



DATE: Wednesday, July 11, 2018

TIME: 9:00 a.m.

Wireless access available
Network = MpoBoardRoom
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Commissioner Cheryl L. Grieb, Board Chairwoman, Presiding

PLEASE SILENCE CELL PHONES

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|------|--|--------------------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE | Chairwoman Grieb |
| II. | CHAIRWOMAN'S ANNOUNCEMENTS | Chairwoman Grieb |
| 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 June 13, 2018 Board meeting**
- B. Approval of May 2018 Financial Report and Acknowledgement of May-June 2018 Travel Report**
- C. Approval for Executive Director Candidates' Travel Expenses**
- D. Approval of Bike-Walk Central Florida / Best Foot Forward Contribution**
- E. Approval to Award Traffic Signal Timing Contracts**

IX. OTHER ACTION ITEMS

- A. Approval of the FY2018/2019-2022/2023 Transportation Improvement Program – Mr. Keith Caskey, MetroPlan Orlando (Tab 2)**
- B. Approval of Board Personnel Committee Report on Appointment of Next Executive Director – Chairwoman Grieb (Tab 3)**

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

A. Status Updates

- FDOT Monthly Construction Status Report – June 2018
- FDOT FY2018/4th Quarter Variance Report
- MetroPlan Orlando's Air Quality Report – June 2018
- MetroPlan Orlando PD&E Tracking Status Report
- SunRail Southern Expansion – New Schedule Effective July 23, 2018

B. General Information

- Combined Meeting of MPOs from Central Florida and the Tampa Bay Region – July 13, 2018 – Hillsborough Community College, Plant City Campus
- Meeting of the Florida MPO Advisory Council Committees – July 16, 2018 – St. Petersburg, Florida
- Floridians For Better Transportation Annual Meeting/Summer Camp - July 16-18, 2018 - St. Petersburg, Florida
- Opening of the SunRail Southern Expansion – July 30, 2018
- Florida MPO Advisory Council Meeting – August 2, 2018 – Orlando, Florida

- Transportation Disadvantaged Local Coordinating Board – August 9, 2018 – MetroPlan Orlando
- Wekiva River Basin Commission Meeting – August 21, 2018 – Wekiva State Park
- Central Florida Commuter Rail Commission Meeting – August 30, 2018 – MetroPlan Orlando

C. Featured Articles and Research

- “Hyperloop Technology,” Dr. Essam Radwan, Consultant to MetroPlan Orlando
- “Want to Rent Out Your Car? You Might be Regulated,” Adrienne Roberts
- “Can Truck Platooning Work in Cities?,” CDM Smith

XI. PRESENTATIONS

- A. SR 408 Extension–PD&E Update and CFX Board Action – Mr. Will Sloup, Metric Engineering representing the Central Florida Expressway Authority
- B. Colonial Parkway–PD&E Update – Ms. Abra Horne, Florida’s Turnpike Enterprise
- C. Plans for SunRail’s Southern Expansion – Ms. Nicola Liquori, FDOT/SunRail
- D. Rail Transit Service to Orlando International Airport – Mr. Harold Barley, MetroPlan Orlando

XII. BOARD MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. NEXT MEETING: Wednesday, September 12, 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, June 13, 2018
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Cheryl L. Grieb, Board Chairwoman, Presided

Members

Hon. Pat Bates, City of Altamonte Springs
Hon. Pete Clarke, Orange County
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. John Dowless, Municipal Advisory Committee
Hon. Cheryl L. Grieb, Osceola County
Hon. Samuel B. Ings, City of Orlando
Hon. Teresa Jacobs, Orange County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Rod A. Love, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Victoria Siplin, Orange County
Hon. Jennifer Thompson, Orange County
Hon. Betsy VanderLey, Orange County

Advisors in Attendance:

FDOT Secretary Mike Shannon, District 5
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. Jose Alvarez, City of Kissimmee
Mr. Dean Asher, GOAA
Hon. Buddy Dyer, City of Orlando
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority
Mr. Stephen Smith, Sanford Airport Authority
Hon. Jeff Triplett, City of Sanford
Vacant, Kissimmee Gateway Airport

Staff in Attendance:

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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Cheryl L. Grieb called the meeting to order at 9:00 a.m. Commissioner Victoria Siplin led the Pledge of Allegiance.

II. CHAIRWOMAN'S ANNOUNCEMENTS

Commissioner Grieb requested a moment of silence in remembrance of those affected by the Pulse tragedy two years ago. She introduced Commissioner Rod Love who had been appointed to serve the remainder of Commissioner Nelson's term on the Orange County Board of County Commissioners. Commissioner Grieb introduced FDOT District 5 Secretary, Mike Shannon and Florida's Turnpike Enterprise Executive Director, Mr. Paul Wai who each spoke briefly. She provided a brief report on the Personnel Committee Executive Director recruitment efforts. Commissioner Grieb reported that the Personnel Committee met immediately following the May Board meeting and background checks and interviews have been conducted with finalist interviews scheduled for Saturday, June 16th. A recommendation from the Personnel Committee, she added, will be submitted for approval from the Board at the July 11 Board

meeting. Commissioner Dallari provided a report on the NARC Conference held June 3-6. He thanked all those who helped make the conference a success. Commissioner Dallari called attention to the great presentation at the Conference from Space Florida and the ease of transportation for conference attendees. Commissioner Constantine provided a brief report on the June 7th TDLCB meeting. Commissioner Janer gave a report on the May 31st Commuter Rail Commission meeting. She called attention to the selection of Lochner to assist with the transition from FDOT to the local jurisdictions in 2021 and a resolution from Volusia County regarding renegotiating the interlocal agreements and possibly revising them. Commissioner Janer reported that a well-attended Poinciana Train Tour took place on May 19th and additional Train Tours were scheduled for the Tupperware Station June 16th, Meadow Woods Station June 23rd and Kissimmee June 30th, with service projected to start in late July. Additional information on SunRail and the Train Tours, she noted, was available on SunRail.com.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Harold Barley thanked Secretary Shannon and Mr. Wai for attending. He welcomed Commissioner Love and noted he would be meeting with him for a Board member orientation on June 20th. Mr. Barley called attention to Congresswoman Val Demings' attendance at the recent NARC Conference and Commissioner Constantine's election as an at-large member of the NARC Board. He reported on the donations made to Second Harvest Food Bank at the May 9th Board meeting totaling \$2,390, which subsequently were doubled due to a special program that day. Mr. Barley noted that Commissioner Grieb's request for an update on rail transit to Orlando International Airport had been deferred to the July Board meeting. He added that Commissioner Thompson's request for an update on the SR 408 extension/Colonial Parkway had also been deferred due to CFX's Board meetings being cancelled and rescheduled to June 29th. Mr. Barley introduced Ms. Regan Jones, MetroPlan Orlando's summer intern.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed a quorum of 14 voting members present. Also present were 4 advisors; and the meeting having been duly convened was ready to proceed with business.

V. AGENDA REVIEW

Mr. Barley had no changes to the printed agenda.

VI. COMMITTEE REPORTS

Council President John Dowless reported that MAC met on June 7, 2018 and recommended approval of a request to amend the FY 2017/18 - 2021/22 TIP and MetroPlan Orlando's transportation performance measures. Committee members, he noted, received a preview of the FY 2018/19-2022/23 TIP and a SunRail Update on the Southern Expansion and quiet zones. The next MAC meeting is scheduled for Thursday, July 5, 2018.

Mr. Atlee Mercer reported that Community Advisory Committee members met on May 23, 2018. He told Board members that CAC recommended approval of the Transportation Improvement Program amendment and MetroPlan Orlando's transportation performance measures. CAC members, he added, received a presentation on the draft 2018/19-2022/23 Transportation Improvement Program from Mr. Keith Caskey and heard an update from

SunRail, on the southern expansion scheduled to open on July 30 and a status report on quiet zones.

Mr. Hazem El-Assar reported that Technical Advisory Committee members met on May 25, 2018 and recommended approval of the TIP amendment request and the transportation performance measures. TAC members also heard a presentation on the new TIP and a status report on the new Prioritized Project List.

Mr. Kelly Brock reported that the Transportation Systems Management & Operations Committee met on May 25, 2018 and approved the April 27th meeting minutes, the amendments to the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP) and MetroPlan Orlando's transportation performance measures as an addendum to the 2040 Long Range Transportation Plan. Committee members also received a presentation by Dr. Mohamed Abdel-Aty, P.E., University of Central Florida on Using Artificial Intelligence in Traffic Management

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

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

MOTION: Commissioner Bob Dallari moved approval of Consent Agenda, Action Items A-C. Commissioner Pete Clarke seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. Board Approval of Amendment 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 include a project on SR 60 in Osceola County. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and a draft resolution.

MOTION: Commissioner Viviana Janer moved approval of the amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program. Commissioner Lee Constantine seconded the motion, which passed unanimously (Roll Call Vote taken).

B. LRTP Amendments/Performance Measures

Mr. Nick Lepp, MetroPlan Orlando Staff, requested 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. Mr. Lepp reviewed the performance measures process and timeline, noting that the goals and targets would be reevaluated periodically. Commissioner Dallari requested that NOx be added to the Air Quality performance measure. Mr. Lepp responded that he would add NOx. Commissioner Dallari asked if there was any credit given currently for agencies falling below the federal target requirements. Mr. Lepp responded that there were no consequences for falling below the federal requirements. Mr. Atlee Mercer asked if the “to-be-determined” target sections would be added. Mr. Lepp responded that those targets had just been approved by DOT and would be added and staff would come back to present those additions. Commissioner Grieb added that MAC had also approved the performance measures targets and planning requirements.

MOTION: Commissioner Bob Dallari moved approval of the 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. Commissioner Lee Constantine seconded the motion, which passed unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

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

MOTION: Mayor Teresa Jacobs moved approval of Information Items for Acknowledgement. Commissioner Samuel Ings seconded the motion, which passed unanimously.

XI. PRESENTATIONS

A. Preview of the FY 2018/19-2022/23 Transportation Improvement Program (TIP)

Mr. Keith Caskey, MetroPlan Orlando staff, presented a preview of the new FY 2018/19 – 2022/23 Transportation Improvement Program (TIP). Copies of the FDOT highway, TSMO, bicycle and pedestrian, transit and commuter rail sections of the TIP were provided. A copy of the FY 2022/23 – 2039/40 Prioritized Project List (PPL) that was adopted last year and has been updated to highlight the latest project phases that have been funded based on the new TIP was also provided. The TIP will be presented for approval at the July 11 Board meeting. Mr. Caskey provided some background information on the TIP and reviewed the project changes. Commissioner Siplin called attention to the pedestrian lighting bundle listed and the lack of project description. She asked if there was more specific information on the lighting bundle and the locations for the lighting. Mr. Caskey responded that he would provide the lighting information to Board members. Commissioner Dallari thanked Secretary Shannon and staff for their assistance with pedestrian issues in the SR 426/SR 419 area. Mr. Atlee Mercer commented on the deferring of the John Young Parkway project from Portage Street to Pleasant Hill Road from 2020/2021 to 2022/2023 and the severe congestion in the area that needs to be addressed. Commissioner Dallari asked if there were some interim measures that could be implemented to help mitigate the traffic issue. Mr. Mercer commented that a flyover is needed along with funding for the project. Mayor Jacobs added that public safety is a concern in that area due to the inability of first responders to get through the congestion. Mr. Caskey told Board members that a TIP public hearing summary will be provided at the July meeting.

B. Bicycle and Pedestrian Crash Analysis

Mr. Mighk Wilson, MetroPlan Orlando staff, gave a presentation on MetroPlan Orlando's latest report on bicycle and pedestrian crash data. Mr. Wilson reviewed data on crashes over the past ten years, crash typing, safety factors when crossing mid-block, bicyclist trends and numbers, data on safety in numbers and a proposed Safety Action Plan. Discussion ensued regarding population numbers effect on the data, behavior contributing to crashes and use of pedestrian countdown timers at crosswalks.

