**Total**		**0**	**265**	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
2396821	SR 500/US 192	Aeronautical Blvd.	Budinger/Columbia Ave.	3.97	Widen to 6 Lanes	Tech. Rep. 3 page 7	57,123	160	0	0	0	0	DS	CST			FDOT
								160	**0**	**0**	**0**	**0**	**Total**		**0**	**57,283**	
2397141	SR 600/US 17/92	W of Poinciana Blvd.	CR 535/Ham Brown Rd.	2.22	Widen to 4 Lanes	Tech. Rep. 3 page 7		2,962	0	0	0	0	LF	RRU			FDOT
								30,327	0	76	0	0	DDR	CST			
								144	0	0	0	0	DIH	CST			
								55	0	0	0	0	LF	CST			
							8,835	**33,488**	**0**	**76**	**0**	**0**	**Total**		**0**	**42,399**	
4184032	SR 600/US 17/92/ John Young Pkwy.	Portage St.	SR 530/US 192	1.37	Widen to 6 Lanes	Tech. Rep. 3 page 7		53	0	0	0	0	DDR	CST			FDOT
							22,988	**53**	**0**	**0**	**0**	**0**	**Total**		**0**	**23,041**	
4184033	SR 600/US 17/92/ John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.38	Widen to 6 Lanes	Tech. Rep. 3 page 38		0	0	0	0	2,615	DDR	ROW			FDOT
								0	0	0	0	100	DIH	ROW			
							8,586	**0**	**0**	**0**	**0**	**2,715**	**Total**		**39,500**	**50,801**	
4184035	SR 600/US 17/92/ John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.38	Right-of-Way Acquisition (Retention Pond)	Tech. Rep. 3 page 38	**0**	0	2,200	0	0	0	DDR	ROW			FDOT
								0	**2,200**	**0**	**0**	**0**	**Total**		**0**	**2,200**	
4283285	Hoagland Blvd.	N of Shingle Creek	5th St.	1.77	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 48		16,997	0	0	0	0	ACSU	CST			Osceola Co.
								11,132	0	0	0	0	LF	CST			
							2,123	**28,129**	**0**	**0**	**0**	**0**	**Total**		**0**	**30,252**	
4371741	SR 535	US 192/Vineland Rd.	Orange/Osceola Co. Line	1.15	Project Development & Environment Study	Tech. Rep. 3 page 38		0	550	0	0	0	DDR	PD&E			FDOT
								0	5	0	0	0	DIH	PD&E			
							114	**0**	**555**	**0**	**0**	**0**	**Total**		**0**	**669**	
4372001	US 17/92	Polk/Osceola Co. Line	W of Poinciana Blvd.	5.56	Project Development & Environment Study	Tech. Rep. 3 page 52		0	1,500	0	0	0	DDR	PD&E			FDOT
								0	8	0	0	0	DIH	PD&E			
							184	**0**	**1,508**	**0**	**0**	**0**	**Total**		**0**	**1,692**	
4374821	CR 530/Simpson Rd.	Myers Rd.	Boggy Creek Rd.	0.79	Widen to 4 Lanes	Tech. Rep. 3 page 35		0	0	0	8,002	0	CIGP	CST			Osceola Co.
								0	0	0	16,500	0	LF	CST			
								0	0	0	2,383	0	TRIP	CST			
								0	0	0	3,390	0	TRWR	CST			
							0	**0**	**0**	**0**	**0**	**30,275**	**0**	**Total**	**0**	**30,275**	
4375431	SR 15/US 441	N of Tyson Creek Rd.	SR 500/US 192	14.95	Resurfacing	Overview page 7		0	1,967	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
								0	8,468	0	0	0	DS	CST			
							1,025	**0**	**10,440**	**0**	**0**	**0**	**Total**		**0**	**11,465**	
4391221	SR 500/US 192	W of Arthur J. Gallagher Blvd.	E of Harmony Square Dr.	0.92	Resurfacing	Overview page 7		0	1,649	0	0	0	DDR	CST			FDOT
								0	5	0	0	0	DIH	CST			
							331	**0**	**1,654**	**0**	**0**	**0**	**Total**		**0**	**1,985**	
4394871	SR 15/US 441	Osceola/Okeechobee Co. Line	SR 60	4.33	Resurfacing	Overview page 7		700	0	0	0	0	DDR	PE			FDOT
								10	0	0	0	0	DIH	PE			
								0	0	436	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
								0	0	3,294	0	0	DS	CST			
							0	**710**	**0**	**3,741**	**0**	**0**	**Total**		**0**	**4,451**	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4398851	Osceola Co. Pedestrian Lighting - Bundle A			14.84	Lighting at 32 Intersections	Overview page 7		1,238	0	0	0	0	HSP	CST			FDOT
							460	1,238	0	0	0	0	Total		0	1,698	
4398852	Osceola Co. Pedestrian Lighting - Bundle B			15.16	Lighting at 27 Intersections	Overview page 7		0	11	0	0	0	DIH	CST			FDOT
								0	1,388	0	0	0	HSP	CST			
							385	0	1,399	0	0	0	Total		0	1,784	
4398853	Osceola Co. Pedestrian Lighting - Bundle A			14.84	Lighting at 32 Intersections	Overview page 7		240	0	0	0	0	HSP	CST			FDOT
							0	240	0	0	0	0	Total		0	240	
4398854	Osceola Co. Pedestrian Lighting - Bundle B			15.16	Lighting at 27 Intersections	Overview page 7		0	200	0	0	0	HSP	CST			FDOT
							0	0	200	0	0	0	Total		0	200	
4409671	US 441	Bridge #920089 & 920163		8.89	Bridge Repair/Rehabilitation	Overview page 7		590	0	0	0	0	BRRP	CST			FDOT
								2	0	0	0	0	DIH	CST			
							45	592	0	0	0	0	Total		0	637	
4410171	SR 500/US 441	US 192	Old Dixie Hwy.	0.46	Resurfacing	Overview page 7		450	0	0	0	0	DDR	PE			Osceola Co.
								10	0	0	0	0	DIH	PE			
								0	0	874	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
							0	460	0	885	0	0	Total		0	1,345	
4410211	SR 530/US 192	SR 417	Bamboo Ln.	2.93	Resurfacing	Overview page 7		700	0	0	0	0	DDR	PE			FDOT
								10	0	0	0	0	DIH	PE			
								0	0	753	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
								0	0	7,259	0	0	DS	CST			
							0	710	0	8,023	0	0	Total		0	8,733	
4410361	SR 60	E of SR 15/US 441	W of Florida's Turnpike	0.87	Widen/Traffic Operations Improvements	Tech. Rep. 3 page 30		0	0	4,032	0	0	ACNP	CST			FDOT
							648	0	0	4,032	0	0	Total		0	4,680	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes	Tech. Rep. 3 page 8		150	0	0	0	0	DDR	CST			FDOT
							66,964	150	0	0	0	0	Total		0	67,114	
2402002 ***SIS Project***	SR 46/429/Wekiva Pkwy.	E of Osprey Hammock Tr.	Orange Blvd.	3.04	New Road Construction	Tech. Rep. 3 page 47		0	17,457	0	0	0	DDR	ROW			FDOT
								817	0	0	0	0	SA	ROW			
								1,594	0	0	0	0	WKOC	ROW			
								1,200	0	0	0	0	DDR	CST			
							202,142	3,611	17,457	0	0	0	Total		0	223,210	
2402003 ***SIS Project***	SR 46/Wekiva Pkwy.	Orange Blvd.	N. Oregon St./Wayside Dr.	1.30	Widen to 6 Lanes	Tech. Rep. 3 page 47		28,355	0	0	0	0	ACNP	CST			FDOT
								77	0	0	0	0	DDR	CST			
								231	0	0	0	0	DIH	CST			
							2,574	28,663	0	0	0	0	Total		0	31,237	
2402004 ***SIS Project***	SR 429/Wekiva Pkwy.	Orange Blvd.	W of I-4	2.64	New Road Construction	Tech. Rep. 3 page 47		10,869	2,550	6,561	0	0	DDR	ROW			FDOT
								0	5,000	0	0	0	DI	ROW			
								100	0	0	0	0	DIH	ROW			
								21,381	0	0	0	0	WKOC	ROW			
								0	0	3,000	0	0	DDR	INC			
								163,021	0	0	0	0	ACNP	DSB			
								0	1,800	0	0	0	DDR	DSB			
								1,458	0	0	0	0	DIH	DSB			
								23,752	0	0	0	0	PKED	DSB			
								4,323	0	0	0	0	SA	DSB			
								105,084	0	0	0	0	WKOC	DSB			
							64,850	329,988	9,350	9,561	0	0	Total		0	413,749	
2402162	SR 46	Mellonville Ave.	SR 415	2.83	Widen to 4 Lanes	Tech. Rep. 3 page 48		112	0	0	0	0	DDR	CST			FDOT
								590	0	0	0	0	DDR	INC			
								15,159	0	0	0	0	DDR	Payback			
							34,394	15,861	0	0	0	0	Total		0	50,255	
2402168	SR 46	SR 415	CR 426	8.56	Widen to 4 Lanes	Tech. Rep. 3 page 48		0	0	0	0	5,175	DDR	PE			FDOT
								0	0	0	0	30	DIH	PE			
							0	0	0	0	0	5,205	Total		85,740	90,945	
4150303	SR 426/CR 419	Pine Ave.	Avenue B	1.41	Widen to 4 Lanes	Tech. Rep. 3 page 48		1,050	11,325	6,430	3,061	0	DDR	ROW			FDOT
								298	0	0	0	0	DIH	ROW			
								3,100	2,525	0	0	0	LF	ROW			
							11,475	4,448	13,850	6,430	3,061	0	Total		0	39,264	
4150306	SR 426/CR 419	Pine Ave.	Avenue B	1.41	Widen to 4 Lanes	Tech. Rep. 3 page 48		0	0	7,589	0	0	CIGP	CST			Seminole Co.
								0	0	597	0	0	DDR	CST			
								0	0	2,319	0	0	LF	CST			
								0	0	284	0	0	TRIP	CST			
								0	0	3,359	0	0	TRWR	CST			
							0	0	0	14,148	0	0	Total			14,148	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4366791	SR 15/600/US 17/92	N of Lake Mary Blvd.	N of Airport Blvd.	1.07	Add Continuous Right Turn Lanes	Tech. Rep. 3 page 7		450	800	559	0	0	DDR	ROW			FDOT
								20	20	0	0	0	DIH	ROW			
								0	158	0	0	0	DDR	CST			
								0	351	0	0	0	DIH	CST			
								0	4,000	0	0	0	SU	CST			
							1,582	470	5,329	559	0	0	Total		0	7,940	
4368571	SR 15/600/US 17/92	N of Lake Mary Blvd.	Airport Blvd.	1.06	Resurfacing	Overview page 7		0	11	0	0	0	DDR	CST			FDOT
								0	175	0	0	0	DIH	CST			
								0	1,403	0	0	0	DS	CST			
							263	0	1,589	0	0	0	Total		0	1,852	
4371147 ***SIS Project***	SR 46/429/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	3.53	Landscaping	Overview page 9		0	0	0	383	0	DIH	CST			FDOT
								0	0	0	3,718	0	DS	CST			
							0	0	0	0	4,101	0	Total		0	4,101	
4371148	SR 46	Orange Blvd.	I-4	1.88	Landscaping	Overview page 9		0	0	0	101	0	DIH	CST			FDOT
								0	0	0	707	0	DS	CST			
							0	0	0	0	808	0	Total		0	808	
4371149	SR 46	Orange Blvd.	W of I-4	2.64	Landscaping	Overview page 9		0	0	0	0	391	DIH	CST			FDOT
								0	0	0	0	3,786	DS	CST			
							0	0	0	0	0	4,177	Total		0	4,177	
4396824	E.E. Williamson Rd.	over I-4		0.06	Bridge Replacement	Overview page 7		0	6,825	0	0	0	DDR	CST			FDOT
							820	0	6,825	0	0	0	Total		0	7,645	
4398842	Seminole Co. Pedestrian Lighting - Bundle A			5.41	Lighting at 15 Intersections	Overview page 7		0	350	0	0	0	HSP	CST			FDOT
							0	0	350	0	0	0	Total		0	350	

Section VI

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects

Note: *Florida's Turnpike Enterprise (FTE) projects are funded with toll revenues rather than traditional federal and state funding categories and are therefore not subject to approval by the MetroPlan Orlando Board. However, these projects are required to be shown in the TIP for information purposes based on federal and state statutes.*

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Florida's Turnpike Enterprise
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4060907	SR 528/Beachline Expy.	I-4	Florida's Turnpike	4.30	Signing/Pavement Markings	Overview		482	0	0	0	0	PKYI	CST			FTE
SIS Project						page 7	0	**482**	**0**	**0**	**0**	**0**	**Total**		**0**	**482**	
4114061	Florida's Turnpike	Orange/Osceola Co. Line	SR 528/Beachline Expy.	5.77	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3		1,000	0	0	0	0	PKYI	CST			FTE
SIS Project						page 40	**203,464**	**1,000**	**0**	**0**	**0**	**0**	**Total**		**0**	**204,464**	
4336631	Florida's Turnpike	at Sand Lake Rd.		1.89	New Interchange	Tech. Rep. 3		0	2,956	0	0	0	PKYI	ROW			FTE
SIS Project						page 40		0	0	7,000	0	0	PKBD	RRU			
								0	0	0	22,060	1,550	PKBD	CST			
								0	0	0	35,000	0	PKED	CST			
								0	0	110	0	0	PKYI	ENV			
							7,401	**0**	**2,956**	**7,110**	**57,060**	**1,550**	**Total**		**0**	**76,077**	
4357841	Florida's Turnpike	SR 50	Orange/Lake Co. Line	1.16	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3		2,147	0	0	0	0	PKED	PE			FTE
SIS Project						page 40		1,145	0	0	0	0	PKYI	ROW			
								0	0	47,912	2,700	0	PKBD	CST			
								200	0	0	0	0	PKYI	ENV			
							2,421	**3,492**	**0**	**47,912**	**2,700**	**0**	**Total**		**0**	**56,525**	
4371564	SR 528/Beachline Expy.	Milepost 4.30	Milepost 8.42	4.12	Signing/Pavement Markings	Overview		0	280	0	0	0	PKYI	CST			FTE
SIS Project						page 7	0	**0**	**280**	**0**	**0**	**0**	**Total**		**0**	**280**	
4371662	Florida's Turnpike	at I-4		0.60	Build Direct Connect Ramps	Tech. Rep. 3		0	4,551	0	0	0	PKYI	DSB			FTE
SIS Project						page 40	**89,013**	**0**	**4,551**	**0**	**0**	**0**	**Total**		**0**	**93,564**	
4385471	SR 528/Beachline Expy.	at Florida's Turnpike		1.90	Interchange Improvement	2040 LRTP		14,663	0	0	0	0	PKYI	PE			FTE
SIS Project						to be amended		0	0	0	11,764	0	PKYI	ROW			
								0	0	4,000	0	0	PKED	RRU			
								0	0	100	0	0	PKYI	RRU			
							2,836	**14,663**	**0**	**4,100**	**11,764**	**0**	**Total**		**185,733**	**219,096**	
4385481	Florida's Turnpike	at SR 429		1.54	Bridge Painting	Overview		532	0	0	0	0	PKYR	PE			FTE
SIS Project						page 7		0	7,432	0	0	0	PKYR	CST			
							2	**532**	**7,432**	**0**	**0**	**0**	**Total**		**0**	**7,966**	
4394571	Florida's Turnpike	Milepost 269.4	Milepost 273.3	3.90	Resurfacing	Overview		15,216	0	0	0	0	PKYR	CST			FTE
SIS Project						page 7	**580**	**15,216**	**0**	**0**	**0**	**0**	**Total**		**0**	**15,796**	
4394572	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Guardrail Improvements	Overview		0	0	0	2,668	0	PKYR	CST			FTE
SIS Project						page 7	**346**	**0**	**0**	**0**	**2,668**	**0**	**Total**		**0**	**3,014**	
4394574	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Resurfacing	Overview		0	216	0	0	0	PKYR	PE			FTE
SIS Project						page 7	**3**	**0**	**216**	**0**	**0**	**0**	**Total**		**TBD**	**TBD**	
4394575	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.29	Resurfacing	Overview		0	1,584	0	0	0	PKYR	PE			FTE
SIS Project						page 7	**3**	**0**	**1,584**	**0**	**0**	**0**	**Total**		**TBD**	**TBD**	
4394576	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.29	Safety Improvements	Overview		400	0	0	0	0	PKYR	PD&E			FTE
SIS Project						page 7	**273**	**400**	**0**	**0**	**0**	**0**	**Total**		**TBD**	**TBD**	
4394577	Florida's Turnpike	off-ramp to SR 429		0.64	Improve Traffic Operations	Overview		0	1,364	0	0	0	PKYI	PE			FTE
SIS Project						page 7	**3**	**0**	**1,364**	**0**	**0**	**0**	**Total**		**TBD**	**TBD**	
4402901	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Resurfacing	Overview		0	0	1,242	0	0	PKYR	PE			FTE
SIS Project						page 7	**2**	**0**	**0**	**1,242**	**0**	**0**	**Total**		**TBD**	**TBD**	

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Florida's Turnpike Enterprise
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4402902 ***SIS Project***	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Guardrail Improvements	Overview page 7		0	400	0	0	0	PKYR	PE			FTE
								0	0	46	405	0	PKYR	CST			
							2	**0**	**400**	**46**	**405**	**0**	**Total**		**0**	**853**	
4402931 ***SIS Project***	Florida's Turnpike	Milepost 259.9	Milepost 265.3	6.90	Resurfacing	Overview page 7		2,166	0	0	0	0	PKYR	PE			FTE
								0	21,997	0	0	0	PKYR	CST			
							42	**2,166**	**21,997**	**0**	**0**	**0**	**Total**		**0**	**24,205**	
4402932 ***SIS Project***	Florida's Turnpike	Milepost 259.9	Milepost 266.8	6.90	Guardrail Improvements	Overview page 7		0	1,518	0	0	0	PKYR	CST			FTE
							430	**0**	**1,518**	**0**	**0**	**0**	**Total**		**0**	**1,948**	
4403141	Colonial Pkwy.	Woodbury Rd.	SR 520	7.00	New Road Construction	Amended into 2040 LRTP		13,829	20,000	0	0	0	PKYI	PE			FTE
								7,500	0	0	0	0	PKYI	ROW			
								0	60	0	0	0	PKYI	RRU			
							6,233	**21,329**	**20,060**	**0**	**0**	**0**	**Total**		**TBD**	**TBD**	
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.		New Road Construction	Amended into 2040 LRTP		0	0	0	2,000	0	PKYI	PD&E			FTE
							23	**0**	**0**	**0**	**2,000**	**0**	**Total**		**TBD**	**TBD**	
4413091	Turkey Lake Service Plaza			0.57	Tandem Truck Staging Lot	Overview page 7		15	0	0	0	0	PKYI	RRU			FTE
								0	8,736	0	0	0	PKYI	CST			
							1,024	**15**	**8,736**	**0**	**0**	**0**	**Total**		**0**	**9,775**	
4415491	SR 528	at Universal Blvd.		0.10	Improve Westbound Off-Ramp	Overview page 7		726	0	0	0	0	PKYI	CST			FTE
								50	0	0	0	0	PKYI	ENV			
							188	**776**	**0**	**0**	**0**	**0**	**Total**		**0**	**964**	

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Florida's Turnpike Enterprise
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4114064	Florida's Turnpike	S of Osceola Pkwy.	Orange/Osceola Co. Line	0.76	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3 page 40		5	0	0	0	0	PKYI	CST			FTE
SIS Project							10,042	5	0	0	0	0	Total		0	10,047	
4289711	SR 417/Southern Connector Extension			1.40	Bridge Painting	Overview page 7		42	0	0	0	0	PKYR	PE			FTE
SIS Project								0	92	0	0	0	PKYI	CST			
								0	3,370	0	0	0	PKYR	CST			
							240	42	3,462	0	0	0	Total		0	3,744	
4361941	Florida's Turnpike	US 192/441	Osceola Pkwy.	6.93	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3 page 40		1,437	1,223	0	0	0	PKYI	ROW			FTE
SIS Project								0	0	0	10,000	0	PKYI	RRU			
								0	0	0	262,604	6,900	PKYI	CST			
								150	0	0	0	0	PKYI	ENV			
							13,529	1,587	1,223	0	272,604	6,900	Total		0	295,843	
4365161	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Resurfacing	Overview page 7		628	0	0	0	0	PKYR	PE			FTE
SIS Project								0	6,155	0	0	0	PKYR	CST			
							41	628	6,155	0	0	0	Total		0	6,824	
4365163	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Guardrail Improvements	Overview page 7		0	1,102	0	0	0	PKYR	CST			FTE
SIS Project							245	0	1,102	0	0	0	Total		0	1,347	
4402891	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Resurfacing	Overview page 7		0	0	1,249	0	0	PKYR	PE			FTE
SIS Project							2	0	0	1,249	0	0	Total		TBD	TBD	
4402892	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Guardrail Improvements	Overview page 7		0	400	0	0	0	PKYR	PE			FTE
SIS Project								0	0	44	387	0	PKYR	CST			
							2	0	400	44	387	0	Total		0	833	
4407001	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Resurfacing	Overview page 7		1,550	0	0	0	0	PKYR	PE			FTE
SIS Project								0	18,095	0	0	0	PKYR	CST			
							24	1,550	18,095	0	0	0	Total		0	19,669	
4407002	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Guardrail Improvements	Overview page 7		0	608	0	0	0	PKYR	CST			FTE
SIS Project							314	0	608	0	0	0	Total		0	922	
4408591	Florida's Turnpike	at Kissimmee Park Rd.		0.40	Convert Toll Plaza to All Electronic	Overview page 7		7,072	0	0	0	0	PKYI	CST			FTE
SIS Project							977	7,072	0	0	0	0	Total		0	8,049	
4412241	Florida's Turnpike	Kissimmee Park Rd.	US 192	4.00	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3 page 40		1,500	0	0	0	0	PKYI	PD&E			FTE
SIS Project								2,075	2,000	6,600	0	0	PKYI	PE			
								0	0	0	1,600	0	PKYI	ROW			
								0	250	0	0	0	PKYI	RRU			
								0	0	0	600	0	PKYI	ENV			
							88	3,575	2,250	6,600	2,200	0	Total		74,418	89,131	
4412242	Florida's Turnpike	at Kissimmee Park Rd.		0.60	Interchange Improvement	Tech. Rep. 3 page 40		0	4,912	0	0	0	PKYI	ROW			FTE
SIS Project								0	0	0	43,301	0	PKYI	CST			
							6	0	4,912	0	43,301	0	Total		0	48,219	
4417181	Florida's Turnpike	Milepost 227.0	Milepost 235.0	8.00	Flexible Pavement Reconstruction	Overview page 7		0	2,203	0	0	0	PKYR	PE			FTE
SIS Project								0	0	29,596	0	0	PKYR	CST			
							4	0	2,203	29,596	0	0	Total		0	31,803	

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Florida's Turnpike Enterprise

Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description: From	To	Length (Miles)	Work Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's): 2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases	Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
4417182	Florida's Turnpike	Milepost 227.0	Milepost 235.0	8.00	Safety Project	Overview page 7		500	0	0	0	0	PKYR	PD&E			FTE
SIS Project								0	0	1,824	0	0	PKYR	CST			
							7	**500**	**0**	**1,824**	**0**	**0**	**Total**		**0**	**2,331**	
4417191	Florida's Turnpike	Milepost 198.5	Milepost 207.0	8.50	Resurfacing	Overview page 7		0	0	1,700	0	0	PKYR	PE			FTE
SIS Project							2	**0**	**0**	**1,700**	**0**	**0**	**Total**		**TBD**	**TBD**	
4417192	Florida's Turnpike	Milepost 198.5	Milepost 207.0	8.50	Flexible Pavement Reconstruction	Tech. Rep. 3 page 40		0	500	0	0	0	PKYR	PD&E			FTE
SIS Project								0	0	0	1,587	0	PKYR	CST			
							2	**0**	**500**	**0**	**1,587**	**0**	**Total**		**0**	**2,089**	

Seminole County

2402592	SR 417	E of Old Lake Mary Rd.	2,157' E of Rinehart Rd.	2.66	New 4-Lane Expressway	Completed before 2010		2,482	2,482	2,482	2,482	2,482	PKYI	Payback			FTE
SIS Project							68,987	**2,482**	**2,482**	**2,482**	**2,482**	**2,482**	**Total**		**5,583**	**86,980**	
4293353	SR 417	Orange/Seminole Co. Line	Aloma Ave.	0.69	Widen to 6 Lanes	Tech. Rep. 3 page 40		8,943	0	0	0	0	PKYI	CST			FTE
SIS Project							2	**8,943**	**0**	**0**	**0**	**0**	**Total**		**0**	**8,945**	
4385491	SR 417	Milepost 50.3	Milepost 54.6	4.51	Bridge Painting	Overview page 7		420	0	0	0	0	PKYR	PE			FTE
SIS Project								0	2,187	0	0	0	PKYR	CST			
							2	**420**	**2,187**	**0**	**0**	**0**	**Total**		**0**	**2,609**	
4402911	SR 417	Milepost 38.0	Milepost 44.5	6.50	Resurfacing	Overview page 7		1,316	0	0	0	0	PKYR	PE			FTE
SIS Project								0	13,348	0	0	0	PKYR	CST			
							45	**1,316**	**13,348**	**0**	**0**	**0**	**Total**		**0**	**14,709**	
4402912	SR 417	Milepost 38.0	Milepost 44.5	6.50	Guardrail Improvements	Overview page 7		0	765	0	0	0	PKYR	CST			FTE
SIS Project							338	**0**	**765**	**0**	**0**	**0**	**Total**		**0**	**1,103**	
4402921	SR 417	Milepost 44.5	Milepost 49.9	5.40	Resurfacing	Overview page 7		0	924	0	0	0	PKYR	PE			FTE
SIS Project								0	0	11,544	0	0	PKYR	CST			
							2	**0**	**924**	**11,544**	**0**	**0**	**Total**		**0**	**12,470**	
4402922	SR 417	Milepost 44.5	Milepost 49.9	5.40	Guardrail Improvements	Overview page 7		400	0	0	0	0	PKYR	PE			FTE
SIS Project								0	0	828	0	0	PKYR	CST			
							2	**400**	**0**	**828**	**0**	**0**	**Total**		**0**	**1,230**	