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

Mr. Eric Hill, MetroPlan Orlando staff, gave a presentation on connected and autonomous vehicles. Mr. Hill noted that safety is an important factor in connected and autonomous vehicles. He reviewed National Highway Traffic Safety Administration (NHTSA) data on traffic fatalities, a majority of which were caused by human error. Mr. Hill called attention to the fact that technology was constantly evolving. He reviewed the levels of automation, benefits these vehicles provide and federal and state legislation that has been enacted supporting connected and autonomous vehicles, along with USDOT policy guidance. In addition, Mr. Hill reviewed due diligence efforts on the part of local governments; connected and autonomous vehicle efforts underway throughout the state of Florida; and some of the uncertainties associated with the technology. He told Board members that connected and autonomous vehicles have support from both the public and private sectors. Commissioner Dallari commented on distracted driving needing to be considered in the models. He added that 8-16% of inefficiency can be attributed to distracted driving.

XII. BOARD MEMBER COMMENTS

Commissioner Dallari commented that Seminole County is updating their 911 center (CAD) and encountered an issue with first responders ability to access transportation information through the system that would assist them in finding the optimal way to get to the location of the call. Mr. Mercer commented that the technology is available, however the software developers won't include it in the system. Commissioner Dallari added that this was a gap in the system that needed to be addressed.

XIII. PUBLIC COMMENTS (GENERAL)

None.

XIV. ADJOURNMENT

There being no further business, the meeting adjourned at 10:29 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 11th day of July 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 05/31/18**

ASSETS

Operating Cash in Bank	\$	945,742.72
Petty Cash	\$	125.00
SBA Investment Account	\$	1,646,879.98
FL CLASS Investment Account	\$	1,509,123.99
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	32,155.54
Accounts Receivable - Grants	\$	645,650.99
Fixed Assets-Equipment	\$	686,759.80
Accumulated Depreciation	\$	(363,660.66)

TOTAL ASSETS:	\$	5,122,777.36
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LIABILITIES

Accrued Personal Leave	\$	311,168.51
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TOTAL LIABILITIES:	\$	311,168.51
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	32,155.54
Deposits	\$	20,000.00
Unassigned:	\$	4,759,453.31

TOTAL EQUITY:	\$	4,811,608.85
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TOTAL LIABILITIES & EQUITY:	\$	5,122,777.36
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 05/31/18

REVENUES	Current		Y-T-D		Budget		Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$	412,193.15	\$	3,020,443.63	\$	4,498,607.00	\$ 1,478,163.37	67.14%
State Revenue	\$	7,080.37	\$	161,152.13	\$	245,550.00	\$ 84,397.87	65.63%
Local Revenue	\$	0.00	\$	1,151,189.00	\$	1,151,189.00	\$ -	100.00%
Interest Income	\$	5,394.83	\$	36,598.73	\$	25,000.00	\$ (11,598.73)	146.39%
Other	\$	83.00	\$	13,312.18	\$	12,500.00	\$ (812.18)	106.50%
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	\$	7,080.37	\$	88,028.94	\$	143,990.00	\$ 55,961.06	61.14%
TOTAL REVENUES:	\$	431,831.72	\$	4,510,724.61	\$	6,439,494.00	\$ 1,928,769.39	70.05%
EXPENDITURES								
Salaries	\$	119,113.26	\$	1,330,366.98	\$	1,654,500.00	\$ 324,133.02	80.41%
Fringe Benefits	\$	38,362.83	\$	421,701.47	\$	519,090.00	\$ 97,388.53	81.24%
Local Match - Transfers Out	\$	7,080.37	\$	88,028.92	\$	143,990.00	\$ 55,961.08	61.14%
Audit Fees	\$	0.00	\$	24,500.00	\$	44,000.00	\$ 19,500.00	55.68%
Computer Operations	\$	2,845.29	\$	65,850.02	\$	98,844.00	\$ 32,993.98	66.62%
Dues & Memberships	\$	0.00	\$	11,408.00	\$	16,925.00	\$ 5,517.00	67.40%
Equipment & Furniture	\$	6,468.43	\$	17,344.61	\$	20,200.00	\$ 2,855.39	85.86%
Graphic Printing/Binding	\$	0.00	\$	1,913.00	\$	29,997.00	\$ 28,084.00	6.38%
Insurance	\$	1,752.58	\$	27,607.91	\$	28,530.00	\$ 922.09	96.77%
Legal Fees	\$	10,035.00	\$	48,142.68	\$	40,000.00	\$ (8,142.68)	120.36%
Office Supplies	\$	3,157.45	\$	27,372.10	\$	51,994.00	\$ 24,621.90	52.64%
Postage	\$	327.65	\$	7,985.78	\$	9,649.00	\$ 1,663.22	82.76%
Books, Subscrips/Pubs	\$	221.33	\$	6,330.16	\$	7,668.00	\$ 1,337.84	82.55%
Exec. Dir 457 Def. Comp.	\$	0.00	\$	36,000.00	\$	26,000.00	\$ (10,000.00)	138.46%
Rent	\$	25,550.40	\$	240,971.23	\$	284,294.00	\$ 43,322.77	84.76%
Equipment Rent/Maint.	\$	3,087.21	\$	21,237.09	\$	28,714.00	\$ 7,476.91	73.96%
Seminar & Conf. Regist.	\$	4,291.60	\$	21,025.52	\$	29,890.00	\$ 8,864.48	70.34%
Telephone	\$	767.04	\$	4,288.03	\$	8,030.00	\$ 3,741.97	53.40%
Travel	\$	2,269.52	\$	31,284.17	\$	39,460.00	\$ 8,175.83	79.28%
Small Tools/Office Mach.	\$	39.99	\$	161.71	\$	1,800.00	\$ 1,638.29	8.98%
HSA/FSA Annual Contrib.	\$	0.00	\$	10,000.00	\$	12,500.00	\$ 2,500.00	80.00%
Computer Software	\$	0.00	\$	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.	\$	4,955.00	\$	22,956.76	\$	73,470.00	\$ 50,513.24	31.25%
Pass-Thru Expenses	\$	0.00	\$	332,904.77	\$	568,037.00	\$ 235,132.23	58.61%
Consultants	\$	284,267.37	\$	1,440,985.86	\$	2,437,693.00	\$ 996,707.14	59.11%
Repair & Maintenance	\$	250.00	\$	1,816.61	\$	1,800.00	\$ (16.61)	100.92%
Advertising/Public Notice	\$	1,147.35	\$	8,591.86	\$	11,657.00	\$ 3,065.14	73.71%
Other Misc. Expense	\$	2,934.45	\$	8,797.49	\$	22,122.00	\$ 13,324.51	39.77%
Contributions	\$	0.00	\$	100,800.00	\$	175,950.00	\$ 75,150.00	57.29%
Educational Reimb.	\$	0.00	\$	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:	\$	518,924.12	\$	4,382,600.18	\$	6,439,494.00	\$ 2,056,893.82	68.06%
AGENCY BALANCE:	\$	(87,092.40)	\$	128,124.43				



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - May 2018

Traveler:	Virginia Whittington
Dates:	May 15-20, 2018
Destination:	San Diego, CA
Purpose of trip:	WTS Annual Conference
Cost:	\$2,349.61
Paid By:	MetroPlan Orlando funds



Board Action Fact Sheet

Meeting Date: July 11, 2018

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval is requested to reimburse Executive Director candidates' for their travel expenses, consistent with our travel policies.

Reason: MetroPlan Orlando's travel policy requires the Board Chair to approve travel by the Executive Director and the Executive Director approves staff travel. The Board approves travel by Board members and others.

Summary/Key Information: On November 7, 2017, the MetroPlan Orlando Board approved a process and schedule for the recruitment of our next Executive Director. This included conducting a national search for candidates with the help of an executive search firm.

Six candidates were selected for initial interviews on May 30-31, 2018; four of these candidates were from out of town (Raleigh, NC, Atlanta, GA, Tallahassee, FL and Burlington, VT). Three candidates were invited for final interviews on June 16, 2018; two of these candidates were from out of town (Raleigh, NC and Atlanta, GA).

The recruitment process is expected to be completed on July 11, 2018 when the Personnel Committee presents its recommendations to the full Board.

Given the recruitment process and the Board meeting schedule, it was not possible to get specific Board approvals for this travel in advance of the interviews. However, it appeared to be understood that some travel was likely to take place when the decision was made to conduct a national search.

MetroPlan Budget Impact: Funds are available in our FY2018 budget to cover these expenses.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: Board Personnel Committee Report, Agenda Item IX.B.



Board Action Fact Sheet

Meeting Date: July 11, 2018

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested:	Approval is requested to make a contribution of \$100,000 to Bike/Walk Central Florida to assist with funding the Best Foot Forward pedestrian and bicycle safety program over the next year.
Reason:	Pedestrian and bicycle crashes continue to be a serious problem in Central Florida. Public education and enforcement are key elements in bringing about a change in behavior. The Best Foot Forward program, which is done in cooperation with law enforcement agencies, addresses this need.
Summary/Key Information:	<p>MetroPlan Orlando has provided financial support to Bike/Walk Central Florida for a number of years, along with other agencies and local governments. We receive quarterly activity/progress reports.</p> <p>The “Dangerous by Design” report continues to show the Orlando metropolitan area among the most dangerous in the nation for pedestrians and bicycle users.</p> <p>The Board established four top priorities when putting together our work program for 2018 and 2019. One of these was to improve pedestrian and bicycle safety. The Best Foot Forward program is an important component for this effort.</p>
MetroPlan Budget Impact:	\$100,000. Funds are available in our FY2019 budget to cover this expense.
Local Funding Impact:	None
Committee Action:	CAC: N/A TSMO: N/A TAC: N/A MAC: N/A
Staff Recommendation:	Recommends approval
Supporting Information:	Information on Bike/Walk Central Florida can be found at: www.bikewalkcentralflorida.org



Board Action Fact Sheet

Meeting Date: February 14, 2018

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested:

Approval is requested to award three contracts, pending contract negotiations, with the following consultants to perform work related to the Traffic Signal Retiming Project. Funds are budgeted in FY 2018 and FY 2019 for this project.

1. Faller, Davis & Associates
2. Albeck Gerken
3. Metric Engineering

Should negotiations fail with any of the three highest ranked proposers, approval is requested to negotiate with the fourth ranked proposer.

Reason:

To continue traffic signal retiming studies in the MetroPlan Orlando Area

Summary/Key Information:

A Request for Proposals (RFP) was advertised in May 2018 and a selection committee consisting of one MetroPlan Orlando staff member and three outside members met and ranked the four proposals received. A second meeting was held where all four proposers provided oral responses via teleconference to prepared questions and a second scoring was conducted. The combined scores were used to rank the four proposers. The ranking of the short-listed proposers is listed provided below.

Rank	Proposer	Total Score	Avg Score
1	Faller, Davis & Associates, Inc	764	95.50
2	Albeck Gerken, Inc	760	95.00
3	Metric Engineering, Inc	714	89.25
4	HDR Engineering, Inc	672	84.00

MetroPlan Budget Impact:

Funds are included in the FY'19 and FY'20 budgets to cover this expense.

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: July 11, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested: Board approval is requested for the FY 2018/19 – 2022/23 Transportation Improvement Program (TIP) and Resolution No. 18-08.

Reason: Approval of the TIP by the Board is required before the TIP can be submitted to FDOT and other state and federal agencies by the July deadline.

Summary/Key Information: The FY 2018/19 – 2022/23 TIP includes:

- Over \$2.8 billion in federal and state funds for highway projects, including new phases for the I-4 Beyond the Ultimate projects
- Over \$747 million in funding for Florida's Turnpike Enterprise projects, including managed toll express lanes on Florida's Turnpike and additional funding for the Colonial Parkway
- Nearly \$47 million in federal and state funds for Transportation System Management & Operations (TSMO) projects
- Over \$85 million in federal and state funds for bicycle and pedestrian projects, including segments of Shingle Creek Trail in Orange and Osceola Counties
- Nearly \$900 million in federal and state funds for transit projects
- Over \$400 million in federal and state funds for commuter rail projects
- Over \$185 million in federal and state funds for aviation projects

MetroPlan Budget Impact: None

Local Funding Impact: Nearly \$2.0 billion in locally funded projects included in the TIP for information purposes

Committee Action:

TSMO:	Recommended for approval on June 22, 2018
TAC:	Recommended for approval on June 22, 2018
CAC:	Recommended for approval on June 27, 2018
MAC:	July 5, 2018 meeting - <i>cancelled</i>

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 2:

Draft FY 2018/19 – 2022/23 TIP

Proposed Board Resolution No. 18-08

Comments from TIP public hearing

Draft

FY 2018/19 - 2022/23

Orlando Urban Area

Transportation Improvement Program



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

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**FY 2018/19 - 2023/23
Orlando Urban Area**

Transportation Improvement Program

Prepared By

MetroPlan Orlando

To be presented to the MetroPlan Orlando Board for approval on July 11, 2018

This report was prepared under the FY 2017/18 Orlando Urban Area Unified Planning Work Program Element 300. It was financed by a grant through the U.S. Department of Transportation in conjunction with the Florida Department of Transportation and local governments of the Orlando Urban Area.

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Section I

MetroPlan Orlando Transportation Improvement Program *Executive Summary*

Executive Summary

I. Purpose of the TIP

The purpose of MetroPlan Orlando's Transportation Improvement Program (TIP) is to identify all federal and state funded transportation projects that have been scheduled for implementation in the Orlando Urban Area (Orange, Seminole and Osceola Counties) during the FY 2018/19 - 2022/23 time period. The projects listed in the TIP include improvements to the area's highway, transit, and aviation systems. Rail projects are also included. All regionally significant projects requiring FHWA or FTA approval are included in the TIP. Some locally funded projects are included as well, for information purposes, and the local governments and agencies in the area are contacted each year to obtain this information. The TIP also identifies the transportation disadvantaged projects, as well as the bicycle and pedestrian facilities, sidewalks, and other enhancement projects scheduled during this time period. The TIP has been prepared in accordance with Title 23 CFR Part 450 and Title 49 CFR Part 613.

II. Financial Plan

The TIP is financially constrained for each year in accordance with Title 23 CFR Part 450.324 (e and h). The federal and State-funded projects contained in the TIP are taken from the FDOT Five Year Work Program, which is financially constrained. The projects within the TIP are financially feasible, and the federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on FDOT's Tentative Five Year Work Program and locally dedicated transportation revenues. Project costs reported in the TIP are in Year of Expenditure (YOE) dollars, which takes into account the inflation rate over the five years covered by the TIP.

III. Project Selection

The projects included in the TIP are priorities of MetroPlan Orlando, and have been drawn from MetroPlan Orlando's adopted Long Range Transportation Plan. The process used in prioritizing the projects is described below in Section V, and is consistent with federal requirements in 23 C.F.R. 450.330(c). These prioritized projects were approved by the MetroPlan Orlando Board in July 2017, and were forwarded to FDOT to be used in developing their FY 2018/19 - 2022/23 Tentative Five Year Work Program.

IV. Consistency with Other Plans

All projects included in the TIP have been drawn from MetroPlan Orlando's adopted Long Range Transportation Plan, as stated above. The TIP projects are consistent with the Florida Department of Transportation's (FDOT) Adopted Work Program. They are also consistent with the local transit authority's transit development plan, the local airport master plans, the local expressway authority's master plan, and the approved comprehensive plans of the local governments located within the Orlando Urban Area.

V. Project Priority Statement

The process of compiling each TIP begins with the development of the Prioritized Project List (PPL) the previous year. This document, which is updated each year, contains a list of unfunded highway, transit, and bicycle and pedestrian projects that have been prioritized for funding based on the criteria that are described in detail below. The FY 2022/23 - 2039/40 PPL, which was adopted by MetroPlan Orlando in July 2017 and is included in Section XVII of this TIP, was used by FDOT in developing the FY 2018/19 - 2022/23 Tentative Five Year Work Program based on the priority of the projects. That Five Year Work Program was then used to develop this TIP.

Highway Projects

In preparing the highway section of the FY 2022/23 - 2039/40 PPL, the MetroPlan Orlando Board and its subsidiary committees developed three separate lists of unfunded major highway projects that have been prioritized for funding based on their potential to help relieve traffic congestion in the area. These projects are considered to be cost feasible in MetroPlan Orlando's 2040 Long Range Transportation Plan (LRTP).

The first list includes major capacity improvements to I-4 that involve adding four managed toll lanes along with six general use lanes in the I-4 corridor. The second list includes projects on the state road system and the third list includes projects off the state road system. The projects on both the second and third lists include traditional road widening projects as well as non-capacity multimodal Context Sensitive projects that utilize a combination of bicycle & pedestrian, transit and intersection improvements to improve traffic flow on constrained roadways without adding lanes.

Transportation Systems Management and Operations Projects

A list of Transportation Systems Management & Operations (TSMO) projects is also included in the PPL. These are relatively low-cost projects that alleviate traffic congestion on existing roadways without adding capacity and utilize such methods as adding turn lanes at intersections, computerized traffic signal systems, dynamic message signs, etc. The TSMO category includes projects pertaining to incident management, Transportation Demand Management, and other related activities.

Bicycle and Pedestrian Projects

The list of bicycle and pedestrian projects in the PPL includes local and regional trail projects that can be used by cyclists and pedestrians for recreational and/or commuting purposes, on-street bicycle lanes, sidewalk improvements, particularly for safety purposes around elementary schools, and other projects that will improve overall bicycle and pedestrian mobility.

Transit Projects

The list of transit projects includes what are known as “premium transit” projects. These projects are defined by the Federal Transit Administration as “transit modes that provide higher comfort, capacity, speed and frequency than typical local bus operations or create a positive perception to users.” Projects meeting this definition include commuter rail, light rail, bus rapid transit (BRT), streetcars, etc. The PPL transit section also includes ongoing federal formula transit projects pertaining to the fixed-route bus service operated by LYNX, the local transit provider. Fixed-route bus service is not considered to be premium transit.

MetroPlan Orlando has adopted a policy of using up to 30% of its state DDR funds for the operation of premium transit projects beginning in FY 2020/21. In order to qualify for the DDR funds, the projects must be identified as cost feasible in the 2040 LRTP, and must have gone through either an Alternatives Analysis or similar analysis to evaluate measures of effectiveness, costs and benefits with study results being incorporated in the LRTP. The transit projects in the PPL are divided into four categories and ranked separately based on the types of the projects and the status of the planning/feasibility studies for the projects. The four transit project categories include:

Category A: Projects identified as premium transit in the 2040 LRTP with adopted transit planning/feasibility studies; eligible for DDR operating funds

Category B: Projects requiring planning/feasibility studies; premium transit status and eligibility for DDR operating funds to be determined

Category C: Enhancements to LYNX's fixed route bus system; not premium transit and not eligible for DDR operating funds

Category D: Unranked ongoing federal formula transit projects; not premium transit and not eligible for DDR operating funds

Prioritization Methodology

The process of prioritizing the highway, bicycle and pedestrian, transit and TRIP projects in the PPL is the responsibility of MetroPlan Orlando's Technical Advisory Committee (TAC). TSMO projects are prioritized by the TSMO Advisory Committee. These committees rank the projects based on such factors as the need for the projects in relieving traffic congestion and/or improving safety, the readiness of the projects for implementation, the cost and availability of funding for the projects, and the balance of funding equity among the three counties.

Once the draft PPL has been compiled, it is reviewed by the TAC and TSMO Advisory Committees as well as by the Community Advisory Committee (CAC) and the Municipal Advisory Committee (MAC). The PPL is then reviewed by the Regional Leadership Council (RLC), comprised of the officers of the four advisory committees and the MetroPlan Orlando Board, which makes its recommendation to the MetroPlan Orlando Board, and the Board gives final approval to the PPL before it is submitted to FDOT.

MetroPlan Orlando has created an online Project Application Tool (PAT) for TAC and TSMO representatives to use to streamline the information-gathering process for new projects being submitted for inclusion in the PPL. Once a representative has completed the online application, the PAT creates a Priority Projects Programming Process (4P) application that can be submitted to FDOT. This is helpful in moving projects forward, since a PPL project must have the 4P application submitted to FDOT by the sponsoring jurisdiction in order for the project to be eligible for programming in FDOT's Five Year Work Program and the TIP once funding becomes available.

The PAT also compiles data inputs for each project and produces reports that can be used by TAC and TSMO representatives and by MetroPlan Orlando staff to review and evaluate projects as part of the prioritization process. These data inputs pertain to such factors as:

- Current and future volume/capacity ratios
- Annual average daily traffic (AADT) and truck volume
- Crash data (rate, intensity, density)
- Land use context (population and employment concentrations)
- Planning consistency (LRTP, comprehensive plans, etc.)
- Environmental sensitivity (wetlands and natural lands)
- Environmental justice (neighborhood demographics)
- Local funding contribution

It should be emphasized that the PAT does not automatically prioritize the projects in the PPL or dictate outcomes to decision makers on how projects should be ranked. As previously described, decisions on project prioritization are initially recommended by the TAC and TSMO committees, with input from the CAC, MAC and RLC, and are ultimately approved by the MetroPlan Orlando Board.

Funding Allocation

For the purpose of the FY 2022/23 - 2039/40 PPL, MetroPlan Orlando's policy was to divide the SU funding allocation for the transportation improvements for FY 2022/23 based on a percentage split of 32% for highway projects, 30% for transit projects, 21% for TSMO projects, and 17% for bicycle and pedestrian projects. In addition, up to 30% of MetroPlan Orlando's DDR funds can be allocated for the operation of the premium transit projects that are identified in the 2040 LRTP. The remaining DDR funds are combined with the SU funds for the highway projects.

As stated earlier, the projects included in the TIP are consistent with FDOT's Five Year Work Program, and are financially feasible based on the availability of the funds in each funding category. These projects represent the project priorities established by MetroPlan Orlando. The list of transportation projects in the PPL is reevaluated annually by the MetroPlan Orlando Board and its advisory committees.

VI. Regionally Significant Projects

The list of federal and state-funded highway projects considered by MetroPlan Orlando to be of regionally significant size and scope, along with their implementation status, is shown in Section II of the TIP. In addition, the implementation of the projects contained in the TIP is monitored in reports published by FDOT on a quarterly basis.

VII. Previous Conforming Projects

This does not apply. The Orlando Urban Area is currently in attainment for all air pollutants, and has been since before the 1990 Clean Air Act Amendments were enacted.

VIII. Public Involvement

MetroPlan Orlando has a Community Advisory Committee (CAC) that meets on a regular basis. The members of the CAC are private citizens with an interest in the transportation issues affecting the area. These individuals receive information on transportation issues from the MetroPlan Orlando staff and other agencies, and provide input to the local governing bodies regarding these issues. The CAC assists the MetroPlan Orlando Board in developing transportation-related goals and objectives for shaping the urban environment, and also conducts public information programs. The meetings of the MetroPlan Orlando Board and its advisory committees are all open to the public, and provide opportunities for public comments. In addition, public hearings are held during the development of the Long Range Transportation Plan to give private citizens an opportunity to provide input on the Plan before it is approved by the MetroPlan Orlando Board. MetroPlan Orlando's public information process also includes such activities as publishing a transportation annual report, holding periodic news conferences and public hearings on transportation issues, and publishing transportation-related newsletters.

In regard to public involvement as related to the TIP, the TIP is reviewed and approved by the CAC, the TAC, the Transportation Systems Management and Operations (TSMO) Advisory Committee, the Municipal Advisory Committee (MAC), and the MetroPlan Orlando Board at meetings that are open to the public. On June 11, 2018, the FY 2018/19 - 2022/23 TIP was presented at a public hearing before being adopted by the MetroPlan Orlando Board.

The TIP is also made available on MetroPlan Orlando's web site. This meets the public hearing requirements of 49 U.S.C. Section 5307(c), and the public notice of public involvement activities and the time established for public review and comment on the TIP satisfies the program of projects requirements of the Federal Transit Administration's Urbanized Area Formula Program. In addition, FDOT presents the Five Year Work Program at a public hearing before the Work Program is adopted.