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Section VII

MetroPlan Orlando
Transportation Improvement Program
Transportation Systems Management & Operations Projects

MetroPlan Orlando
Transportation Improvement Program
Transportation Systems Management & Operations Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4130195	Orange Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10	13,296	1,047 **1,047**	1,047 **1,047**	0 **0**	0 **0**	0 **0**	DDR **Total**	OPS	**0**	**15,390**	Orange Co.
4217441	SR 535	at SR 536			Intersection Improvement Proportionate Share	Overview page 10	**0**	480 **480**	0 **0**	0 **0**	0 **0**	0 **0**	LFP **Total**	CST	**0**	**480**	FDOT
4355251	Gatlin Ave.	at Barber Park Access Rd./ Kennedy Ave.			Intersection Improvement	Overview page 10	**158**	1,338 **1,338**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**1,496**	Orange Co.
4355261	SR 434/Alafaya Tr.	at Corporate Blvd.			Intersection Improvement	Overview page 10	**220**	0 **0**	0 **0**	566 **566**	0 **0**	0 **0**	SU **Total**	CST	**0**	**786**	Orange Co.
4355271	Powers Dr.	at North Ln.			Intersection Improvement	Overview page 10	**300**	0 **0**	567 **567**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**867**	Orange Co.
4355541	Vineland Ave.	at SR 535			Intersection Improvement	Overview page 10	**302**	0 **0**	1,675 **1,675**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**1,977**	Orange Co.
4363461	UCF Big Data Research	Countywide			Advanced Traveler Information System	Overview page 10	**300**	100 **100**	100 **100**	0 **0**	100 **100**	0 **0**	DITS **Total**	OPS	**0**	**600**	Orange Co.
4375081	Orlando Pedestrian Traffic Signals	Citywide			Traffic Signals	Overview page 10	**466**	0 0 **0**	0 0 **0**	25 2,104 **2,129**	0 0 **0**	0 0 **0**	LF SU **Total**	CST CST	**0**	**2,595**	Orlando
4375921	SR 500/US 441	S of SR 482/Sand Lake Rd.	N of SR 482/Sand Lake Rd.	0.15	Intersection Improvement	Overview page 10	**794**	33 69 20 1,173 **1,295**	0 0 0 0 **0**	0 0 0 0 **0**	0 0 0 0 **0**	0 0 0 0 **0**	DDR DIH DS HSP **Total**	CST CST CST CST	**0**	**2,089**	FDOT
4391331	SR 15	at Curry Ford Rd.		0.03	Traffic Signal Update	Overview page 10	**340**	0 0 **0**	11 769 **780**	0 0 **0**	0 0 **0**	0 0 **0**	DIH DS **Total**	CST CST	**0**	**1,120**	FDOT
4408212	UCF Automated Shuttle Service				ITS Communication System	Overview page 10	**0**	840 **840**	0 **0**	0 **0**	0 **0**	0 **0**	TSM **Total**	CAP	**0**	**840**	FDOT
4413951	SR 500/US 441	at Rosamund Dr.			Intersection Improvement	Overview page 10	**0**	75 **75**	0 **0**	0 **0**	0 **0**	0 **0**	HSID **Total**	PE	**TBD**	**TBD**	FDOT
4414001	Sadler Rd.	at SR 500/US 441			Intersection Improvement	Overview page 10	**0**	493 **493**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**493**	Orlando
4414021	Turkey Lake Rd.	at Vineland Rd.			Intersection Improvement	Overview page 10	**0**	159 0 **159**	0 0 **0**	0 929 **929**	0 0 **0**	0 0 **0**	SU SU **Total**	PE CST	**0**	**1,088**	FDOT
4414901	University Blvd.	at Dean Rd.		0.02	Intersection Improvement	Overview page 10	**431**	0 0 **0**	271 0 **271**	0 0 **0**	0 1,869 **1,869**	0 0 **0**	SU SU **Total**	ROW CST	**0**	**2,571**	Orange Co.

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FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4416161	Orange Co. ATMS Phase 4	Countywide Roads			ITS Communication System	Overview page 10		345	0	0	0	0	SU	PE			FDOT
								0	3,997	0	0	0	SU	CST			
							0	**345**	**3,997**	**0**	**0**	**0**	**Total**		**0**	**4,342**	
4419821	Ped/Safe	Winter Park & International Dr.			ITS Communication System	Overview page 10		0	0	0	400	0	DITS	PE			FDOT
								0	0	0	0	294	DIH	CST			
								0	0	0	0	3,280	DITS	CST			
							0	**0**	**0**	**0**	**400**	**3,574**	**Total**		**0**	**3,974**	
4427391	Adoptive Traffic Signal Interface with Train				ITS Communication System	Overview page 10		250	0	0	0	0	TSM	CAP			FDOT
							0	**250**	**0**	**0**	**0**	**0**	**Total**		**0**	**250**	
4427411	Advanced Transportation & Congestion Management Technology Deployment	in East Orange Co.			Connected & Autonomous Vehicle ATCMTD Research	Overview page 10		250	250	500	500	0	TSM	OPS			FDOT
							0	**250**	**250**	**500**	**500**	**0**	**Total**		**0**	**1,500**	
4427421	Advanced Transportation & Congestion Management Technology Deployment	in East Orange Co.			ATCMTD Mobility & Safety Before & After Study	Overview page 10		0	0	200	0	0	TSM	OPS			FDOT
							105	**0**	**0**	**200**	**0**	**0**	**Total**		**0**	**305**	

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FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4130196	Osceola Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10	**2,103**	161 **161**	161 **161**	0 **0**	0 **0**	0 **0**	DDR **Total**	OPS	**0**	**2,425**	Osceola Co.
4183211	SR 500/US 17/92	SR 530/US 192	Donegan Ave.	1.10	Add Turn Lane(s)	Overview page 10	**6,489**	45 **45**	0 **0**	0 **0**	0 **0**	0 **0**	DDR **Total**	CST	**0**	**6,534**	FDOT
4349161	W. Oak St.	at John Young Pkwy.		0.52	Intersection Improvement	Overview page 10	**2,531**	0 **0**	1,675 **1,675**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**4,206**	Kissimmee
4374511	US 192	at Hoagland Blvd.		0.33	Intersection Improvement	Overview page 10	**722**	150 312 0 0 **462**	0 260 0 0 **260**	0 150 32 1,712 **1,894**	0 54 0 0 **54**	0 0 0 0 **0**	HSP HSP DDR HSP **Total**	PE ROW CST CST	**0**	**3,392**	FDOT
4374701	Advanced Traffic Management System	Osceola Co.			Purchase ATMS Equipment	Overview page 10	**275**	2,917 **2,917**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**3,192**	Osceola Co.
4375991	SR 500/600/US 17/92	at Westgate Dr.		0.28	Traffic Operations Improvement	Overview page 10	**284**	473 73 **546**	0 0 **0**	0 0 **0**	0 0 **0**	0 0 **0**	DDR DIH **Total**	CST CST	**0**	**830**	FDOT
4398251	Pleasant Hill Rd.	at Eagle Lake Rd./Oak Point Blvd.		0.02	Safety Project	Overview page 10	**0**	0 **0**	498 **498**	0 **0**	0 **0**	0 **0**	HSP **Total**	CST	**0**	**498**	FDOT
4412041	Poinciana Blvd.	at Siesta Lago Blvd.			Traffic Signals	Overview page 10	**0**	348 **348**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**348**	FDOT

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Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4130197	Traffic Signal Engineering Contract	Seminole Co.			Traffic Signals	Overview page 10	**5,251**	399 **399**	399 **399**	0 **0**	0 **0**	0 **0**	DDR **Total**	OPS	**0**	**6,049**	Seminole Co.
4326421	SR 434	at Winding Hollow Blvd.			Add Turn Lanes	Overview page 10	**147**	0 **0**	419 **419**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**566**	Winter Springs
4366792	SR 15/600/US 17/92	at Airport Blvd.		0.05	Improve Traffic Operations	Overview page 10	**278**	0 0 **0**	1,549 21 **1,570**	0 0 **0**	0 0 **0**	0 0 **0**	DDR DIH **Total**	CST CST	**0**	**1,848**	Seminole Co.
4398591	CR 419	at Lockwood Blvd.		0.11	Intersection Improvement	Overview page 10	**0**	631 **631**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	CST	**0**	**631**	Seminole Co.
4404131	SR 434 Connected Vehicle Pilot Project			3.28	Other ITS	Overview page 10	**340**	583 103 **686**	0 0 **0**	0 0 **0**	0 0 **0**	0 0 **0**	DITS DS **Total**	CST CST	**0**	**1,026**	FDOT
4413651	SR 436	S of Howell Branch Rd.	N of Howell Branch Rd.	0.20	Safety Project	Overview page 7	**5**	50 **50**	0 **0**	0 **0**	0 **0**	0 **0**	HSP **Total**	PE	**TBD**	**TBD**	FDOT
4412111	Advanced Traffic Management System/Dynamic Message Signs	Seminole Co.		3.78	ITS Communication System	Overview page 10	**205**	4,485 **4,585**	0 **0**	0 **0**	0 **0**	0 **0**	SU **Total**	DSB	**0**	**4,790**	Seminole Co.

Three-County Region

4354461	Greater Orlando Transit Signal Priority Equipment				Arterial Traffic Management	Overview page 10	**5,264**	101 3,166 **3,267**	0 0 **0**	0 0 **0**	0 0 **0**	0 0 **0**	DIH DS **Total**	CST CST	**0**	**8,531**	FDOT

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Section IX

MetroPlan Orlando
Transportation Improvement Program
Bicycle & Pedestrian Projects

Note: *The bicycle and pedestrian projects included in this section are funded with federal and/or state funds in FDOT's Five Year Work Program.*

MetroPlan Orlando
Transportation Improvement Program
Bicycle & Pedestrian Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
2395051	Bicycle/Pedestrian Contingency Box	Orlando Urban Area *(Orange, Osceola, & Seminole Counties)*			Bike Path/Trail Projects to be Identified	Overview page 7		1,896	2,992	2,492	9,561	18,484	SU	CST			MetroPlan Orlando
								1,796	2,245	0	2,252	2,252	TALU	CST			
							1,605	**3,692**	**5,237**	**2,492**	**11,813**	**20,736**	**Total**		**0**	**45,575**	
4302254	Shingle Creek Trail	Central Florida Pkwy.	SR 528/Beachline Expy.		Bike Path/Trail	Overview page 7		0	2,200	0	0	0	TALT	CST			Orange Co.
							0	**0**	**2,200**	**0**	**0**	**0**	**Total**		**0**	**2,200**	
4302255	Shingle Creek Trail Segment 3	SR 528/Beachline Expy.	Destination Pkwy.		Bike Path/Trail	Overview page 7		0	0	657	0	0	SU	CST			Orange Co.
								0	0	400	0	0	TALT	CST			
								0	0	2,252	0	0	TALU	CST			
							0	**0**	**0**	**3,309**	**0**	**0**	**Total**		**0**	**3,309**	
4355211	St. Andrew's Trail	Cady Way Trail	Aloma Ave.		Bike Path/Trail	Overview page 7		0	3,040	0	0	0	SU	CST			Winter Park
							450	**0**	**3,040**	**0**	**0**	**0**	**Total**		**0**	**3,490**	
4364331	Orange Co. Gap Segment 2	Hiawassee Rd.	N of SR 414/Maitland Blvd.		Bike Path/Trail	Overview page 7		10	41	41	0	0	DIH	ROW			FDOT
								230	575	675	440	277	TLWR	ROW			
								0	0	0	0	5,925	DDR	CST			
								0	0	0	0	412	DIH	CST			
							1,346	**240**	**616**	**716**	**440**	**6,614**	**Total**		**0**	**9,972**	
4364351	Orange Co. Gap Segment 1	Clarcona-Ocoee Rd.	West Orange Trail	0.28	Bike Path/Trail	Overview page 7		515	160	27	0	0	DDR	ROW			FDOT
								15	15	0	0	0	DIH	ROW			
								0	24	0	0	0	DDR	CST			
								0	160	0	0	0	SA	CST			
							374	**530**	**359**	**27**	**0**	**0**	**Total**		**0**	**1,290**	
4375751	Orange Blossom Trail Phase 2A	30th St.	Gore St.		Bike Path/Trail	Overview page 7		1,010	0	0	0	0	SU	PE			Orange Co.
								0	0	4,420	0	0	SU	CST			
							0	**1,010**	**0**	**4,420**	**0**	**0**	**Total**		**0**	**5,430**	
4390661	Orlando Urban Trail Extension	along Orange Ave. & South St. to Orlando Health/Amtrak station			Bike Path/Trail	Overview page 7		0	0	6,140	0	0	SU	CST			Orlando
							820	**0**	**0**	**6,140**	**0**	**0**	**Total**		**0**	**6,960**	
4396791	SR 500/US 441	N of Holden Ave.	37th St.	0.59	Pedestrian Safety Improvements	Overview page 7		1,044	0	0	0	0	HSP	CST			FDOT
							407	**1,044**	**0**	**0**	**0**	**0**	**Total**		**0**	**1,451**	
4410661	SR 482/Sand Lake Rd.	Lake Gloria Blvd.	Orange Ave.	0.57	Sidewalk	Overview page 7		1,271	0	0	0	0	DDR	CST			FDOT
								266	0	0	0	0	DS	CST			
								566	0	0	0	0	SA	CST			
							506	**2,103**	**0**	**0**	**0**	**0**	**Total**		**0**	**2,609**	