IX. Congestion Management Process

MetroPlan Orlando has included a Congestion Management Process (CMP) component in the Year 2040 Long Range Transportation Plan, which was originally adopted in June 2014 and updated in December 2015. CMP projects are designed to get the greatest efficiency out of the existing transportation network. CMP strategies include such techniques as freeway ramp metering, frontage roads, parking management, freeway lane restrictions, and lane pricing. Other strategies include Intelligent Transportation System (ITS) techniques such as computerized traffic signals and advanced traveler information systems, as well as intersection improvements. The CMP strategies are being incorporated into the TIP as they become scheduled for implementation and are shown in the TIP as TSMO projects in Section VII of the TIP. As mentioned previously, a list of TSMO projects is included each year in the PPL.

X. Transportation Disadvantaged Services

As required under Chapter 427.015 of the Florida Statutes, MetroPlan Orlando serves as the designated official planning agency in coordinating transportation services for the transportation disadvantaged in Orange, Osceola and Seminole Counties.

XI. Amending the TIP

This TIP can be amended at any time during the year in which it is adopted. MetroPlan Orlando uses the criteria for amending the TIP included in the FDOT Metropolitan Planning Organization Program Management Manual. Under these criteria, the TIP must be amended if:

- The change adds new individual projects to the current TIP
- The change affects air quality conformity
- The change adversely impacts financial constraints
- The change results in major project scope changes
- The change removes or deletes an individually listed project from the TIP

All amendments to the TIP are presented to MetroPlan Orlando's advisory committees for their recommendations, and to the Board for final approval. Once TIP amendments are approved by the MetroPlan Orlando Board, the amendments are incorporated into the adopted TIP shown on MetroPlan Orlando's web site, and the Board resolutions documenting the approval of the amendments are sent to FDOT staff.

In the case where a TIP amendment must be approved prior to the next MetroPlan Orlando Board meeting in order for the amended project to receive funding, the MetroPlan Orlando Board Chairman is authorized to approve the amendment and sign the corresponding resolution on behalf of the Board without having to call an emergency meeting of the Board. The Chairman's approval of the amendment will then be ratified at the next regularly scheduled Board meeting.

During the TIP amendment process, members of the general public are provided opportunities to address their concerns about the requested amendments. At each advisory committee meeting or Board meeting where a TIP amendment is being requested, the meeting agenda includes a time for comments from the public on any action items on the agenda. Concerns about TIP amendments may be addressed at that time. If an individual has a concern about a TIP amendment but is unable to attend MetroPlan Orlando's regularly scheduled committee or Board meeting where the amendment will be acted on, that individual may send his or her comments to MetroPlan Orlando prior to the meeting through email or by phone. These comments will be entered into the meeting record for consideration by the committee or Board at the time they take action on the amendment.

XII. TIP Format

In order to meet the federal requirements in 23 CFR 450.324(e)(2) for MPOs to show the total costs of the projects in their TIPs, MetroPlan Orlando's TIP is now formatted to include costs prior to, within, and beyond the five-year timeframe of the TIP. As a result, the spreadsheets in the TIP include the historic costs for each project prior to FY 2018/19 (if applicable), the funding programmed during the FY 2018/19 - 2022/23 timeframe of the TIP, and estimates of any future costs after FY 2022/23 (if applicable). These figures are added to show the total cost of the project.

The historic, current and future cost figures are provided by the Florida Department of Transportation for the federal and state funded projects and by local governments and agencies for locally funded projects. For those projects for which the historic or future costs are not known, the spaces for the historic or future and total cost figures are shown as "TBD" (to be determined).

Each project in the TIP that is specifically listed in the MetroPlan Orlando's 2040 Long Range Transportation Plan (LRTP) has a reference showing the LRTP page that provides the information necessary to locate the full project cost estimate and/or additional details regarding the project in the LRTP. The link to the LRTP on MetroPlan Orlando's web site is <https://metroplanorlando.org/plans/long-range-transportation-plan/>.

The projects in the TIP include projects on the Strategic Intermodal System (SIS). The SIS is a network of high priority transportation facilities which include interstate highways, major toll roads and other designated highways, as well as Florida's largest and most significant commercial service airports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and the spaceport. Each project on the SIS will have a SIS identifier (*SIS Project*) in the far-left column on the TIP spreadsheet on which the project is located.

XIII. Federal Obligated Funds

In order to meet federal requirements for MPOs, MetroPlan Orlando annually publishes a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year (October 1st through September 30th). The information for the FY 2016/17 document can be found at this link: <https://metroplanorlando.org/wp-content/uploads/Federally-Funded-Transportation-Projects-FY-2016-17.pdf>

XIV. Transportation Performance Measures

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

Safety Performance Measures

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 million VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. As such, MetroPlan Orlando is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's 2018 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths.

The TIP considers potential projects that fall into specific investment priorities established by the MPO in the Long-Range Transportation Plan (LRTP). For MetroPlan Orlando this includes Transportation System Management and Operations (TSMO) projects specifically related to improving safety such as traffic signal retiming, adding turn lanes at intersections, dynamic message signs, roadway lighting, etc. MetroPlan Orlando's TSMO Advisory Committee was established several years ago to focus on the planning and implementation of TSMO projects and to provide input to the MetroPlan Orlando Board on the prioritization of these projects.

In addition, in 2017, MetroPlan Orlando received a grant of \$11.9 million from FHWA as part of the Advanced Traffic and Congestion Management Technology Deployment program which is being used for the installation and operation of advanced transportation technologies to improve safety, efficiency and system performance in east Orange County near the University of Central Florida.

Improving bicycle and pedestrian safety is also a high priority in the MetroPlan Orlando region, and includes adding infrastructure such as sidewalks and bike lanes as well as conducting education programs on bicycle and pedestrian safety. One example of this is the Best Foot Forward program which is a safety initiative designed to improve pedestrian safety through education, engineering and enforcement.

In recent years, MetroPlan Orlando and its partner jurisdictions and agencies have emphasized the implementation of Complete Streets projects in the region. These projects can include a combination of adding bicycle and pedestrian facilities, transit improvements such as bus pull-out stops, and intersection improvements that are designed to improve traffic flow and safety along existing roadways without adding capacity.

The TIP includes specific investment priorities that support all of MetroPlan Orlando's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. MetroPlan Orlando's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. MetroPlan Orlando will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Asset Management and Freight Performance Measures

MAP-21 and the FAST Act require the development of a risk-based Transportation Asset Management Plan (TAMP) for all pavement and bridges on the National Highway System. The initial Florida TAMP was completed by FDOT on April 30, 2018. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report.

In addition, MetroPlan Orlando will coordinate with FDOT to establish performance targets related to the Florida Freight Mobility and Trade Plan in the development of future TIPs.

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Section II

MetroPlan Orlando Transportation Improvement Program *Regionally Significant Highway Projects*

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Regionally Significant Highway Projects

Interstate Projects

Project Number	Project Name	From	To	Work Description	TIP Page #	Changes from FY 2017/18 - 2021/22 TIP
<i>Orange County</i>						
2424847	I-4 Beyond the Ultimate	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	Add 4 Managed Lanes	IV-2	No change
2424848	I-4 Beyond the Ultimate	E of Osceola Pkwy.	W of SR 528/Beachline Expy.	Add 4 Managed Lanes	IV-2	No change
4413621	I-4 Beyond the Ultimate	W of Central Florida Pkwy.	SR 528/Beachline Expy.	Add 4 Managed Lanes	IV-2	Construction added for 2019/20
<i>Osceola County</i>						
4314561	I-4 Beyond the Ultimate	Polk/Osceola Co. Line	Orange/Osceola Co. Line	Add 4 Managed Lanes	IV-2	No change
<i>Seminole County</i>						
2425924	I-4 Beyond the Ultimate	E of SR 434	E of SR 15/600/US 17/92	Add 4 Managed Lanes	IV-3	No change
<i>Orange & Seminole Counties</i>						
4321931	I-4 Ultimate	W of SR 435/Kirkman Rd.	E of SR 434	Add 4 Managed Lanes	IV-3	No change

State Highway Projects

<i>Orange County</i>						
2392037	SR 50	E. Old Cheney Hwy.	Chuluota Rd.	Widen to 6 Lanes	V-2	Construction moved from 2021/22 to 2022/23
2392663/2392664	SR 15/Hoffner Ave.	N of Lee Vista Blvd.	Conway Rd.	Widen to 4 Lanes	V-2	No change
2394221	SR 434/Forest City Rd.	SR 424/Edgewater Dr.	Orange/Seminole Co. Line	Widen to 6 Lanes	V-2	Construction moved from 2019/20 to 2020/21
2394963	SR 423/John Young Pkwy.	SR 50	Shader Rd.	Widen to 6 Lanes	---①	Construction underway
4071434	SR 482/Sand Lake Rd.	W of International Dr.	Universal Blvd.	Widen to 6 Lanes	V-2	No change
4071436	John Young Pkwy.	at SR 482/Sand Lake Rd.		Flyover	V-2	No change
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	Widen to 6 Lanes	V-2	No change
4371751	SR 535	Orange/Osceola Co. Line	I-4	PD&E Study	V-2	No change

① Projects without TIP page numbers were included in the FY 2017/18 - 2021/22 TIP but are not included in the FY 2018/19 -2022/23 TIP since they are now under construction or were removed from the new TIP.

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Regionally Significant Highway Projects

State Highway Projects

Project Number	Project Name	From	To	Work Description	TIP Page #	Changes from FY 2017/18 - 2021/22 TIP
<i>Osceola County</i>						
2396821	US 192	Aeronautical Blvd.	Buddinger/Columbia Ave.	Widen to 6 Lanes	V-5	No change
2396831	US 192	Eastern Ave.	CR 532/Nova Rd.	Widen to 6 Lanes	---①	Construction completed
2397141	SR 600/US 17/92	W of Poinciana Blvd.	CR 535/Ham Brown Rd.	Widen to 4 Lanes	V-5	No change
4184032	John Young Pkwy.	Portage St.	SR 530/US 192	Widen to 6 Lanes	V-5	No change
4184033	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	Widen to 6 Lanes	V-5	ROW moved from 2020/21 to 2022/23
4283284/4283285	Hoagland Blvd.	US 17/92	5th St.	Widen to 4 Lanes/Realign	V-5	No change
4371741	SR 535	US 192	Orange/Osceola Co. Line	PD&E Study	V-5	No change
4372001	US 17/92	Polk/Osceola Co. Line	W of Poinciana Blvd.	PD&E Study	V-5	No change
4374821	CR 530/Simpson Rd.	Myers Rd.	Boggy Creek Rd.	Widen to 4 Lanes	V-5	No change
<i>Seminole County</i>						
2401961	US 17/92	Shepard Rd.	Lake Mary Blvd.	Widen to 6 Lanes	V-7	No change
2402002	SR 429/46 (Wekiva Pkwy.)	Wekiva River Rd.	Orange Blvd.	New Road Construction	V-7	No change
2402003	SR 46/Wekiva Pkwy.	W of Center Rd.	I-4	Widen to 6 Lanes	V-7	No change
2402004	SR 429/46 (Wekiva Pkwy.)	Orange Blvd.	W of I-4	New Road Construction	V-7	No change
2402162	SR 46	Mellonville Ave.	SR 415	Widen to 4 Lanes	V-7	No change
2402168	SR 46	SR 415	CR 426	Widen to 4 Lanes	V-7	Design moved from 2021/22 to 2022/23
4150305	SR 434	Smith St.	Franklin St.	Widen to 4 Lanes	---①	Construction completed
4150306	SR 426/CR 419	Pine Ave.	Avenue B	Widen to 4 Lanes	V-7	No change

① Projects without TIP page numbers were included in the FY 2017/18 - 2021/22 TIP but are not included in the FY 2018/19 -2022/23 TIP since they are now under construction or were removed from the new TIP.