MetroPlan Orlando
Transportation Improvement Program
Bicycle & Pedestrian Projects
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4302259	Shingle Creek Trail North Project Phase 2B	Tapestry Subdivision	Osceola Pkwy.		Bike Path/Trail	Overview page 7	0	2,581 2,581	0 0	0 0	0 0	0 0	SU Total	CST	0	2,581	Kissimmee
4374731	East Lake Elementary School Sidewalks	E of Turnberry Blvd.	W of N. Point Blvd.	0.36	Sidewalk	Overview page 7	46	160 160	0 0	0 0	0 0	0 0	SU Total	CST	0	206	Osceola Co.
4374771	International Dr.	SR 417 Overpass	S of Gaylord Palms Resort		Sidewalk	Overview page 7	65	0 0	230 230	0 0	0 0	0 0	SU Total	CST	0	295	Osceola Co.
4374811	Highlands Elementary School Sidewalks	S of Jackson Sr.	N of Carroll St.	0.46	Sidewalk	Overview page 7	59	177 177	0 0	0 0	0 0	0 0	SU Total	CST	0	236	Osceola Co.
4375111	Ventura Elementary School Sidewalks	on Royal Palm Dr.			Sidewalk	Overview page 7	57	0 0	187 187	0 0	0 0	0 0	SU Total	CST	0	244	Osceola Co.
4390671	Kissimmee/St. Cloud Trail	Neptune Rd.	E. Lake Shore Blvd.		Bike Path/Trail	Overview page 7	0	329 329	0 0	0 0	0 0	0 0	SU Total	PE	TBD	TBD	Osceola Co.
4390691	Emory Canal Trail	Mabbette St./US 192	John Young Pkwy.		Bike Path/Trail	Overview page 7	0	699 699	0 0	0 0	0 0	0 0	SU Total	CST	0	699	Osceola Co.
4390841	Toho-Valencia Trail	along US 192/Mill Slough to Valencia College			Bike Path/Trail	Overview page 7	60	0 0	0 0	341 341	0 0	0 0	SU Total	CST	0	401	Osceola Co.
4410761	Marigold Ave., San Lorenzo Rd., Donlington Ct., Dartmoore Pl.				Sidewalk	Overview page 7	0	0 0 0 0	103 0 0 103	0 0 0 0	0 5 787 792	0 0 0 0	SA SA SR2T Total	PE CST CST	0	895	FDOT

MetroPlan Orlando
Transportation Improvement Program
Bicycle & Pedestrian Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4309132	Riverwalk Phase 3	Mangoustine Ave.	Monroe Rd.	2.58	Bike Path/Trail	Overview page 7		13,000	0	0	0	0	LF	CST			Seminole Co.
								4,000	0	0	0	0	TRWR	CST			
							0	17,000	0	0	0	0	Total		0	17,000	
4374791	Casselberry Elementary School Sidewalks	on Queens Mirror Cir.			Pedestrian Safety Improvement	Overview page 7		0	84	0	0	0	SU	CST			Casselberry
							0	0	84	0	0	0	Total		0	84	
4379331	Cross Seminole Trail Connector	Church Ave. at CR 427	Cross Seminole Trail		Bike Path/Trail	Overview page 7		98	0	0	0	0	ACTU	CST			Longwood
								269	0	0	0	0	TALU	CST			
							0	367	0	0	0	0	Total		0	367	
4390751	Sunset Dr. Livable Street	Oxford Rd.	Button Rd.		Pedestrian Safety Improvement	Overview page 7		241	0	0	0	0	SU	PE			Seminole Co.
								0	0	2,286	0	0	SU	CST			
							0	241	0	2,286	0	0	Total		0	2,527	

Section XII

MetroPlan Orlando
Transportation Improvement Program
Transit Projects

MetroPlan Orlando
Transportation Improvement Program
Transit Projects

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status & Cost ($000s)						Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency	Consistent with Transit Development Plan?
				2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources				
2465721	Transit Centers, Super Stops, Passenger Amenities, Transit Enhancements	Overview page 7		3,000	3,000	3,000	0	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				750	750	750	0	0	LF				
			51,727	3,750	3,750	3,750	0	0	Total	0	62,977		
2465942	Purchase Commuter Vans	Overview page 7		1,500	1,500	2,000	0	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				375	375	500	0	0	LF				
			6,960	1,875	1,875	2,500	0	0	Total	0	13,210		
2465951	Facility Improvements/Equipment	Overview page 7		1,000	1,000	2,000	0	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				250	250	500	0	0	LF				
			22,079	1,250	1,250	2,500	0	0	Total	0	27,079		
4147491	Fixed Route Capital, Maintenance, & Support Equipment	Overview page 7		42,000	42,000	42,000	42,000	42,000	FTA Sec. 5307			CFRTA/LYNX	Yes
				10,500	10,500	10,500	10,500	10,500	LF				
			169,506	52,500	52,500	52,500	52,500	52,500	Total	0	432,006		
4147492	Fixed Route Capital, Maintenance, & Support Equipment	Overview page 7		1,000	1,000	1,000	0	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				250	250	250	0	0	LF				
			15,000	1,250	1,250	1,250	0	0	Total	0	18,750		
4242541	Dept. of Homeland Security Training	Overview page 7		500	500	0	0	0	FTA			CFRTA/LYNX	Yes
				125	125	0	0	0	LF				
			10,516	625	625	0	0	0	Total	0	11,766		
4242551	LYMMO Upgrade - Fixed Guideways Improvements	Overview page 7		400	400	400	0	0	FTA Sec. 5309			CFRTA/LYNX	Yes
			3,040	400	400	400	0	0	Total	0	4,240		
4242553	LYMMO Upgrade - Fixed Guideways Improvements	Overview page 7		500	500	0	0	0	FTA Sec. 5309			CFRTA/LYNX	Yes
				125	125	0	0	0	LF				
			2,500	625	625	0	0	0	Total	0	3,750		
4251471	Commuter Assistance/Car Share Program/reThink	Overview page 7		943	971	1,000	1,030	1,061	DPTO			FDOT	Yes
			8,173	943	971	1,000	1,030	1,061	Total	0	13,178		
4314051	MetroPlan Orlando - Public Transportation Planning Studies Support	Overview page 7		67	67	68	0	0	DPTO			MetroPlan Orlando	Yes
				533	549	555	0	0	DU				
				67	67	68	0	0	LF				
			2,063	667	683	691	0	0	Total	0	4,104		
4333061	Operating Assistance for Fixed Route Service	Overview page 7		1,618	1,566	1,552	1,931	0	DDR			CFRTA/LYNX	Yes
				9,424	9,836	10,327	10,844	0	DPTO				
				1,000	1,000	1,000	1,000	0	FTA Sec. 5307				
				103,383	103,383	103,383	103,383	0	LF				
			114,575	115,425	115,785	116,262	117,158	0	Total	0	579,205		

MetroPlan Orlando
Transportation Improvement Program
Transit Projects

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status & Cost ($000s)						Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency	Consistent with Transit Development Plan?
				2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources				
4333091	Rural Transportation	Overview page 7		429	451	473	497	0	DU			CFRTA/LYNX	Yes
				429	451	473	497	0	LF				
			818	858	902	946	994	0	Total	0	4,518		
4352501	Capital for Buses & Equipment	Overview page 7		7,334	7,102	7,191	8,911	8,641	FTAT Sec. 5307			CFRTA/LYNX	Yes
				1,834	1,776	1,798	2,228	2,160	LF				
				7,334	7,102	7,191	8,911	8,641	SU				
			0	16,502	15,980	16,180	20,050	19,442	Total	0	88,154		
4357121	Capital Grant for Buses & Bus Facilities	Overview page 7		2,400	2,400	0	0	0	FTA Sec. 5339			CFRTA/LYNX	Yes
				600	600	0	0	0	LF				
			19,024	3,000	3,000	0	0	0	Total	0	25,024		
4408001	MetroPlan Orlando TPO Planning Studies	Overview page 7		0	0	0	69	27	DPTO			MetroPlan Orlando	Yes
				0	0	0	561	214	DU				
				0	0	0	69	27	LF				
			0	0	0	0	699	268	Total	0	967		
4424541	Operating Assistance for Fixed Route Service	Overview page 7		0	0	0	0	1,906	DDR			CFRTA/LYNX	Yes
				0	0	0	0	11,386	DPTO				
				0	0	0	0	1,000	FTA Sec. 5307				
				0	0	0	0	11,386	LF				
			0	0	0	0	0	25,678	Total	0	25,678		
4424591	Rural Transportation Operating Assistance	Overview page 7		0	0	0	0	522	DU			CFRTA/LYNX	Yes
				0	0	0	0	522	LF				
			0	0	0	0	0	1,044	Total	0	1,044		

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Section XIII

MetroPlan Orlando
Transportation Improvement Program
Commuter Rail Projects

MetroPlan Orlando
Transportation Improvement Program
Commuter Rail Projects

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status & Cost ($000s)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
				2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4129942	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		1,500	1,500	1,500	0	0	DPTO	PD&E			FDOT
SIS Project	Public Involvement Meetings/Public Information Outreach/	page 44		50	50	50	0	0	DIH	PE			
	Legal Consultant/ Expert Witness/Operating Segment			2,541	2,340	2,439	341	446	DPTO	PE			
	from DeBary to Downtown Orlando			2,500	0	0	0	0	DS	PE			
			127,650	**6,591**	**3,890**	**3,989**	**341**	**446**	**Total**		**0**	**142,907**	
4129948	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		30	30	30	0	0	D	OPS			FDOT
SIS Project	Operations & Maintenance	page 44		9,600	7,000	2,290	0	0	DI	OPS			
				4,036	1,709	5,293	0	0	DPTO	OPS			
				14,219	20,882	0	0	0	DS	OPS			
				0	0	29,369	0	0	DDR	OPS			
				19,629	9,815	0	0	0	DFTA	OPS			
				6,704	8,255	8,916	0	0	SROM	OPS			
				7,604	8,255	0	0	0	TRIP	OPS			
				225	0	0	0	0	LFB	OPS			
			272,879	**62,047**	**55,946**	**45,898**	**0**	**0**	**Total**		**0**	**436,770**	
4205617	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		10,000	0	0	0	0	LFB	CST			FDOT
SIS Project	Construction Contingency - Phase 2 South - Funding Action	page 44	**21,718**	**10,000**	**0**	**0**	**0**	**0**	**Total**		**0**	**31,718**	
4205618	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		1,283	0	0	0	0	LF	CST			FDOT
SIS Project	Construction Contingency - Phase 2 North - Funding Action	page 44		1,283	0	0	0	0	NSTP	CST			
			8,471	**2,566**	**0**	**0**	**0**	**0**	**Total**		**0**	**11,037**	
4234461	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		8,976	0	0	0	0	LF	CST			FDOT
SIS Project	Phase 2 North - Storage Facility	page 44		5,298	0	0	0	0	NSTP	CST			
			8,632	**14,274**	**0**	**0**	**0**	**0**	**Total**		**0**	**22,906**	
4234469	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		3,865	0	0	0	0	DS	CST			FDOT
SIS Project	Phase 2 South - Track, Signal, Material Testing, Station Enhancements,	page 43	**235,496**	**3,865**	**0**	**0**	**0**	**0**	**Total**		**0**	**239,361**	
	Utility Hold, Duke Energy, Verizon Business, etc.												
4259391	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		5,000	0	0	0	0	LFB	OPS			FDOT
SIS Project	Self Insurance Retention Fund	page 44	**0**	**5,000**	**0**	**0**	**0**	**0**	**Total**		**0**	**5,000**	

MetroPlan Orlando
Transportation Improvement Program
Commuter Rail Projects

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 ($000's)	Project Status & Cost ($000s)							Estimated Future Cost After 2022/23 ($000's)	Total Project Cost ($000's)	Responsible Agency
				2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4259841	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		0	0	4,267	22,500	22,500	DDR	OPS			FDOT
SIS Project	Operations & Maintenance	page 44		528	379	25	0	0	DI	OPS			
				833	673	157	0	0	DPTO	OPS			
				1,466	594	0	0	0	DS	OPS			
				0	5,872	6,776	0	0	LF	OPS			
				10,000	0	0	0	0	LFB	OPS			
				876	0	0	0	0	SROM	OPS			
				1,993	2,318	5,000	0	0	TRIP	OPS			
			31,808	**15,696**	**9,836**	**16,225**	**22,500**	**22,500**	**Total**		**0**	**118,565**	
4284561	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		555	575	590	590	590	D	ADM			FDOT
SIS Project	In-House Overhead	page 44	**3,531**	**555**	**575**	**590**	**590**	**590**	**Total**		**0**	**6,431**	
4292151	OIA Connector Alternatives Analysis	Tech. Rep. 3		0	1,000	0	0	0	LF	PD&E			FDOT
		page 44		0	3,000	0	0	0	TRIP	PD&E			
			1,730	**0**	**4,000**	**0**	**0**	**0**	**Total**		**0**	**5,730**	
4292152	SunRail Phase 3 from SunRail Mainline to	Tech. Rep. 3		0	0	0	20,000	0	TRIP	CST			FDOT
	Orlando International Airport	page 44	**10,283**	**0**	**0**	**0**	**20,000**	**0**	**Total**		**TBD**	**TBD**	
4331661	SunRail Feeder Bus Service - LYNX Phase 1 & 2	Tech. Rep. 3		500	515	593	0	0	DIS	OPS			LYNX
		page 44		1,250	0	0	0	0	DPTO	OPS			
				0	353	0	0	0	LF	OPS			
				254	550	0	0	0	SROM	OPS			
				254	903	1,750	0	0	TRIP	OPS			
			6,788	**2,258**	**2,321**	**2,343**	**0**	**0**	**Total**		**0**	**13,710**	
4355241	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		6,300	6,300	6,300	6,300	6,300	D	MNT			FDOT
SIS Project	Operations & Maintenance	page 44	**25,200**	**6,300**	**6,300**	**6,300**	**6,300**	**6,300**	**Total**		**0**	**56,700**	
4365841	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		250	250	250	250	250	BRRP	CST			FDOT
SIS Project	Reserve Box for Future Bridge Rehab Projects	page 44	**500**	**250**	**250**	**250**	**250**	**250**	**Total**		**0**	**1,750**	
4420651	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		3,500	3,500	3,500	0	0	TRIP	OPS			FDOT
SIS Project	Positive Train Control Maintenance	page 44	**0**	**3,500**	**3,500**	**3,500**	**0**	**0**	**Total**		**0**	**10,500**	
4420652	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		0	0	0	3,250	0	DPTO	OPS			FDOT
SIS Project	Positive Train Control Maintenance	page 44		0	0	0	250	3,250	TRIP	OPS			
			0	**0**	**0**	**0**	**3,500**	**3,250**	**Total**		**0**	**6,750**	
4425661	Central Florida Commuter Rail System (SunRail)	Tech. Rep. 3		12,557	3,000	0	0	0	DPTO	CAP			FDOT
SIS Project	Capital for State of Good Repair	page 44		4,641	0	0	0	0	DS	CAP			
			0	**17,198**	**3,000**	**0**	**0**	**0**	**Total**		**0**	**20,198**	

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FY 2022/23 - 2039/40 Prioritized Project List
Adopted July 2017 – Updated May 2018 Based on
FY 2018/19 - 2022/23 Tentative Five Year Work Program

This is the list of highway, Transportation Systems Management & Operations (TSMO), bicycle and pedestrian and transit projects from the FY 2022/23 - 2039/40 Prioritized Project List (PPL) that was adopted in July 2017. These project lists were updated in May 2018 to highlight those projects that have had new phases funded by FDOT in the FY 2018/19 - 2022/23 Tentative Five Year Work Program. New phases funded for those projects since last year's PPL are shown in ***bold italic***. This updated list was developed for the purpose of providing a starting point for developing the list of projects to be included in the FY 2023/24 - 2039/40 PPL.

The figures shown in the Estimated Remaining Cost column for the highway projects are present-day cost estimates provided by FDOT.

During even numbered years, the PPL must be adopted by the MetroPlan Orlando Board and submitted to FDOT by September. During odd numbered years, the PPL must be adopted by the MetroPlan Orlando Board and submitted to FDOT by July due to the early start for the Florida legislative session the following year.

FY 2023/24 Funding Allocation Estimates

Surface Transportation Program (SU) funds = Approx. $27.6 million (Annual average of SU funds programmed from FY 2018/19 through 2022/23)

32% of $27.6 million for Highway Projects = $8.8 million
30% of $27.6 million for Transit Projects = $8.3 million
21% of $27.6 million for TSMO Projects = $5.8 million
17% of $27.6 million for Bicycle & Pedestrian (Enhancement) Projects = $4.7 million

District Dedicated Revenue (DDR) funds = Approx. $99.3 million (Annual average of DDR highway funds programmed from FY 2018/19 through 2022/23) *(**Note:** Beginning in FY 2020/21, MetroPlan Orlando will allocate up to 30% of DDR funds for the operation of the premium transit projects specifically identified in the 2040 LRTP that are ready to utilize the funding. The remaining DDR funds will be combined with the SU funds for the highway projects.)*

National Highway System (NHS) funds = Approx. $157.2 million (Annual average of NHS funds programmed from FY 2018/19 through 2022/23)

Transportation Regional Incentive Program (TRIP) funds = Approx. $20.9 million (Annual average of TRIP funds programmed from FY 2018/19 through 2022/23)

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
Interstate Projects
Candidates for National Highway System (NH) Funds

Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1 / 2424848, 4314561 &	Orange Co./ Osceola Co.	I-4 Beyond the Ultimate	W of CR 532 (Polk/Osceola Line)	W of Central Florida Pkwy	15.50	Ultimate Configuration for General Use & Managed Lanes	ROW thru 2022/23	CST	$1,731,919,000
4413621	*Orange Co.*	*I-4 Beyond the Ultimate*	*W of Central Florida Pkwy*	*SR 528/Beachline Expy.*	*0.95*		*CST 2019/20*	*—*	*—*
2 / 2425924	Seminole Co.	I-4 Beyond the Ultimate	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial ROW thru 2022/23	Remaining ROW/ CST	$865,068,397
3	FDOT Dist. 5	I-4	Polk/Osceola Co. Line	Seminole/Volusia Co. Line		Construct Truck Rest Stops①	---	PD&E/PE/ROW/ CST	to be determined
--- / 4084642②	Volusia Co.	I-4 Beyond the Ultimate	Seminole/Volusia Co. Line	SR 472 in Volusia Co.		Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	$528,000,000
--- / 2012103②	Polk Co.	I-4 Beyond the Ultimate	W of US 27 in Polk Co.	W of CR 532 (Polk/Osceola Line)		Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	$436,000,000

① This project would involve providing truck rest stop areas with adequate capacity in suitable locations, either on I-4 or in close proximity to I-4 with convenient access. FDOT is currently conducting a study to identify potential locations for truck rest stop areas along I-4 throughout FDOT District 5 (Orange, Osceola, Seminole and Volusia Counties).

② Although they are outside the MetroPlan Orlando region, the I-4 Beyond the Ultimate projects from the Seminole/Volusia Co. line to SR 472 in Volusia County and from west of US 27 to the Polk/Osceola County Line in Polk County are included in MetroPlan Orlando's PPL for information purposes in order to show the entire length of the I-4 Beyond the Ultimate improvements.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
State Road System Projects
Candidates for Surface Transportation Program (SU), District Dedicated Revenue (DDR) & Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1a / 4379311	Seminole Co.	SR 434	at CR 427			Improve Intersection	Partial CST 2019/20	Remaining CST	$10,000,000
1b / 4357771	Longwood	SR 434	Range Line Rd.	US 17/92	2.10	Context Sensitive Improvements①	Planning Study completed	PE/ROW/CST	$14,000,000
2 / 2392038	Orange Co.	SR 50	Chuluota Rd.	SR 520	3.11	Widen to 6 Lanes	PE 2014/15	ROW/CST	$22,300,000
3 / 4357331	Orange Co. Orange Co. Orlando	SR 527/Orange Ave. SR 527/Orange Ave. SR 527/Orange Ave.	SR 482/Sand Lake Rd. SR 15/Hoffner Ave. Pineloch Ave.	SR 15/Hoffner Ave. Pineloch Ave. Anderson St.	1.80 2.42 1.80	Context Sensitive Improvements Context Sensitive Improvements Context Sensitive Improvements	Planning Study completed Planning Study completed Planning Study completed	PE/CST PE/CST PE/CST	$27,000,000 $22,000,000 $10,000,000
4 / 4357311	Orange Co.	SR 434/Alafaya Tr.	SR 50	McCulloch Rd.	3.00	Context Sensitive Improvements	PE underway	CST	to be determined
5 / 4084291	Winter Park	SR 15/600/US 17/92 &	Norfolk Ave.	Monroe St.	2.00	Construct medians/improve	***PE 2017/18***	ROW/CST	$16,000,000
6 / 4407011	Seminole Co.	SR 434	SR 417	Mitchell Hammock Rd.	3.60	Widen to 4 Lanes	PE/Partial ROW 2020/21	Remaining ROW/ CST	to be determined
7 / 4184033	Osceola Co./ Kissimmee	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.20	Widen to 6 Lanes & Flyover at Pleasant Hill Rd.	ROW ~~2020/21~~ 2022/23	CST	$39,500,000
8 / 4371741 & 4371751	Orange Co./ Osceola Co.	SR 535 SR 535	US 192 SR 536/World Center Dr.	SR 536/World Center Dr. I-4	3.06 1.50	Widen to 6 Lanes Widen to 8 Lanes	PD&E 2019/20 PD&E 2019/20	PE/ROW/CST PE/ROW/CST	to be determined to be determined
9 / 4407201	Ocoee	SR 438/Silver Star Rd.	SR 429	Bluford Ave.	0.90	Context Sensitive Improvements	Planning Study 2017/18	PE/CST	to be determined
10	Alt. Springs	SR 436	I-4	US 17/92	3.00	Context Sensitive Improvements	PE 2016/17	CST	to be determined
	Alt. Springs	SR 436	Newburyport Ave.	CR 427/Ronald Reagan Blvd.	0.12	Intersection Improvements	Partial ROW 2016/17	Remaining ROW CST	$2,000,000 $1,600,000
	Seminole Co./ Casselberry	SR 436	US 17/92	Wilshire Dr.	1.00	Context Sensitive Improvements	Planning Study completed	PE/ROW/CST	to be determined
	Casselberry	SR 436	Orange/Seminole Co. Line	Wilshire Dr.	3.50	Context Sensitive Improvements	---	PD&E/PE/ ROW/CST	to be determined
	Orange Co./ Orlando	SR 436	Orlando International Airport	Orange/Seminole Co. Line	11.00	Context Sensitive Improvements (to include BRT)	---	PD&E/PE/ ROW/CST	to be determined

① Context Sensitive improvements are non-capacity projects designed to improve traffic flow on constrained roadways without adding lanes. These projects can include such improvements as bicycle & pedestrian facilities (bike lanes, wider sidewalks, etc.), transit improvements (bus rapid transit/BRT, designated transit lanes, bus bays and shelters, etc.) as well as minor intersection improvements, landscaping and drainage improvements that help improve traffic flow on existing roads without adding capacity.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
State Road System Projects
Candidates for Surface Transportation Program (SU), District Dedicated Revenue (DDR) & Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
11	Longwood	US 17/92	Dog Track Rd.	Shepard Rd.	2.50	Context Sensitive Improvements	---	PE/CST	$1,500,000 **(PE)①**
12 / 4372001	Osceola Co.	US 17/92	Polk/Osceola Co. Line	1,900' W of Poinciana Blvd.	4.53	Widen to 4 Lanes	PD&E 2019/20	PE/ROW/CST	to be determined
13	Seminole Co.	SR 436	Maitland Ave. (CR 427) Weathersfield Ave.	Palm Springs Dr. Lynchfield Dr.	0.50 0.50	Add 4th Lane - Aux lane	---	PE/CST	$3,250,000
14	Sanford	US 17/92	SR 417	SR 46/1st St.	2.80	Context Sensitive Improvements	Planning Study underway	PE/CST	$1,500,000 **(PE)**
15	Orlando	SR 527/Orange Ave.	SR 50	Princeton St.	1.30	Context Sensitive Improvements	---	PE/CST	$1,000,000 **(PE)**
16	Orange Co.	SR 15/Conway Rd.	at Gatlin Ave.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
17 / 2402168	Seminole Co.	SR 46	SR 415	CR 426	8.56	Widen to 4 Lanes - Phase 2	PE ~~2021/22~~ 2022/23	ROW/CST	$85,740,000
18	Orange Co.	SR 424/Edgewater Dr.	at SR 426/Fairbanks Ave.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
19	Orange Co.	SR 500/US 441	at Piedmont Wekiva Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
20	Orange Co.	SR 551/Goldenrod Rd.	SR 408	SR 50	2.00	Context Sensitive Improvements	---	PE/CST	$1,432,500 **(PE)**
21	Orange Co.	SR 424/Edgewater Dr.	at SR 423/Lee Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
22	Orange Co.	SR 426/Aloma Ave.	SR 436	Orange/Seminole Co. Line	1.50	Context Sensitive Improvements	---	PE/CST	$1,185,000 **(PE)**
23	Orange Co.	SR 482/Sand Lake Rd.	SR 500/US 441	SR 527/Orange Ave.	2.30	Context Sensitive Improvements	---	PE/CST	$1,695,000 **(PE)**
24	Orlando	SR 50	Bumby Ave.	Old Cheney Hwy.	1.90	Context Sensitive Improvements	---	PE/CST	$1,500,000 **(PE)**
25	Orlando	SR 552/Curry Ford Rd.	Crystal Lake Dr.	SR 436	2.03	Context Sensitive Improvements	---	PE/CST	$1,000,000 **(PE)**
26	Orange Co.	SR 423/Lee Rd.	at I-4			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
27	Orlando	SR 435/Kirkman Rd.	SR 482/Sand Lake Rd.	SR 50	7.00	Context Sensitive Improvements	---	PE/CST	$500,000 **(PE)**
28	Alt. Springs	SR 434	Maitland Blvd.	SR 436	2.00	Context Sensitive Improvements	---	PE/CST	$750,000 **(PE)**