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Regionally Significant Highway Projects

State Highway Projects

Project Number	Project Name	From	To	Work Description	TIP Page #	Changes from FY 2017/18 - 2021/22 TIP
<i>Seminole County</i>						
4366791	SR 15/600/US 17/92	N of Lake Mary Blvd.	N of Airport Blvd.	Continuous Right Turn Lanes	V-8	No change
Turnpike Projects						
<i>Orange County</i>						
4114061	Florida's Turnpike	Orange/Osceola Co. Line	SR 528/Beachline Expy.	Variable Toll Express Lanes	VI-2	No change
4336631	Florida's Turnpike	at Sand Lake Rd.		New Interchange	VI-2	Construction moved from 2020/21 to 2021/22
4357841	Florida's Turnpike	SR 50	Orange/Lake Co. Line	Variable Toll Express Lanes	VI-2	No change
4371662	Florida's Turnpike	at I-4		Build Direct Connect Ramps	VI-2	No change
4403141	Colonial Pkwy.	Woodbury Rd.	SR 520	New Road Construction	VI-3	Design added for 2019/20
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.	New Road Construction	VI-3	No change
<i>Osceola County</i>						
4114064	Florida's Turnpike	S of Osceola Pkwy.	Orange/Osceola Co. Line	Variable Toll Express Lanes	VI-4	No change
4361941	Florida's Turnpike	US 192/441	Osceola Pkwy.	Variable Toll Express Lanes	VI-4	Construction moved from 2018/19 to 2021/22
4412241	Florida's Turnpike	Kissimmee Park Rd.	US 192	Variable Toll Express Lanes	VI-4	Design added for 2020/21
4412242	Florida's Turnpike	at Kissimmee Park Rd.		Interchange Improvement	VI-4	Construction added for 2021/22
<i>Seminole County</i>						
4293353	SR 417	Orange/Seminole Co. Line	Aloma Ave.	Widen to 6 Lanes	VI-5	Construction added for 2018/19

Section III

MetroPlan Orlando

Transportation Improvement Program

Financial Summary by

Funding Categories (\$000's)

MetroPlan Orlando
Transportation Improvement Program
Financial Summary by
Funding Categories (\$000's)

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>Federal Funding Categories</i>						
Advance Construction Bridge Replacement on-system (ACBR)						
<i>Orange Co.</i>	0	0	0	0	3,770	3,770
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	<u>0</u>	<u>0</u>	<u>14,685</u>	<u>14,685</u>	<u>0</u>	<u>29,370</u>
Total	0	0	14,685	14,685	3,770	33,140
Advance Construction Bridge Replacement off-system (ACBZ)						
<i>Orange Co.</i>	0	0	0	665	0	665
Advance Construction Principal Arterials (ACNH, ACNP)						
<i>Orange Co.</i>	19,953	264,720	47,180	48,079	31,815	411,747
<i>Osceola Co.</i>	1,375	12,035	17,091	0	5,604	36,105
<i>Seminole Co.</i>	192,176	6,932	8,766	0	0	207,874
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	<u>83,486</u>	<u>7,500</u>	<u>9,500</u>	<u>3,000</u>	<u>22,000</u>	<u>125,486</u>
Total	296,990	291,187	82,537	51,079	59,419	781,212
Advance Construction SS, HSP (ACSS)						
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	11,000	11,000	11,000	0	0	33,000
Advance Construction STP, Urban Area >200k (ACSU)						
<i>Osceola Co.</i>	16,997	0	0	0	0	16,997
Advance Construction TALT (ACTA)						
<i>Osceola Co.</i>	2,000	0	0	0	0	2,000
Advance Construction TALU (ACTU)						
<i>Seminole Co.</i>	98	0	0	0	0	98
Congestion Mitigation (CM)						
<i>Orange Co.</i>	1,883	0	0	0	0	1,883

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>Federal Funding Categories (cont'd)</i>						
Pass-Through Funds from FTA (DFTA) <i>Region (SunRail)</i>	19,629	9,815	0	0	0	<i>29,444</i>
State Primary/Federal Reimbursement (DU) <i>Orange Co.</i>	963	1,000	1,028	1,058	735	<i>4,784</i>
Federal Aviation Administration (FAA) <i>Orange Co.</i>	172	2,434	0	0	0	2,606
<i>Osceola Co.</i>	3,510	0	513	1,800	6,930	12,753
<i>Seminole Co.</i>	<u>10,800</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10,800</u>
Total	14,482	2,434	513	1,800	6,930	<i>26,159</i>
Federal Transit Administration (FTA) <i>Orange Co.</i>	53,300	53,300	51,400	43,000	43,000	<i>244,000</i>
FHWA Transfer to FTA (FTAT) <i>Orange Co.</i>	7,334	7,102	7,191	8,911	8,641	<i>39,179</i>
Intersection Crashes (HSID) <i>Orange Co.</i>	75	0	0	0	0	<i>75</i>
Highway Safety Program (HSP) <i>Orange Co.</i>	6,371	1,610	9,483	130	99	17,693
<i>Osceola Co.</i>	1,940	2,346	1,862	54	0	6,202
<i>Seminole Co.</i>	<u>50</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>400</u>
Total	8,361	4,306	11,345	184	99	<i>24,295</i>
National Highway Performance Program (NHPP, NHRE) <i>Orange Co.</i>	1,800	10,434	0	0	0	<i>12,234</i>
Planning (PL) <i>Orange Co.</i>	1,638	1,693	1,693	1,693	1,693	<i>8,410</i>
Repurposed Federal Earmarks (REPE) <i>Orange Co.</i>	8,420	0	0	0	0	<i>8,420</i>
Rail Highway Crossings (RHH, RHP) <i>Orange Co.</i>	996	0	0	0	0	<i>996</i>

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>Federal Funding Categories (cont'd)</i>						
STP, Any Area (SA)						
Orange Co.	6,742	3,962	0	0	0	10,704
Osceola Co.	0	103	0	5	0	108
Seminole Co.	<u>5,140</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,140</u>
Total	11,882	4,065	0	5	0	15,952
Safe Routes - (SR2E, SR2N, SR2S)						
Osceola Co.	0	0	0	787	0	787
STP over 200,000 Pop. (SU)						
Orange Co.	14,078	21,186	25,249	27,875	27,875	116,263
Osceola Co.	7,214	2,092	341	0	0	9,647
Seminole Co.	<u>5,356</u>	<u>4,503</u>	<u>2,286</u>	<u>0</u>	<u>0</u>	<u>12,145</u>
Total	26,648	27,781	27,876	27,875	27,875	138,055
Transportation Alternative Program (TALT, TALU)						
Orange Co.	2,550	4,445	2,652	2,252	2,252	14,151
Seminole Co.	<u>269</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>269</u>
Total	2,819	4,445	2,652	2,252	2,252	14,420
Transportation System Management & Operations (TSM)						
Orange Co.	1,340	250	700	500	0	2,790
Total Federal Funds						
Orange Co.	127,615	372,136	146,576	134,163	119,880	900,370
Osceola Co.	33,036	16,576	19,807	2,646	12,534	84,599
Seminole Co.	213,889	11,785	11,052	0	0	236,726
Orange & Seminole Co. (I-4 Managed Lanes)	94,486	18,500	35,185	17,685	22,000	187,856
Region (SunRail)	<u>19,629</u>	<u>9,815</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>29,444</u>
Total	488,655	428,812	212,620	154,494	154,414	1,438,995

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<u>State Funding Categories</u>						
State Bond Funds (BNBR, BNCA, BNDS, BNIR, BNPK)						
<i>Osceola Co.</i>	0	0	0	9,325	0	<i>9,325</i>
Bridge Repair and Rehabilitation (BRP, BRRP, RBRP)						
<i>Orange Co.</i>	214	0	0	0	0	214
<i>Osceola Co.</i>	590	0	0	0	0	590
<i>Region (SunRail)</i>	<u>250</u>	<u>250</u>	<u>250</u>	<u>250</u>	<u>250</u>	<u>1,250</u>
Total	1,054	250	250	250	250	<i>2,054</i>
County Incentive Grant Program (CIGP)						
<i>Osceola Co.</i>	0	0	0	8,002	0	8,002
<i>Seminole Co.</i>	<u>0</u>	<u>0</u>	<u>7,589</u>	<u>0</u>	<u>0</u>	<u>7,589</u>
Total	0	0	7,589	8,002	0	<i>15,591</i>
Unrestricted State Primary (D)						
<i>Orange Co.</i>	11,055	6,783	6,975	7,027	7,017	38,857
<i>Osceola Co.</i>	943	843	964	864	983	4,597
<i>Seminole Co.</i>	2,567	1,836	2,089	2,099	2,110	10,701
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	3,345	0	11,809	3,703	3,779	22,636
<i>Region (SunRail)</i>	<u>6,885</u>	<u>6,905</u>	<u>6,920</u>	<u>6,890</u>	<u>6,890</u>	<u>34,490</u>
Total	24,795	16,367	28,757	20,583	20,779	<i>111,281</i>
District Dedicated Revenue (DDR, DDRF)						
<i>Orange Co.</i>	24,454	27,892	32,335	13,705	49,563	147,949
<i>Osceola Co.</i>	32,909	8,307	2,261	960	3,251	47,688
<i>Seminole Co.</i>	33,105	56,474	19,175	3,936	18,400	131,090
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	0	675	28,439	38,155	36,500	103,769
<i>Region (SunRail)</i>	<u>0</u>	<u>0</u>	<u>33,636</u>	<u>22,500</u>	<u>22,500</u>	<u>78,636</u>
Total	90,468	93,348	115,846	79,256	130,214	<i>509,132</i>
Inter/Intrastate Highway (DI)						
<i>Orange Co.</i>	0	3,529	11,428	0	6,390	<i>21,347</i>
<i>Seminole Co.</i>	0	5,000	0	8,931	930	14,861
<i>Orange & Seminole Co. (I-4 Managed Lanes)</i>	8,460	0	0	0	0	8,460
<i>Region (SunRail)</i>	<u>10,128</u>	<u>7,379</u>	<u>2,315</u>	<u>0</u>	<u>0</u>	<u>19,822</u>
Total	18,588	15,908	13,743	8,931	7,320	<i>64,490</i>

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>State Funding Categories (cont'd)</i>						
In-House Product Support (DIH)						
Orange Co.	996	107	751	136	764	2,754
Osceola Co.	250	34	32	0	100	416
Seminole Co.	2,122	578	0	584	521	3,805
Region (SunRail)	<u>50</u>	<u>50</u>	<u>50</u>	<u>0</u>	<u>0</u>	<u>150</u>
Total	3,418	769	833	720	1,385	7,125
Strategic Intermodal System (DIS)						
Orange Co.	501	515	593	0	0	1,609
Orange & Seminole Co. (I-4 Managed Lanes)	150	0	0	0	0	150
Region (SunRail)	<u>500</u>	<u>515</u>	<u>593</u>	<u>0</u>	<u>0</u>	<u>1,608</u>
Total	1,151	1,030	1,186	0	0	3,367
Statewide ITS (DITS)						
Orange Co.	100	100	0	500	3,280	3,980
Seminole Co.	<u>583</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>583</u>
Total	683	100	0	500	3,280	4,563
State Public Transportation Office (DPTO)						
Orange Co.	11,993	11,263	11,596	11,943	12,474	59,269
Osceola Co.	448	252	468	0	74	1,242
Seminole Co.	115	158	106	0	0	379
Region (SunRail)	<u>22,717</u>	<u>9,222</u>	<u>9,389</u>	<u>3,591</u>	<u>446</u>	<u>45,365</u>
Total	35,273	20,895	21,559	15,534	12,994	106,255
Primary Highways and PTO (DS)						
Orange Co.	11,400	769	107	1,198	17,102	30,576
Osceola Co.	160	8,468	10,553	0	0	19,181
Seminole Co.	103	1,403	0	4,425	3,786	9,717
Orange & Seminole Co. (I-4 Managed Lanes)	9,452	7,500	1,325	200	0	18,477
Region (SunRail)	<u>26,691</u>	<u>21,476</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>48,167</u>
Total	47,806	39,616	11,985	5,823	20,888	126,118
I-4 Toll Capacity Improvement (DSBH)						
Orange Co.	0	28,852	300	0	0	29,152