① Those projects that are candidates for state funds for only the PD&E and/or design (PE) phases have cost estimates available just for those phases. The full cost estimates for these projects will eventually also include the right-of-way (if applicable) and construction phases, and these full cost estimates will be shown on this list once they have been provided by the local jurisdictions. Once the full cost estimates for these projects have been provided, the projects may eventually be reprioritized in order to maximize funding equity among the three counties.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
State Road System Projects
Candidates for Surface Transportation Program (SU), District Dedicated Revenue (DDR) & Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
29	Orange Co.	SR 500/US 441	at Plymouth Sorrento Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 **(PD&E/PE)**
30	Orlando	SR 50	N. Tampa Ave.	Hughey Ave.	1.40	Context Sensitive Improvements	---	PE/CST	$750,000 (PE only)
31	Orlando	SR 500/US 441	SR 50	Clarcona-Ocoee Rd.	4.80	Convert roadway segment from rural to urban	---	PE/CST	$750,000 **(PE)**
32	Orlando	SR 50	SR 435/Kirkman Rd.	N. Tampa Ave.	3.10	Context Sensitive Improvements	---	PE/CST	$500,000 **(PE)**
33	Seminole Co.	SR 434	SR 436	Montgomery Rd	2.50	Widen to 6 Lanes	---	PD&E/PE/ ROW/CST	$1,000,000 **(PD&E)**
34	Osceola Co.	SR 500/US 441	US 192	Osceola Pkwy.	2.25	Context Sensitive Improvements	---	PE/CST	$1,000,000 **(PE)**
35	Osceola Co.	US 17/92	Poinciana Blvd.	Pleasant Hill Rd.	3.10	Context Sensitive Improvements	Planning Study underway	PE/CST	$500,000 **(PE)**
36	Seminole Co.	SR 414/Maitland Blvd.	Bear Lake Rd.	Orange/Seminole Co. Line	2.20	Widen to 6 Lanes	---	PD&E/PE/ ROW/CST	$1,300,000 **(PD&E)**

MetroPlan Orlando
FY 2021/22 - 2039/40 Prioritized Project List
Off-State Road System Projects
Candidates for Surface Transportation Program (SU) & Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1	Orange Co.	North-South Rd. (Sunbridge Pkwy.)	Orange/Osceola Co. Line	Aeronautical Cir.		New Roadway	---	PE/ROW/CST	$114,000,000
2	Oviedo	CR 419	Avenue B	Bishop Dr.	1.20	Widen to 4 Lanes - Phase 3	PD&E completed	PE/ROW/CST	$16,000,000
3	Orange Co.	Boggy Creek Rd.	CR 530/Simpson Rd.	SR 417	1.50	Widen to 4 Lanes	---	ROW CST Total	$5,600,000 $9,500,000 $15,100,000
4	Osceola Co.	Neptune Rd.	Partin Settlement Rd.	US 192/441	3.96	Widen to 4 Lanes	---	CST	$59,180,000
5	Orange Co.	CR 438A/Kennedy Blvd.	SR 434/Forest City Rd.	Wymore Rd.	1.80	Widen to 4 Lanes	---	ROW CST Total	$12,000,000 $15,000,000 $27,000,000
6 / 4374721	Kissimmee	Downtown Kissimmee Streetscape Phase 1	Broadway Ave. from Neptune Rd. to Ruby Ave. Sproule Ave. from Church St. to Broadway Ave.		0.42	Streetscape		PE/CST	$3,708,000
4374721	Kissimmee	Downtown Kissimmee Streetscape - Phase 2	Dakin Ave. - Church St. to Broadway Ave. Monument Ave. - Church St. to Broadway Ave.		0.15	Streetscape		PE/CST	$2,200,000
4374721	Kissimmee	Downtown Kissimmee Streetscape - Phase 3	Stewart Ave. - Church st. to Broadway Ave. Darlington Ave. - Church st. to Pleasant St.		0.20	Streetscape		PE/CST	$2,200,000
7 / 4412751	Orlando	Edgewater Dr. Streetscape	Lakeview St.	Par St.	1.50	Streetscape & bicycle & pedestrian improvements	---	PE CST	$1,000,000 $4,000,000
8	Winter Springs	Michael Blake Blvd.	SR 434			Intersection Improvements	---	PE/CST	$608,000
9	Orlando	President Barack Obama Pkwy. Phase 2	Metrowest Blvd.	Raleigh St.	0.80	New 4-Lane Divided Roadway	---	PE CST Total	$1,895,000 $12,286,000 $14,181,000
10	Osceola Co. Osceola Co.	CR 530/Simpson Rd. CR 530/Simpson Rd.	US 192 Hilliard Isle Rd.	Fortune Rd. Osceola Pkwy. (Myers Rd.)	1.25 1.40	Widen to 4 Lanes Widen to 4 Lanes	--- ---	ROW/CST PD&E/PE/ ROW/CST	$14,700,000 $750,000 **(PD&E)**
11	Orlando	Econlockhatchee Tr.	Dowden Rd.	Curry Ford Rd.		Widen to 4 Lanes	---	PE CST Total	$1,250,000 $14,600,000 $15,850,000
12	Orlando	Virginia Dr.	SR 527/Orange Ave.	US 17/92/Millls Ave.	0.50	Context Sensitive Improvements	Planning Study completed	PE/CST	to be determined
13	Orlando	Virginia Dr./Forest Ave./Corrine Dr.	US 17/92/Millls Ave.	Bennett Rd.	2.10	Context Sensitive Improvements	Planning Study underway	PE/CST	to be determined

MetroPlan Orlando
FY 2021/22 - 2039/40 Prioritized Project List
Off-State Road System Projects
Candidates for Surface Transportation Program (SU) &
Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
14	Osceola Co.	Shady Lane	Partin Settlement Rd.	US 192	0.55	Widen to 5 Lanes	---	ROW/CST	$16,900,000
15	Oviedo	Mitchell Hammock Rd.	SR 426	Lockwood Blvd.	0.50	Intersection improvements	---	PE/ROW/CST	$2,500,000
16	Orange Co.	Hamlin Rd. Extension	New Independence Pkwy.	Tiny Rd.		New 4-Lane Road	---	PE/ROW/CST	$8,000,000
17	Lake Mary	Rinehart Rd.	W Lake Mary Blvd.	CR 46A	2.08	Widen to 6 Lanes	---	PE/CST	$10,000,000
18	Orlando	Boggy Creek Rd.	SR 417	Jetport Dr.	6.90	Widen to 4 Lanes	---	ROW PE/CST Total	$20,000,000 $42,700,000 $62,700,000
19	Seminole Co.	CR 46A	Orange Blvd.	Cherry Laurel Dr.	1.07	Widen to 6 Lanes	---	PE/CST	$10,000,000
20	Orlando	Robinson St.	Rosalind Ave.	Maguire Blvd.	1.89	Context Sensitive Improvements	---	PE/CST	$1,000,000 **(PE)**
21	Orlando	President Barack Obama Pkwy. Phase 3	Raleigh St.	Old Winter Garden Rd.	1.10	New 4-Lane Divided Roadway	---	PE CST Total	$2,606,000 $16,895,000 $19,501,000
22	Orlando	Innovation Way North/ Dowden Rd. Extension	SR 417	SR 528 Interchange	3.20	New 4-Lane Roadway	---	CST	$34,170,000
23	Seminole Co.	New Oxford Rd.	US 17/92 at Prairie Lake Dr.	SR 436 at Oxford Rd.	0.70	Reconstruction & Extension	---	PE/ROW/CST	$11,814,218
24	Osceola Co.	CR 527/Orange Ave.	Osceola Pkwy.	Orange/Osceola Co. Line	0.54	Widen to 4 Lanes	---	PD&E/PE/ CST	$500,000 **(PD&E)**
25	Osceola Co.	CR 534/Hickory Tree Rd.	Hunting Lodge Rd.	US 192	5.10	Widen to 4 Lanes	---	PD&E/PE/ ROW/CST	$750,000 **(PD&E)**
26	Orange Co.	CR 527/Orange Ave.	Orange/Osceola Co. Line	Florida's Turnpike Bridge	0.69	Widen to 4 Lanes	---	PD&E/PE/ ROW/CST	$400,000 **(PD&E)**
27 / 4318072	Seminole Co.	Goldsboro Community Gateway	SR 46	Persimmon Ave./8th St.	0.52	New Access Road into Goldsboro Community	---	ROW/CST	to be determined
28 / 4411491	***Winter Garden***	***Dillard St.***	***SR 50***	***Plant St.***	***1.00***	***4 Lanes to 2 Lanes/ Bike Lane/Sidewalks, etc.***	***CST 2021/22***	***—***	***—***
29	Kissimmee	Columbia Ave. Complete Streets	N. Hoagland Blvd.	Dyer Blvd.	0.55	Bicycle & Pedestrian Improvements	---	PE CST	$39,572 $221,603

MetroPlan Orlando
FY 2021/22 - 2039/40 Prioritized Project List
Off-State Road System Projects
Candidates for Surface Transportation Program (SU) &
Transportation Regional Incentive Program (TRIP) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
30	Orlando	W. Gore St. Corridor Study	S. Rio Grande Ave.	Delaney Ave.	1.61	Road Diet/Complete Street Corridor Study	---	Planning Development	$300,000

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
Transportation Systems Management & Operations Projects
Candidates for Surface Transportation Program (SU) Funds

Project Priority #/ FDOT Work Program #	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
---①	Orange Co. Osceola Co. Seminole Co.	Traffic Signal Coordination	Regionwide			Coordinate traffic signal timing on various corridors	PE underway	CST	$750,000
1	Orlando	CCTV Expansion Phase 1				Instal CCTV at 28 Intersections	---	CST	$168,000
2 / 4412281	*Seminole Co.*	*Airport Blvd.*	*W of US 17/92*	*E of US 17/92*		*Operational Improvements*	*CST 2019/20*	*—*	*—*
3	Orlando	SR 50/Colonial Dr.	Primrose Ave.	Old Cheney Hwy.		Video Detection Upgrade - 1	---	CST	$210,000
4/4374701	*Osceola Co.*	*Osceola County ATMS Phase 4*	*throughout Osceola County*			*Expansion of ATMS*	*CST 2018/19*	*—*	*—*
5 / 4412041	*Osceola Co.*	*Poinciana Blvd.*	*at Siesta Lago Blvd.*			*Mast Arm Traffic Signal*	*CST 2018/19*	*—*	*—*
6/4416161	*Orange Co.*	*Orange County ATMS Phase 4*	*throughout Orange County*			*Expansion of ATMS*	*CST 2019/20*	*—*	*—*
7 / 4412211	*Seminole Co.*	*Seminole County ATMS*	*throughout Seminole County*			*Expansion of ATMS*	*CST 2018/19*	*—*	*—*
8	Orlando	CCTV Replacement Phase 1				Replace CCTV at 15 Intersections	---	CST	$60,000
9	Orlando	CCTV Expansion Phase 2				Instal CCTV at 31 Intersections	---	CST	$194,000
10	Orlando	Kirkman Rd.	Conroy Rd.	Old Winter Garden Rd.		Replace Fiber Optic Cable	---	CST	$70,000
11	Orlando	SR 50/Colonial Dr.	Pete Parish Blvd.	Springdale Dr.		Video Detection Upgrade - 3	---	CST	$280,000
12	Orlando	CCTV Expansion Phase 3				Instal CCTV at 29 Intersections	---	CST	$174,000
13	Orlando	Cyber Lock System				Install Cyber Locks in Traffic Signals & Communication Hub Cabinets	---	CST	$122,800
14	Orlando	Hiawassee Rd.	Mardell Ct.	Kirkman Rd. & Metrowest Blvd.		Replace Fiber Optic Cable	---	CST	$100,000
15	Orlando	SR 50/Colonial Dr.	Paramore Ave.	Coy Dr.		Video Detection Upgrade - 2	---	CST	$280,000
16	Osceola Co.	County Adaptive Travel Time System	Various Corridors			ITS Adaptive System Equipment	---	PE CST	$100,000 $1,000,000
17	Kissimmee	City of Kissimmee ATMS Phase 1				15 ATMS traffic signals	---	CST	$2,000,000
18/4414001	*Orange Co.*	*Sadler Rd.*	*at US 441*			*Improve intersection*	*CST 2018/19*	*—*	*—*
19	Orange Co.	Texas Ave.	at Rio Grande Ave.			Improve intersection	---	CST	$960,000