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>State Funding Categories (cont'd)</i>						
Fixed Capital Outlay (FCO)						
Orange Co.	35	0	0	0	0	35
Seminole Co.	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>11</u>
Total	46	0	0	0	0	46
I-4 BTU Financing Corporation (FINC)						
Orange Co.	0	313,798	0	0	0	313,798
Growth Management for SIS (GMR)						
Osceola Co.	8,000	0	0	0	0	8,000
New Starts Transit Program (NSTP)						
Region (SunRail)	6,581	0	0	0	0	6,581
State Toll Road/Turnpike Funds (PKBD, PKBR, PKED, PKM1, PKYI, PKYO, PKYR)						
Orange Co.	60,502	290,692	60,534	76,720	1,554	490,002
Osceola Co.	14,960	40,909	41,013	320,079	6,900	423,861
Seminole Co.	37,338	19,731	14,878	2,507	2,507	76,961
Orange & Seminole Co. (I-4 Managed Lanes)	<u>0</u>	<u>0</u>	<u>10,928</u>	<u>0</u>	<u>0</u>	<u>10,928</u>
Total	112,800	351,332	127,353	399,306	10,961	1,001,752
State Infrastructure Bank Loan (SIB1)						
Orange & Seminole Co. (I-4 Managed Lanes)	0	0	105,000	50,000	0	155,000
SunRail Revenues for Operations & Maintenance (SROM)						
Orange Co.	254	550	0	0	0	804
Region (SunRail)	<u>8,734</u>	<u>8,805</u>	<u>8,916</u>	<u>0</u>	<u>0</u>	<u>26,455</u>
Total	8,988	9,355	8,916	0	0	27,259
Strategic Economic Corridors (STED)						
Orange Co.	0	49,820	0	16,467	0	66,287
Orange & Seminole Co. (I-4 Managed Lanes)	<u>50,000</u>	<u>33,204</u>	<u>8,376</u>	<u>2,660</u>	<u>0</u>	<u>94,240</u>
Total	50,000	83,024	8,376	19,127	0	160,527
SB2514A Trail Network (TLWR)						
Orange Co.	230	575	675	440	277	2,197
CFX System Funds (TM11, TO11)						
Orange Co.	7,307	7,307	7,308	7,308	7,308	36,538

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<i>State Funding Categories (cont'd)</i>						
I-4 Managed Lanes Toll Operations (TOBH)						
Orange & Seminole Co. (I-4 Managed Lanes)	0	4,418	14,019	23,305	24,455	66,197
Transportation Regional Incentive Program (TRIP, TRWR)						
Orange Co.	254	3,903	1,750	20,000	0	25,907
Osceola Co.	0	0	0	5,773	0	5,773
Seminole Co.	4,000	0	3,644	0	0	7,644
Region (SunRail)	<u>13,351</u>	<u>17,976</u>	<u>10,250</u>	<u>20,250</u>	<u>3,250</u>	<u>65,077</u>
Total	17,605	21,879	15,644	46,023	3,250	104,401
2012 SB1998-Repayment OOC Debt (WKOC)						
Seminole Co.	128,059	0	0	0	0	128,059
Total State Funds						
Orange Co.	137,295	746,455	134,352	155,444	105,729	1,279,275
Osceola Co.	50,260	58,813	55,291	345,003	11,308	520,675
Seminole Co.	208,003	85,180	47,481	22,482	28,254	391,400
Orange & Seminole Co. (I-4 Managed Lanes)	72,307	45,797	179,896	118,023	64,734	480,757
Region (SunRail)	<u>94,987</u>	<u>72,578</u>	<u>72,319</u>	<u>53,481</u>	<u>33,336</u>	<u>326,701</u>
Total	562,852	1,008,823	489,339	694,433	243,361	2,998,808
<i>Local Funding Categories</i>						
Local Funds for Federal/State Projects (LF, LFB, LFD, LFF, LFI, LFP, LFR, LFRF)						
Orange Co.	140,569	133,990	131,998	131,024	39,003	576,584
Osceola Co.	14,261	133	139	16,740	178	31,451
Seminole Co.	19,264	5,175	4,453	800	1,400	31,092
Orange & Seminole Co. (I-4 Managed Lanes)	75,000	80,000	0	0	0	155,000
Region (SunRail)	<u>35,484</u>	<u>7,225</u>	<u>6,776</u>	<u>0</u>	<u>0</u>	<u>49,485</u>
Total	284,578	226,523	143,366	148,564	40,581	843,612
Other Local Funds						
Orange Co.	614,126	491,383	410,631	240,616	8,400	1,765,156
Osceola Co.	8,518	9,136	18,389	22,817	127,820	186,680
Seminole Co.	<u>700</u>	<u>800</u>	<u>15,000</u>	<u>2,200</u>	<u>0</u>	<u>18,700</u>
Total	623,344	501,319	444,020	265,633	136,220	1,970,536

Funding Category (Funding Code)	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
<u>Local Funding Categories (cont'd)</u>						
<i>Total Local Funds</i>						
Orange Co.	754,695	625,373	542,629	371,640	47,403	2,341,740
Osceola Co.	22,779	9,269	18,528	39,557	127,998	218,131
Seminole Co.	19,964	5,975	19,453	3,000	1,400	49,792
Orange & Seminole Co. (I-4 Managed Lanes)	75,000	80,000	0	0	0	155,000
Region (SunRail)	35,484	7,225	6,776	0	0	49,485
Total	907,922	727,842	587,386	414,197	176,801	2,814,148
Total Programmed Funds	1,959,429	2,165,477	1,289,345	1,263,124	574,576	7,251,951
Total Non-Programmed Candidate Funds	11,188	16,052	35,043	10,504	25,255	98,042
Grand Total Funding	1,970,617	2,181,529	1,324,388	1,273,628	599,831	7,349,993

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Section IV

MetroPlan Orlando

Transportation Improvement Program

Interstate Highway Projects

***Note:** In order to meet the federal requirements for MPOs to include the total costs of the projects in their TIPs, MetroPlan Orlando's TIP is formatted to include the FY 2018/19 - 2022/23 cost figures, as well as the historic cost and estimated future cost of each project. For each TIP project that is also included in MetroPlan Orlando's 2040 Long Range Transportation Plan (LRTP), the project's LRTP page reference is shown in the column to the right of the project's Work Description column in the TIP. For more details on the TIP format, see page I-10 in the Executive Summary.*

MetroPlan Orlando
Transportation Improvement Program
Interstate 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				
2424847 <i>SIS Project</i>	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 18,375 0 0 0 1,028 257 0 0 0 0 0 0 0 0 0	5,401 8,470 6,200 0 0 239,094 0 28,852 68,888 162,394 49,820	30 5,200 0 4,700 300 0 0 0 0 0 0 0 0 0 0 0	30 1,299 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ACNP ACNP ACNP ACNP DSBH ACNP DS DSBH FINC PKYI STED	PE ROW RRU INC INC DSB DSB DSB DSB DSB DSB DSB DSB DSB DSB			FDOT	
							13,030	20,210	569,119	10,230	1,329	30	Total		148	614,096		
2424848 <i>SIS Project</i>	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		0 190,376	4,500 4,500	37,250 37,250	46,750 46,750	31,785 31,785	ACNP Total	ROW		4,741	315,402	FDOT
4409471 <i>SIS Project</i>	I-4	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.60	Landscaping	Overview page 9		0 0 0	0 0 0	100 0 100	0 0 0	0 6,390 6,390	DI DI Total	PE CST		0	6,490	FDOT
							0	0	0	0	0	0	Total		0	6,490		
4413621 <i>SIS Project</i>	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 0 0 0 0 0 0	2,915 2,000 1,055 239,995 57,079	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	FINC FINC ACNP FINC PKYI	PE RRU DSB DSB DSB				
							0	0	303,044	0	0	0	Total		50	303,094		
4413623 <i>SIS Project</i>	I-4 Beyond the Ultimate			3.75	Service contract payments for debt service on bonds issued by FDOT financing corporation for I-4 BTU	Tech. Rep. 3 page 47		0 0 0 0 0	0 3,529 515 0	0 11,328 1,646 0	0 0 2,391 16,467	18,019 0 2,624 0	DDR DI LFB STED	ADM ADM ADM ADM				
							0	0	4,044	12,974	18,858	20,643	Total		90,080	146,599		

Osceola County

4314561 <i>SIS Project</i>	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 0 2,000 24,648	12,035 0 0 3,375	12,709 0 0 12,709	0 9,325 0 9,325	5,604 0 0 5,604	ACNP BNIR ACTA Total	ROW ROW ENV			67,696	FDOT
																0		

MetroPlan Orlando
Transportation Improvement Program
Interstate 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			
2425924 <i>SIS Project</i>	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
								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>SIS Project</i>	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
								0	0	8,766	0	0	ACNP	CST			
							17	800	0	8,766	0	0	Total		0	9,583	
4396822 <i>SIS Project</i>	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
							296	0	4,573	0	0	0	Total		0	4,869	
4396823 <i>SIS Project</i>	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
								0	11	0	0	0	DIH	CST			
							1,020	0	10,323	0	0	0	Total		0	11,343	
4396825 <i>SIS Project</i>	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
								0	796	0	0	0	DDR	CST			
							407	0	3,155	0	0	0	Total		0	3,562	

Orange & Seminole Counties

4321931 <i>SIS Project</i>	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
								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 L RTP 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 6,731	0 0 0 0	0 0 0 0	0 0 0 0	13,107 57 17,102 30,266	DDR DIH DS Total	CST CST CST	0	36,997	FDOT
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 36,089	0 0	0 0	0 0	0 0	DS Total	CST	0	36,196	FDOT
2392664	SR 15/Hoffner Ave.	W of SR 436	Conway Rd.	1.13	Widen to 4 Lanes	Tech. Rep. 3 page 5		45 14,407	0 0	0 0	0 0	0 0	DS Total	CST	0	14,452	FDOT
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 5,097	0 0 0	10,111 8 10,119	0 0 0	0 0 0	DDR DIH Total	CST CST	0	15,216	FDOT
4071434	SR 482/Sand Lake Rd.	W of International Dr.	Universal Blvd.	0.37	Widen to 6 Lanes	Tech. Rep. 3 page 5		0 14,843	23 0	0 0	0 0	0 0	DDR Total	CST	0	14,866	FDOT
4071436	John Young Pkwy.	at SR 482/Sand Lake Rd.		2.07	Flyover	Tech. Rep. 3 page 5		0 27,915	46 46	0 0	0 0	0 0	DDR Total	CST	0	27,961	FDOT/
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	1.39	Widen to 6 Lanes	Tech. Rep. 3 page 48		1,883 0 33 8,420 644 8,679	0 0 0 0 0 0	0 48 0 0 0 48	0 0 0 0 0 0	0 0 0 0 0 0	CM DDR DIH REPE SA Total	CST CST CST CST	0	19,707	FDOT
4371311	SR 50	Irvington Ave.	Maguire Blvd.	0.13	Drainage Improvements	Overview page 7		0 0 0 0	600 0 0 600	0 132 0 132	0 136 0 1,334	0 0 0 0	DDR DIH DS Total	PE CST CST	0	2,066	FDOT
4371751	SR 535	Orange/Osceola Co. Line	I-4	2.31	Project Development & Environment Study	Tech. Rep. 3 page 49		0 0 514	1,400 14 1,414	0 0 0	0 0 0	0 0 0	DDR DIH Total	PD&E PD&E	0	1,928	FDOT
4373301	SR 527/Orange Ave.	Southbound Bifurcation	Grant Street	2.28	Resurfacing	Overview page 7		3,678 348 752 1,323	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	DS LF SU Total	CST CST CST	0	6,101	FDOT
4373311	SR 500/US 441	N of Jones Ave.	S of Wadsworth Rd.	3.05	Resurfacing	Overview page 7		3,818 759	0 0	0 0	0 0	0 0	DS Total	CST	0	4,577	FDOT
4373411	SR 435/Kirkman Rd.	N of SR 482/Sand Lake Rd.	S of SR 408	6.63	Resurfacing	Overview page 7		6,332 837 3,207 1,506 1,800 5,532 672 82 2,373	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	DDR DIH DS LF NHRE SA TALT TALU Total	CST CST CST CST CST CST CST	0	22,341	FDOT

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 L RTP 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 10 0 0 0	0 0 0 0 0	0 0 2,960 11 0	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH Total	PE PE CST CST	0	3,881	FDOT
4411451	SR 527/Orange Ave.	N of Grant St.	S of Gore St.	1.00	Resurfacing	Overview page 7		800 10 0 0 0	0 0 0 0 0	0 0 2,190 11 107	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH DS Total	PE PE CST CST CST	0	3,118	FDOT
4411461	SR 535/ Kissimme Vineland Rd.	International Dr.	S of I-4	1.84	Resurfacing	Overview page 7		600 10 0 0 0	0 0 0 0 0	0 0 3,393 11 0	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH Total	PE PE CST CST	0	4,014	FDOT
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 0 0	812 0 812	0 0 0	0 6,784 6,784	0 0 0	SU SU Total	ROW CST	0	7,596	FDOT
4422151	Railroad Crossing	at Silver Star Rd. in Orlando			Railroad Signal Safety Project	Overview page 7		200 200	0 0	0 0	0 0	0 0	RHP Total	RRU	0	200	FDOT
4422161	Railroad Crossing	at New Hampshire St. in Orlando			Railroad Signal Safety Project	Overview page 7		178 178	0 0	0 0	0 0	0 0	RHP Total	RRU	0	178	FDOT
4423571	Railroad Crossing	at W. 4th St. in Apopka			Railroad Signal Safety Project	Overview page 7		182 182	0 0	0 0	0 0	0 0	RHP Total	RRU	0	182	FDOT
4423591	Railroad Crossing	at E. 8th St. in Apopka			Railroad Signal Safety Project	Overview page 7		244 244	0 0	0 0	0 0	0 0	RHP Total	RRU	0	244	FDOT
4423611	Railroad Crossing	at Vulcan Rd. in Apopka			Railroad Signal Safety Project	Overview page 7		192 192	0 0	0 0	0 0	0 0	RHP Total	RRU	0	192	FDOT
4423901	Orange Co. Pedestrian Lighting - Bundle A			7.44	Lighting at 16 Intersections	Overview page 7		590 590	0 0	0 0	0 0	0 0	HSP Total	CST	0	590	FDOT
4423902	Orange Co. Pedestrian Lighting - Bundle B			28.42	Lighting at 82 Intersections	Overview page 7		0 0	1,245 1,245	0 0	0 0	0 0	HSP Total	CST	0	1,245	FDOT
4423903	Orange Co. Pedestrian Lighting - Bundle D			32.93	Lighting at 85 Intersections	Overview page 7		50 1,300 0	0 0 0	0 0 0	0 0 0	0 0 0	DDR HSP Total	CST CST	0	1,350	FDOT
4423904	Orange Co. Pedestrian Lighting - Bundle F			3.75	Lighting at 13 Intersections	Overview page 7		195 195	0 0	0 0	0 0	0 0	HSP Total	CST	0	195	FDOT
4423905	Orange Co. Pedestrian Lighting - Bundle G			11.69	Lighting at 24 Intersections	Overview page 7		265 265	0 0	0 0	0 0	0 0	HSP Total	CST	0	265	FDOT

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 L RTP 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	<div><div></div><div>57,123</div></div>	<div><div>160</div><div>160</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>DS</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>57,283</div></div>	FDOT
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	<div><div></div><div>8,835</div></div>	<div><div>2,962</div><div>30,327</div><div>144</div><div>55</div><div>33,488</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>76</div><div>0</div><div>0</div><div>76</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>LF</div><div>DDR</div><div>DIH</div><div>LF</div><div>Total</div></div>	<div><div>RRU</div><div>CST</div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>42,399</div></div>	FDOT	
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	<div><div></div><div>22,988</div></div>	<div><div>53</div><div>53</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>23,041</div></div>	FDOT
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	<div><div></div><div>8,586</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>2,615</div><div>100</div><div>2,715</div></div>	<div><div>DDR</div><div>DIH</div><div>Total</div></div>	<div><div>ROW</div><div>ROW</div><div></div></div>	<div><div></div><div>39,500</div></div>	<div><div></div><div>50,801</div></div>	FDOT
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	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>2,200</div><div>2,200</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>Total</div></div>	<div><div>ROW</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,200</div></div>	FDOT
4283285	Hoagland Blvd.	N of Shingle Creek	5th St.	1.77	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 48	<div><div></div><div>2,123</div></div>	<div><div>16,997</div><div>11,132</div><div>28,129</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>ACSU</div><div>LF</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>30,252</div></div>	Osceola Co.
4338563	SR 60①	Grape Hammock Rd. (Polk Co.)	E of Kissimmee River Bridge (Osceola Co.)	1.76	Widen to 4 Lanes	in Polk TPO LRTP	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>350</div><div>350</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>ACNP</div><div>Total</div></div>	<div><div>PE</div><div></div></div>	<div><div></div><div>TBD</div></div>	<div><div></div><div>TBD</div></div>	FDOT
4371741	SR 535	US 192/Vineland Rd.	Orange/Osceola Co. Line	1.15	Project Development & Environment Study	Tech. Rep. 3 page 38	<div><div></div><div>114</div></div>	<div><div>0</div><div>0</div></div>	<div><div>550</div><div>5</div><div>555</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>DIH</div><div>Total</div></div>	<div><div>PD&E</div><div>PD&E</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>669</div></div>	FDOT
4372001	US 17/92	Polk/Osceola Co. Line	W of Poinciana Blvd.	5.56	Project Development & Environment Study	Tech. Rep. 3 page 52	<div><div></div><div>184</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,500</div><div>8</div><div>1,508</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>DIH</div><div>Total</div></div>	<div><div>PD&E</div><div>PD&E</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,692</div></div>	FDOT
4374821	CR 530/Simpson Rd.	Myers Rd.	Boggy Creek Rd.	0.79	Widen to 4 Lanes	Tech. Rep. 3 page 35	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>8,002</div><div>16,500</div><div>2,383</div><div>0</div><div>3,390</div><div>30,275</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>CIGP</div><div>LF</div><div>TRIP</div><div>TRWR</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>30,275</div></div>	Osceola Co.
4375431	SR 15/US 441	N of Tyson Creek Rd.	SR 500/US 192	14.95	Resurfacing	Overview page 7	<div><div></div><div>1,025</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,967</div><div>5</div><div>8,468</div><div>10,440</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>DIH</div><div>DS</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>11,465</div></div>	FDOT
4391221	SR 500/US 192	W of Arthur J. Gallagher Blvd.	E of Harmony Square Dr.	0.92	Resurfacing	Overview page 7	<div><div></div><div>331</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,649</div><div>5</div><div>1,654</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>DIH</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,985</div></div>	FDOT

① The majority of the SR 60 project is located in Polk County and is also shown in the Polk TPO's TIP. This project is included in MetroPlan Orlando's TIP for information purposes since a small portion of the project is in Osceola County.

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				
4394871	SR 15/US 441	Osceola/Okeechobee Co. Line	SR 60	4.33	Resurfacing	Overview page 7		700 10 0 0 0	0 0 0 0 0	0 0 436 11 3,294	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH DS	PE PE CST CST CST			FDOT	
							0	710	0	3,741	0	0	Total		0	4,451		
4398851	Osceola Co. Pedestrian Lighting - Bundle A			14.84	Lighting at 32 Intersections	Overview page 7		1,238 2,658	0 0	0 7,482	0 0	0 0	HSP Total	CST		0	10,600	FDOT
4398852	Osceola Co. Pedestrian Lighting - Bundle B			15.16	Lighting at 27 Intersections	Overview page 7		0 0	11 1,388	0 0	0 0	0 0	DIH HSP Total	CST CST		0	1,784	FDOT
4398853	Osceola Co. Pedestrian Lighting - Bundle A			14.84	Lighting at 32 Intersections	Overview page 7		240 240	0 0	0 0	0 0	0 0	HSP Total	CST		0	240	FDOT
4398854	Osceola Co. Pedestrian Lighting - Bundle B			15.16	Lighting at 27 Intersections	Overview page 7		0 0	200 200	0 0	0 0	0 0	HSP Total	CST		0	200	FDOT
4409671	US 441	Bridge #920089 & 920163		8.89	Bridge Repair/Rehabilitation	Overview page 7		590 2	0 0	0 0	0 0	0 0	BRRP DIH Total	CST CST		0	637	FDOT
4410171	SR 500/US 441	US 192	Old Dixie Hwy.	0.46	Resurfacing	Overview page 7		450 10 0 0	0 0 0 0	0 0 874 11	0 0 0 0	0 0 0 0	DDR DIH DDR DIH	PE PE CST CST			Osceola Co.	
							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 10 0 0 0	0 0 0 0 0	0 0 753 11 7,259	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH DS	PE PE CST CST CST			FDOT	
							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		0 648	0 0	4,032 4,032	0 0	0 0	ACNP Total	CST		0	4,680	FDOT

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	0	DDR	CST			FDOT
							66,964	150	0	0	0	0	0	Total		0	67,114	
2402002 <i>SIS Project</i>	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	0	DDR	ROW			FDOT
								817	0	0	0	0	0	SA	ROW			
								1,594	0	0	0	0	0	WKOC	ROW			
								1,200	0	0	0	0	0	DDR	CST			
							202,142	3,611	17,457	0	0	0	0	Total		0	223,210	
2402003 <i>SIS Project</i>	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	0	ACNP	CST			FDOT
								77	0	0	0	0	0	DDR	CST			
								231	0	0	0	0	0	DIH	CST			
							2,574	28,663	0	0	0	0	0	Total		0	31,237	
2402004 <i>SIS Project</i>	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	0	DDR	ROW			FDOT
								0	5,000	0	0	0	0	DI	ROW			
								100	0	0	0	0	0	DIH	ROW			
								21,381	0	0	0	0	0	WKOC	ROW			
								0	0	3,000	0	0	0	DDR	INC			
								163,021	0	0	0	0	0	ACNP	DSB			
								0	1,800	0	0	0	0	DDR	DSB			
								1,458	0	0	0	0	0	DIH	DSB			
								23,752	0	0	0	0	0	PKED	DSB			
								4,323	0	0	0	0	0	SA	DSB			
								105,084	0	0	0	0	0	WKOC	DSB			
							64,850	329,988	9,350	9,561	0	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	0	DDR	CST			FDOT
								590	0	0	0	0	0	DDR	INC			
								15,159	0	0	0	0	0	DDR	Payback			
							34,394	15,861	0	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 L RTP 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 20 0 0 0	800 20 158 351 4,000	559 0 0 0 0	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR DIH SU	ROW ROW CST CST CST			FDOT
							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 0 0	11 175 1,403	0 0 0	0 0 0	0 0 0	DDR DIH DS	CST CST CST			FDOT
							263	0	1,589	0	0	0	Total		0	1,852	
4371147 <i>SIS Project</i>	SR 46/429/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	3.53	Landscaping	Overview page 9		0 0	0 0	0 0	383 3,718	0 0	DIH DS	CST CST			FDOT
							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 0	0 0	101 707	0 0	DIH DS	CST CST			FDOT
							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	0 0	0 0	391 3,786	DIH DS	CST CST			FDOT
							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		0 820	6,825 6,825	0 0	0 0	0 0	DDR Total	CST			FDOT
								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 0	350 350	0 0	0 0	0 0	HSP Total	CST			FDOT
								0	350	0	0	0	Total		0	350	

Section VI
MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects

Note: *The Toll Road section of the TIP includes Florida's Turnpike Enterprise (FTE) projects and Central Florida Expressway Authority (CFX) projects. The FTE and CFX 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. Projects sponsored by the Osceola County Expressway Authority (OCX), such as the Poinciana Parkway/Southport Connector, are currently shown in the State Highway section of the TIP since the funds programmed for these projects are traditional federal and state funds and are subject to Board approval. Once the OCX projects are funded with toll revenues, they will be shown in the Toll Road section of the TIP.*