① The traffic signal coordination project is a high-priority project that will need to be funded in the near future. The TAC recommended including this project at the top of the TSMO list without a priority number since this is an ongoing project from year to year.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
Transportation Systems Management & Operations Projects
Candidates for Surface Transportation Program (SU) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
20	Orange Co.	Woodbury Rd.	at Waterford Lakes Pkwy.			Improve intersection	---	PE CST	$75,000 $150,000
21	Orange Co.	Woodbury Rd.	at Golfway Blvd.			Improve intersection	---	PE CST	$200,000 $480,000
22	Orange Co.	Woodbury Rd.	at SR 50			Improve intersection	---	PE CST	$150,000 $360,000
23	Orange Co.	Sand Lake Rd.	at Sandpoint Blvd.			Improve intersection	---	PE	$150,000
24/4414021	*Orange Co.*	*Turkey Lake Rd.*	*at Vineland Rd.*			*Improve intersection*	*CST 2020/21*	*—*	*—*
25	Seminole Co.	SR 436	at Montgomery Rd.			Exten EB dual left turn lanes	---	PE CST	$100,000 $400,000
26	Seminole Co.	Dike Rd.	at Lake Howell HS			Additional turn lanes	---	PE CST	$100,000 $400,000
27	Seminole Co.	SR 419	at US 17/92			Additional turn lanes	---	PE CST	$150,000 $650,000
28/4414901	*Orange Co.*	*University Blvd.*	*at Dean Rd.*			*Improve intersection*	*CST 2021/22*	*—*	*—*
29	Orange Co.	SR 438/Silver Star Rd.	at Hiawassee Rd.			Improve intersection	---	PE CST	$250,000 to be determined
30	Orange Co.	SR 438/Silver Star Rd.	at Pine Hills Rd.			Improve intersection	---	PE CST	$250,000 to be determined
31	Orlando	Fiber Optic Extension Dowden Rd.	at Narcoossee Rd.			Extend RCSS to Randal Park, SR 417, Innovation Way	---	CST	$250,000
32	Kissimee	ATMS Phase 2				Expansion of ATMS	---	CST	$1,800,000
33	Osceola Co.	Osceola Pkwy.	at US 441			Add lanes/Improve intersections	---	PE CST	$134,600 $1,650,000

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
Transportation Systems Management & Operations Projects
Candidates for Surface Transportation Program (SU) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
				Unranked New TSMO Projects					
---	Orange Co.	Rouse Rd.	at University Blvd.			Improve intersection	---	PE CST	$150,000 $200,000
---	Orange Co.	Town Center Blvd.	at Town Loop Blvd.			Improve intersection	---	PE CST	$150,000 $300,000
---	Orange Co.	Winter Garden Vineland Rd.	at Lake Sheen Reserve Blvd.			Improve intersection	---	PE CST	$180,000 $320,000
---	Orange Co.	Orange Ave.	at Sand Lake Rd.			Improve intersection	---	PE/CST	to be determined
---	Orange Co.	Lakeview Rd.	at US 441			Improve intersection	---	PE/CST	to be determined
---	Winter Park	Fairbanks Ave.	Harper St.	Ward Ave.		Extend Left Turn Lane	---	PE/CST	to be determined
---	Casselberry	Casselton Rd.	at SR 436			Operational Improvements	---	PE CST	$30,000 $220,000
---	Orlando	Pedestrian Traffic Signals	throughout City of Orlando			ADA Traffic Signal System	---	PE/CST	to be determined
---	Casselberry	Carmel Cir.	at SR 436			Operational Improvements	---	PE CST	$30,000 $220,000
---	Orlando	CCTV Replacement Phase 2				Replace CCTV at 15 Intersections	---	CST	$92,100
---	Orlando	CCTV Replacement Phase 3				Replace CCTV at 15 Intersections	---	CST	$92,100
---	Osceola Co.	Pleasant Hill Rd.	Eagle Lake Rd./Oak Point Blvd.			Mast Arm Traffic Signal	---	CST	$340,232
---	Osceola Co.	Osceola Pkwy.	Coralwood Cir./Plumwood Cir.			Mast Arm Traffic Signal	---	CST	$358,567
---	Osceola Co.	Thacker Ave.	East-West Loop Driveways			Mast Arm Traffic Signal	---	CST	$364,005
---	Osceola Co.	Simpson Rd.	Royal Palm Dr.			Improve intersection	---	PE CST	$55,155 $510,000
---	Orlando	SR 436	Frontage Rd./TG Lee Blvd.			Replace Fiber Optic Cable	---	CST	$100,000
---	Orlando	Dowden Rd.	Lake District Ln./ Randal Park Blvd.			Install Fiber Optic Cable	---	PE CST	$25,000 $200,000
---	Orange Co.	Curry Ford Rd.	at Econlockhatchee Tr.			Improve intersection	---	PE CST	to be determined to be determined
---	Orange Co.	Tiny Rd.	at Tilden Rd.			Additional turn lanes	---	PE CST	$375,000 $1,550,000

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Transportation Systems Management & Operations Projects
Candidates for Surface Transportation Program (SU) Funds

Project Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
Unranked New TSMO Projects									
---	Orange Co.	Wyndham Lakes Blvd.	at Atherton Dr.			Improve Roundabout	---	PE CST	$50,000 $110,000
---	Seminole Co.	LaserLux G7 Retroreflectometer				Mobile Devise to Evaluate Pavement Reflectivity	---	Purchase	$83,200

MetroPlan Orlando
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Bicycle and Pedestrian Projects
Candidates for Surface Transportation Program (SU) & Transportation Alternative (TALU) Funds

Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
				Projects to close gaps in the Coast-to-Coast Trail						
---①	RST	Orange Co.	Pine Hills Trail Phase 3	Clarcona-Ocoee Rd.	Orange/Seminole Co. Line	3.00	Shared Use Path	---	PE/ROW/CST	$9,948,000
---①	RST	Orange Co.	Clarcona-Ocoee Trail	Pine Hills Trail	Hiawassee Rd.	1.50	Shared Use Path	Partial CST 2020/21	PE/ROW/CST	$4,371,600
				School Mobility Projects②						
1	Schl. Mobil.	Osceola Co.	Buenaventura Blvd. Safe Routes to School	Sidewalks along north side of Buenaventura Blvd.			Sidewalk	---	PE/CST	$244,448
2	Schl. Mobil.	Maitland	Tuscarora Tr.	Temple Tr.	Brookside Rd.	0.60	Sidewalk	---	CST	$197,500
				Regionally Significant Trail & Pedestrian & Bicycle Mobility Projects						
1a	RST	Orange Co.	Shingle Creek Trail Phase 3c	Town Loop Blvd.	Taft-Vineland Rd.		Shared Use Path	---	PE/CST	$4,000,000
1b	RST	Osceola Co.	Shingle Creek Trail Phase 2a South	Lancaster Loop			Shared Use Path	PE 2016/17	ROW/CST	$3,300,000
			Shingle Creek Trail Phase 2b South	Yates Connector			Shared Use Path	PE 2016/17	ROW/CST	$7,800,000
			Shingle Creek Trail Phase 2c North	Osceola Pkwy.			Shared Use Path	PE 2016/17	ROW/CST	$8,000,000
			Shingle Creek Trail Phase 2d North	Bridge over Osceola Pkwy.			Shared Use Path	PE 2016/17	ROW/CST	$10,500,000
1c	RST	Orange Co.	Shingle Creek Trail Phase 3b	Orange/Osceola Co. Line	Town Loop Blvd.	2.00	Shared Use Path	PE completed	ROW/CST	$4,000,000
2 / 4309132	*RST*	*Sanford*	*Riverwalk Phase 3*	*French Ave.*	*C-15/Monroe Rd.*	*2.35*	*Shared Use Path*	*CST 2018/19*	*—*	*—*
3 / 4379321	P&B Mobil.	Kissimmee	Central Ave. Bike & Ped Project	Martin Luther King Blvd.	Donegan Ave.	1.50	Complete Streets Project	Study 2015/16	PE/CST	$3,000,000
4	RST	Orange Co.	Little Econ Trail Phase 3	Forsyth Rd.	SR 436	1.07	Shared Use Path with overpass at SR 436	---	PE/CST	$5,175,000

① The Pine Hills Trail Phase 3 and Clarcona-Ocoee Trail projects will help close the gaps in the Coast-to-Coast Trail system within the MetroPlan Orlando area. As a result, MetroPlan Orlando considers these to be high-priority projects, and has placed these projects at the top of the bicycle & pedestrian section of the PPL without priority numbers, since they are candidates for special funding that could become available and will not be competing for SU funds with the other projects on the list.

② MetroPlan Orlando's policy for School Mobility projects is that 20% of the share of Surface Transportation Program (SU) funds for bicycle & pedestrian projects and Transportation Alternative (TALU) funds be set aside each year for these projects. The TAC has recommended that the School Mobility projects be ranked separately since there is a specific federal funding category for these projects. The statewide and district-wide TALU funds are directed toward regionally significant trail projects.

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Bicycle and Pedestrian Projects
Candidates for Surface Transportation Program (SU) & Transportation Alternative (TALU) Funds

Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
5 / 4388281	P&B Mobil.	Oviedo	Pine Ave. Sidewalks			0.60	Sidewalks connecting streets & Cross Seminole Trail	---	PE/CST	$308,466
6	P&B Mobil.	Orange Co.	Orange Blossom Trail Pedestrian Enhancement Phase 2b	Church St.	SR 50	0.90	Upgrade sidewalks; remove impediments; correct ADA violations	---	PE/CST	$2,500,000
7	P&B Mobil.	Winter Springs	Town Center Sidewalks			0.93	Connector paths & sidewalks along various streets in Winter Springs Town Center	---	PE/CST	$292,363
8	P&B Mobil.	Casselberry	US 17/92 to Sunset Connector			0.20	Shared Use Path	PE 2016/17 (local)	CST	$300,000
9	P&B Mobil.	Winter Springs	North Village Connectivity			1.40	Sidewalks along various streets in Winter Springs	---	PE/CST	$296,204
10	P&B Mobil.	Casselberry	Southcot Dr. Sidewalk	Sunset Dr.	Triplet Lake Dr.	0.25	Sidewalk & shared lane markings	PE 2016/17 (local)	CST	$300,000
11	P&B Mobil.	Oviedo	Lake Jessup Ave. Sidewalks	Mitchell Hammock Rd.	Artesia St.	2.00	Sidewalks	---	PE/CST	$193,000
12	P&B Mobil.	Kissimmee	Downtown Kissimmee Path Connector	US 192	Martin Luther King Blvd.	0.45	Shared Use Path	---	PE/CST	$147,500
13 / 4411631	P&B Mobil.	Orlando	Downtown Orlando Bicycle Study	Community Redevelopment Area of Downtown Orlando			Planning Study for bicyclist accommodation	---	Study	$200,000
14	P&B Mobil.	St. Cloud	St. Cloud Sidewalks	along Delaware Ave., Vermont Ave. & Columbia Ave.		1.45	Sidewalks	---	PE/CST	$294,073
15	P&B Mobil.	Longwood	Longwood East Pedestrian Corridors Segments 2, 3 & 4	on Church Ave. & Grant St.		1.20	Widen substandard sidewalks	---	PE/CST	$380,000
16	P&B Mobil.	Longwood	Longwood South Pedestrian Corridors Segments 1 & 4	on Church Ave. & Warren Ave.		1.00	Widen substandard sidewalks	---	PE/CST	$270,000
17	P&B Mobil.	Orlando	Orlando Southeast Trail	Medical City Area		1.40	Shared Use Path	---	PE/CST	$3,000,000

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Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
18	RST	Orange Co.	West Orange Trail Phase 4	Rock Springs Rd./ Welch Rd. Intersection	Kelly Park & Wekiva Springs State Park	6.80	Shared Use Path	---	PE/CST	$4,000,000
19 / 4390751	*P&B Mobil.*	*Casselberry*	*Sunset Dr. Livable Streets Improvement*	*Button Rd.*	*Oxford Rd.*	*1.10*	*Widen substandard sidewalk & add shared lane markings*	*CST 2020/21*	*—*	*—*
20	RST	Seminole Co.	Lake Monroe Loop	along Mellonville Ave. & Celery Rd.		3.60	Shared Use Path	---	PE/CST	$3,000,000
21 / 4373411	*P&B Mobil.*	*Orlando*	*Shingle Creek Trail Connector*	*along Metrowest Blvd. & Kirkman Rd. (included in Kirkman Rd. resurfacing project)*		*0.74*	*Shared Use Path*	*CST 2020/21*	*—*	*—*
22 / 4379331	*P&B Mobil.*	*Longwood*	*Cross Seminole Trail Connector*	*along Grant St. from Timocuan Way to Church Ave. & along Church Ave. to SR 427*		*1.68*	*Shared Use Path & Shared Lane Markings*	*CST 2018/19*	*—*	*—*
23	P&B Mobil.	Kissimmee	Emory Canal Trail South	John Young Pkwy.	Shingle Creek Trail	0.40	Shared Use Path	---	PE/CST	$200,000
24	P&B Mobil.	St. Cloud	17th St.	Canoe Creek Rd.	Missouri Ave.	0.20	Sidewalk	---	PE/CST	$62,694
25	P&B Mobil.	Casselberry	Quail Pond Circle Connectivity	Connector path & sidewalk between Sunset Drive & Lake Concord Park			Shared Use Path	PE 2016/17 (local)	CST	$287,000
26 / 4390691	*P&B Mobil.*	*Kissimmee*	*Emory Canal Trail North*	*Mabbette St. US 192*	*John Young Pkwy. Mabbette St.*	*1.89*	*Shared Use Path Bicycle Boulevard*	*CST 2018/19*	*—*	*—*
27	RST	Osceola Co.	Kissimmee-St. Cloud Connector	along C-Gate Canal from Neptune Rd. to East Lake Shore Blvd.		1.39	Shared Use Path	*PE 2018/19*	CST	$703,570
28 / 4390661	*RST*	*Orlando*	*Fill Gaps in Orlando Urban Trail*	*from Magnolia Ave. to Park Lake St. at Orange Ave. & from South St. to Orlando Health SunRail stop*		*1.28*	*Shared Use Path*	*CST 2020/21*	*—*	*—*
29	P&B Mobil.	Orlando	Citywide Pedestrian Safety Crossing Improvements	High-Emphasis Crosswalks along S. Orange Ave. & Michigan St.			Crosswalks	---	PE/CST	$300,000
30 / 4390841	*P&B Mobil.*	*Kissimmee*	*Toho-Valencia Trail Phase 2*	*on US 192 from Mill Slough to Valencia Community College*			*Shared Use Path*	*CST 2020/21*	*—*	*—*
31	P&B Mobil.	Longwood	Longwood South Pedestrian Corridors Segment 3	on Church Ave. & Rangeline Rd. from Transmission Line to E.E. Williamson Rd.		1.00	Widen substandard sidewalks	---	PE/CST	$220,000

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Bicycle and Pedestrian Projects
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Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
32	RST	Osceola Co.	Fortune/Lakeshore Trail	along Fortune Road & Lakeshore Blvd. from US 192 to Georgia Blvd.			Shared Use Path	PE 2015/16	CST	$2,808,000
33	RST	Orange Co.	Pine Hills Trail Phase 2	Silver Star Rd.	Clarcona-Ocoee Rd.		Shared Use Path	---	PE/CST	$1,591,942
34 / 4412301	RST	Orlando	East/West Trail Connector	Bruton Blvd.	Inglewood Elementary		Shared Use Path	---	PE/CST	$2,500,000
35	P&B Mobil.	Osceola Co.	Buenaventura Blvd.	S of Osceola Pkwy.	S of Trotter Cir. North/ Florida Pkwy. North	0.72	Bicycle & Pedestrian Improvements	PE underway	CST	$1,950,000
36	P&B Mobil.	Seminole Co.	Cross Seminole Trail Overpass Pedestrian Connections	at US 17/92			Staircases & Sidewalk	---	CST	$200,000
37	P&B Mobil.	Winter Park	Church Trail	Lakemont Ave.	Perth Ln.	0.24	Shared Use Path	---	CST	$92,423
38 / 4412741	RST	Orange Co.	Lake Apopka Connector Trail	Lake Apopka Loop Trail	West Orange Trail	4.80	Shared Use Path	---	PE CST	$509,666 $2,548,332
39 / 4412021	P&B Mobil.	Orlando	SW Orlando Bicycle/Pedestrian Study	SR 408	Sand Lake Rd.		Improve Safety & Multimodal Connectivity	---	Planning Development	$300,000
40	P&B Mobil.	Casselberry	Central Casselberry Connectivity Improvements	Hibiscus Rd at SR 436	Marigold Rd. at S. Winter Park Dr.	1.02	Shared Use Path	---	CST	$1,536,800
41	P&B Mobil.	Kissimmee	Carroll St. Bicycle/Pedestrian Improvement Plan	Donegan Ave.	Thacker Ave.	1.50	Shared Use Path	---	PE CST	$76,853 $384,265
42	P&B Mobil.	Alt. Springs	Altamonte Springs East-West Trail Connector	Seminole Wekiva Trail at Sanlando Park	Altamonte Springs SunRail Station	3.10	Shared Use Path	---	CST	$4,000,000
43	P&B Mobil.	Kissimmee	Toho Valencia Trail Bridge	US 192	South side of US 192	0.13	Shared Use Path Bridge	---	PE	$290,190
44	RST	Orange Co.	Horizons West Trail	Horizons West Regional Park/Tiny Rd.	West Orange Park/ Windermere Rd.	7.44	Shared Use Path	---	PE	$1,142,627
45	P&B Mobil.	Orlando	Bike Share	International Dr.	Downtown Orlando		Expand Existing Bike Share System	---	CST	$1,500,000
46	P&B Mobil.	Osceola Co.	NeoCity Trail Loop	Neptune Rd.	US 192	3.80	Shared Use Path/Sidewalk	---	CST	$1,187,300

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Bicycle and Pedestrian Projects
Candidates for Surface Transportation Program (SU) & Transportation Alternative (TALU) Funds

Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
Unranked Bicycle and Pedestrian Projects										
---①	P&B Mobil.	Orlando	I-4 Pedestrian Bridge & Ivanhoe Gateway	New Hampshire St.	Ivanhoe Blvd.	0.30	Pedestrian Bridge across Lake Ivanhoe next to I-4	---	PE/CST	To be determined

① The I-4 pedestrian bridge project is unranked since the City of Orlando is requesting funding for the project other than SU funds.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
Transit Projects
Candidates for Surface Transportation Program (SU) Funds

Project Priority #/ FDOT Work Program #	Project Description	Estimated Remaining Cost (Present-Day)	Funding Sources	Responsible Agency	Consistent with Transit Development Plan?	DDR Eligible?	Comments
Category A: Premium Transit Projects							
1 / 4292152	SunRail Phase 3 *Project Development* *Design* *Construction*	 TBD TBD $225,000,000	FTA/FDOT/Local	FDOT	Yes	Yes	Rail connection from the SunRail Main Line south of the Sand Lake Road station to OIA. PD&E study nearing completion.
2 / 4292151	OIA Bus Rapid Transit① *Project Development* *Design* *Construction*	 $3,000,000 $24,000,000 $200,000,000	FTA/FDOT/Local	LYNX/Orange Co.	Yes	TBD	BRT from Orlando International Airport to the Convention Center. Locally Preferred Alternative (LPA) awaiting approval by MetroPlan Orlando Board.
3 / 4069302	US 192 Bus Rapid Transit *Design* *Construction*	 $15,600,000 $120,000,000	FTA/FDOT/Local	LYNX/Osceola	Yes	Yes	BRT on US 192 from US 27 to US 441. Project development funded in FY 2017/18.
4	SR 50 Bus Rapid Transit *Project Development Phase* *Design* *Construction*	 $540,000 $4,320,000 $36,000,000	FTA, FDOT, LF	LYNX	Yes	Yes	BRT on SR 50 from Powers Drive to Goldenrod Rd & Express Bus system from Downtown Orlando to UCF. Alternative Analysis with a selected LPA was adopted in March 2015.
5	Downtown Orlando Bus Rapid Transit *Project Development Phase* *Design* *Construction*	 $480,000 $3,520,000 $32,000,000	FTA/FDOT/Local	LYNX	Yes	Yes	North/South expansion of the LYMMO system in downtown Orlando. LPA adopted in 2012.
6	ITS Enhanced Transit② *Capital & Operations*	TBD	FDOT/Local/Private	Altamonte Springs Casselberry Longwood Maitland	Yes	TBD	Capital & operation of expansion of ITS enhanced transit service within the 4-city service area.
Category B: Projects Requiring Transit Planning/Feasibility Studies							
1	SR 436 Corridor Premium Transit/Complete Streets *Feasibility Study*	 $1,250,000	FDOT/Local	LYNX/FDOT	Yes	TBD	Feasibility study of potential forms of mobility (ie. BRT, LRT, etc.) in the SR 436 corridor from SR 434 to Orlando International Airport. Study to be completed in 2018
2	Innovation Way Corridor *Feasibility Study*	TBD	FDOT/FTA/Local/Private	FDOT	Yes	TBD	Corridor Study of the proposed leg of an enhanced transit system from International Drive to the Innovation Way/Lake Nona/Medical City/Osceola Co. NE District corridor.15.

Note: The transit projects in the new PPL have been divided into four categories and ranked separately based on their status. The 13 prioritized transit projects are in Categories A through C, with those projects in Category A being premium transit projects eligible for DDR operating funds. The ongoing federal formula transit projects are in Category D and are unranked.

① The Locally Preferred Alternative (LPA) for the OIA Bus Rapid Transit project has not been adopted.

② Planning studies for the ITS Enhanced Transit project were completed in previous years. This project is included under Category A as a premium transit project pending further clarification by the sponsoring municipalities on the specific operational characteristics of the project.

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3	I-Drive Area Fixed Transit Circulator System Study	TBD	FTA/Local/ Private	Orange Co.	Yes	TBD	Study starting in 2018 to evaluate potential technologies that can be utilized in implementing a circulator transportation system in the vicinity of the Orange Co. Convention Center.
4	International Drive Area Intermodal Station	$15,000,000	FTA/FDOT/Local	Orange Co.	Yes	No	Design and construction of an intermodal station at International Drive and Canadian Court on property owned by Orange Co.
Category C: Enhancements to Existing LYNX System							
1	Kissimmee Transit Circulator *Capital Cost*	TBD	FDOT/Local	Kissimmee	Yes	No	Local bus circulator connecting major employment centers to Downtown Kissimmee and SunRail.
2	Bus Expansion Operational COA Enhancements	$51,500,000	FTA/FDOT/Local	LYNX	Yes	No	Capital funds for additional vehicles to improve fixed route transit services as determined by the LYNX Comprehensive Operational Analysis.
3	Corridor Express Service	$1,600,000	FTA/FDOT/Local	LYNX	Yes	No	Expanded bus service along major corridors in the region. The corridors to be determined by LYNX Comprehensive Operations Analysis.
Category D: Unranked Federal Formula Funded Transit Projects							
---	Operating Assistance	$1,000,000 $478,000 $9,038,000 $127,300,000	FTA Sec.5307 DU Sec. 5311 DS/Local/OSR	LYNX	Yes	No	Fixed Route operating and ADA cost. Includes SunRail feeder service.
---	Capital Cost of Contracting	$2,000,000	FTA Sec. 5307	LYNX	Yes	No	Federal assistance for the capital costs of contracting with private providers for demand-response and PickUpLine service.
---	Seniors/Individuals with Disabilities Program	$1,500,000 $500,000	FTA Sec. 5310 FDOT/Local	LYNX	Yes	No	Enhanced mobility projects for the special needs of transit dependent populations beyond traditional public transportation and ADA complementary paratransit services.
---	Purchase Transit Coaches	$11,992,000 $6,538,000 $4,366,000	FTA Sec. 5307/5339 XU/Local	LYNX	Yes	No	New buses for replacement of retired buses and service expansion. Includes 60-foot buses.
---	Purchase Commuter Vans	$1,068,000 $267,000	FTA Sec. 5307/5339 Local	LYNX	Yes	No	New vans for replacement of retired vans and service expansion.
---	Facility Improvements/Equipment	$2,000,000 $500,000	FTA/Local	LYNX	Yes	No	Capital expenditures for upgrades to operating and administrative facilities. This includes the cost of depreciation of vehicles and maintenance facilities provided by private contractors for public transportation service during the contract period.

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---	Associated Capital Maintenance and Support Equipment	$13,000,000 $3,250,000	FTA, FDOT, Local	LYNX	Yes	No	Associated support equipment needed to service and maintain the bus fleet.
---	Passenger Amenities	$2,000,000	FTA/Local/Private	LYNX	Yes	No	Shelters, signs, benches, trash receptacles and kiosks throughout the region.
---	SunRail Essential Buses (27)	$11,039,000	FTA/FDOT/Local	LYNX	Yes	No	Commuter buses essential to support access to SunRail (within 3 miles of SunRail stations). These are replacement buses needed beyond what will be funded by SunRail.
---	Marketing & Consumer Information	$500,000	FTA Sec. 5307 Local/Private	LYNX	Yes	No	Expanded customer information and marketing of transit services.
---	Intelligent Transportation Systems/Customer Information Systems/Travel Planning	$3,250,000	FTA/FDOT/Local/Private	LYNX	Yes	No	Continued implementation of capital equipment and software to support and implement new ITS initiatives.
---	Transit Centers/Super Stops	$1,650,000 $413,000	FTA 5307/5339 FDOT, LF	LYNX	Yes	No	Facilities to accommodate cross town bus routes and connection points for local and regional service.
---	Third Operating Base *Design, Construction, & Equipment Phases*	$12,000,000 $3,000,000	FTA Sec. 5339 Local	LYNX	Yes	No	Costs related to construction of satellite operating and maintenance base in the southern part of LYNX's service area.
---	Fourth Operating Base *Design, Construction, & Equipment Phases*	$12,000,000 $3,000,000	FTA Sec. 5339 Local	LYNX	Yes	No	Costs related to construction of satellite operating and maintenance base in the northern part of LYNX's service area.
---	Livable/Sustainable Development Support	$500,000	FTA Sec. 5309	LYNX	Yes	No	Facility and customer enhancements and innovative services customized to address activity center needs. Projects to be determined.