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 <i>SIS Project</i>	SR 528/Beachline Expy.	I-4	Florida's Turnpike	4.30	Signing/Pavement Markings	Overview page 7		482 482	0 0	0 0	0 0	0 0	PKYI Total	CST	0	482	FTE
4114061 <i>SIS Project</i>	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 page 40	203,464	1,000 1,000	0 0	0 0	0 0	0 0	PKYI Total	CST	0	204,464	FTE
4336631 <i>SIS Project</i>	Florida's Turnpike	at Sand Lake Rd.		1.89	New Interchange	Tech. Rep. 3 page 40		0 0 0 0 0	2,956 0 0 0 0	0 7,000 0 0 110	0 0 22,060 35,000 0	0 0 1,550 0 0	PKYI PKBD PKBD PKED PKYI Total	ROW RRU CST CST ENV	0	76,077	FTE
4357841 <i>SIS Project</i>	Florida's Turnpike	SR 50	Orange/Lake Co. Line	1.16	Add 2 Variable-Toll Express Lanes in Each Direction	Tech. Rep. 3 page 40		2,147 1,145 0 200	0 0 0 0	0 0 47,912 0	0 0 2,700 0	0 0 0 0	PKED PKYI PKBD PKYI Total	PE ROW CST ENV	0	56,525	FTE
4371564 <i>SIS Project</i>	SR 528/Beachline Expy.	Milepost 4.30	Milepost 8.42	4.12	Signing/Pavement Markings	Overview page 7		0 0	280 280	0 0	0 0	0 0	PKYI Total	CST	0	280	FTE
4371662 <i>SIS Project</i>	Florida's Turnpike	at I-4		0.60	Build Direct Connect Ramps	Tech. Rep. 3 page 40		0 89,013	4,551 4,551	0 0	0 0	0 0	PKYI Total	DSB	0	93,564	FTE
4385471 <i>SIS Project</i>	SR 528/Beachline Expy.	at Florida's Turnpike		1.90	Interchange Improvement	2040 LRTP to be amended		14,663 0 0 0	0 0 0 0	0 0 4,000 100	0 11,764 0 0	0 0 0 0	PKYI PKYI PKED PKYI Total	PE ROW RRU RRU	185,733	219,096	FTE
4385481 <i>SIS Project</i>	Florida's Turnpike	at SR 429		1.54	Bridge Painting	Overview page 7		532 0	0 7,432	0 0	0 0	0 0	PKYR PKYR Total	PE CST	0	7,966	FTE
4394571 <i>SIS Project</i>	Florida's Turnpike	Milepost 269.4	Milepost 273.3	3.90	Resurfacing	Overview page 7		15,216 580	0 0	0 0	0 0	0 0	PKYR Total	CST	0	15,796	FTE
4394572 <i>SIS Project</i>	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Guardrail Improvements	Overview page 7		0 346	0 0	0 0	2,668 2,668	0 0	PKYR Total	CST	0	3,014	FTE
4394574 <i>SIS Project</i>	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Resurfacing	Overview page 7		0 3	216 216	0 0	0 0	0 0	PKYR Total	PE	TBD	TBD	FTE
4394575 <i>SIS Project</i>	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.29	Resurfacing	Overview page 7		0 3	0 1,584	0 0	0 0	0 0	PKYR Total	PE	TBD	TBD	FTE
4394576 <i>SIS Project</i>	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.29	Safety Improvements	Overview page 7		400 273	0 0	0 0	0 0	0 0	PKYR Total	PD&E	TBD	TBD	FTE
4394577 <i>SIS Project</i>	Florida's Turnpike	off-ramp to SR 429		0.64	Improve Traffic Operations	Overview page 7		0 3	1,364 1,364	0 0	0 0	0 0	PKYI Total	PE	TBD	TBD	FTE
4402901 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Resurfacing	Overview page 7		0 2	0 0	1,242 1,242	0 0	0 0	PKYR Total	PE	TBD	TBD	FTE

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 <i>SIS Project</i>	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
							2	0	0	46	405	0	PKYR	CST	0	853	
4402931 <i>SIS Project</i>	Florida's Turnpike	Milepost 259.9	Milepost 265.3	6.90	Resurfacing	Overview page 7		2,166	0	0	0	0	PKYR	PE			FTE
							42	0	21,997	0	0	0	PKYR	CST	0	24,205	
4402932 <i>SIS Project</i>	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
							6,233	0	0	0	0	0	PKYI	ROW			
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.		New Road Construction	Amended into 2040 LRTP		7,500	0	0	0	0	PKYI	RRU			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
							1,024	0	8,736	0	0	0	PKYI	CST	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
							188	0	0	0	0	0	PKYI	ENV	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 <i>SIS Project</i>	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 5	0 0	0 0	0 0	0 0	PKYI Total	CST	0	10,047	FTE
4289711 <i>SIS Project</i>	SR 417/Southern Connector Extension			1.40	Bridge Painting	Overview page 7		42 0 0 240	0 92 3,370 3,462	0 0 0 0	0 0 0 0	0 0 0 0	PKYR PKYI PKYR Total	PE CST CST	0	3,744	FTE
4361941 <i>SIS Project</i>	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 0 0 13,529	1,223 0 0 1,223	0 0 0 0	0 10,000 262,604 272,604	0 0 6,900 6,900	PKYI PKYI PKYI Total	ROW RRU CST ENV	0	295,843	FTE
4365161 <i>SIS Project</i>	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Resurfacing	Overview page 7		628 0 41	0 6,155 6,155	0 0 0	0 0 0	0 0 0	PKYR PKYR Total	PE CST	0	6,824	FTE
4365163 <i>SIS Project</i>	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Guardrail Improvements	Overview page 7		0 245	1,102 1,102	0 0	0 0	0 0	PKYR Total	CST	0	1,347	FTE
4402891 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Resurfacing	Overview page 7		0 2	0 0	1,249 1,249	0 0	0 0	PKYR Total	PE	TBD	TBD	FTE
4402892 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Guardrail Improvements	Overview page 7		0 0 2	400 0 400	0 44 44	0 387 387	0 0 0	PKYR PKYR Total	PE CST	0	833	FTE
4407001 <i>SIS Project</i>	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Resurfacing	Overview page 7		1,550 0 24	0 18,095 18,095	0 0 0	0 0 0	0 0 0	PKYR PKYR Total	PE CST	0	19,669	FTE
4407002 <i>SIS Project</i>	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Guardrail Improvements	Overview page 7		0 314	608 608	0 0	0 0	0 0	PKYR Total	CST	0	922	FTE
4408591 <i>SIS Project</i>	Florida's Turnpike	at Kissimmee Park Rd.		0.40	Convert Toll Plaza to All Electronic	Overview page 7		7,072 977	0 0	0 0	0 0	0 0	PKYI Total	CST	0	8,049	FTE
4412241 <i>SIS Project</i>	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 2,075 0 0 0 88	0 2,000 0 250 0 2,250	0 6,600 0 0 0 6,600	0 0 1,600 0 600 2,200	0 0 0 0 0 0	PKYI PKYI PKYI PKYI PKYI Total	PD&E PE ROW RRU ENV	74,418	89,131	FTE
4412242 <i>SIS Project</i>	Florida's Turnpike	at Kissimmee Park Rd.		0.60	Interchange Improvement	Tech. Rep. 3 page 40		0 0 6	4,912 0 4,912	0 0 0	0 43,301 43,301	0 0 0	PKYI PKYI Total	ROW CST	0	48,219	FTE
4417181 <i>SIS Project</i>	Florida's Turnpike	Milepost 227.0	Milepost 235.0	8.00	Flexible Pavement Reconstruction	Overview page 7		0 0 4	2,203 0 2,203	0 29,596 29,596	0 0 0	0 0 0	PKYR PKYR Total	PE CST	0	31,803	FTE

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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			
4417182 <i>SIS Project</i>	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
							7	500	0	1,824	0	0	0	PKYR	CST	0	
4417191 <i>SIS Project</i>	Florida's Turnpike	Milepost 198.5	Milepost 207.0	8.50	Resurfacing	Overview page 7		0	0	1,700	0	0	PKYR	PE			FTE
							2	0	0	1,700	0	0	0	PKYR	Total	TBD	
4417192 <i>SIS Project</i>	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
							2	0	500	0	1,587	0	0	PKYR	CST	0	

Seminole County

2402592 <i>SIS Project</i>	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
							68,987	2,482	2,482	2,482	2,482	2,482	Total		5,583	86,980	
4293353 <i>SIS Project</i>	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
							2	8,943	0	0	0	0	Total		0	8,945	
4385491 <i>SIS Project</i>	SR 417	Milepost 50.3	Milepost 54.6	4.51	Bridge Painting	Overview page 7		420	0	0	0	0	PKYR	PE			FTE
								0	2,187	0	0	0	PKYR	CST			
							2	420	2,187	0	0	0	Total		0	2,609	
4402911 <i>SIS Project</i>	SR 417	Milepost 38.0	Milepost 44.5	6.50	Resurfacing	Overview page 7		1,316	0	0	0	0	PKYR	PE			FTE
								0	13,348	0	0	0	PKYR	CST			
							45	1,316	13,348	0	0	0	Total		0	14,709	
4402912 <i>SIS Project</i>	SR 417	Milepost 38.0	Milepost 44.5	6.50	Guardrail Improvements	Overview page 7		0	765	0	0	0	PKYR	CST			FTE
							338	0	765	0	0	0	Total		0	1,103	
4402921 <i>SIS Project</i>	SR 417	Milepost 44.5	Milepost 49.9	5.40	Resurfacing	Overview page 7		0	924	0	0	0	PKYR	PE			FTE
								0	0	11,544	0	0	PKYR	CST			
							2	0	924	11,544	0	0	Total		0	12,470	
4402922 <i>SIS Project</i>	SR 417	Milepost 44.5	Milepost 49.9	5.40	Guardrail Improvements	Overview page 7		400	0	0	0	0	PKYR	PE			FTE
								0	0	828	0	0	PKYR	CST			
							2	400	0	828	0	0	Total		0	1,230	

Note: The CFX project lists for FY 2018/19 - 2022/23 were not provided by the TIP deadline due to schedule differences. As a result, this FY 2017/18 - 2021/22 CFX project list is the latest version currently available and is being included in the new TIP until the FY 2018/19 - 2022/23 project list is provided by CFX.

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Project Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2017/18 (\$000's)	Project Status and Cost (\$000's)							Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
99092 <i>SIS Project</i>	SR 417	Econlockhatchee Tr.	Orange/Seminole Co. Line	2.30	Widen to 6 Lanes	Tech. Rep. 3 page 4		7,080	25,770	0	0	0	SP	PE/CST			CFX
							0	7,080	25,770	0	0	0	Total		0	32,850	
99120 <i>SIS Project</i>	SR 417	International Dr.	John Young Pkwy.	3.60	Widen to 6 Lanes	Tech. Rep. 3 page 41		4,559	13,357	47,309	12,285	0	SP	PE/CST			CFX
							0	4,559	13,357	47,309	12,285	0	Total		0	77,510	
99121 <i>SIS Project</i>	SR 417	John Young Pkwy.	Landstar Blvd.	3.80	Widen to 6 Lanes	Tech. Rep. 3 page 41		2,702	2,712	42,061	21,031	0	SP	PE/CST			CFX
							0	2,702	2,712	42,061	21,031	0	Total		0	68,506	
99138 <i>SIS Project</i>	SR 417	Landstar Blvd.	Boggy Creek Rd.	2.60	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	4,235	16,491	32,962	0	SP	PE/CST			CFX
							0	0	4,235	16,491	32,962	0	Total		0	53,688	
99139 <i>SIS Project</i>	SR 417	Narcoossee Rd.	SR 528	3.90	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	0	5,618	21,860	43,699	SP	PE/CST			CFX
							0	0	0	5,618	21,860	43,699	Total		0	71,177	
99140 <i>SIS Project</i>	SR 417	Boggy Creek Rd.	Narcoossee Rd.	5.30	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	0	0	0	7,825	SP	PE			CFX
							0	0	0	0	0	7,825	Total		TBD	TBD	
99099 <i>SIS Project</i>	SR 417	at SR 528			Ramp Improvements	Overview page 7		7,014	3,504	0	0	0	SP	Bid./CST			CFX
							461	7,014	3,504	0	0	0	Total		0	10,979	
99117 <i>SIS Project</i>	SR 417	at Curry Ford Rd.			Southbound On-Ramp Improvements	Overview page 7		302	0	0	0	0	SP	CST			CFX
							0	302	0	0	0	0	Total		0	302	
99125 <i>SIS Project</i>	SR 417	Curry Ford Rd.	Lake Underhill Rd.	1.60	Landscaping	Overview page 9		0	0	19	308	20	SP	PE/CST/ Maintenance			CFX
							0	0	0	19	308	20	Total		0	347	
99126 <i>SIS Project</i>	SR 408	at SR 417			Landscaping	Overview page 9		0	0	0	0	81	SP	PE/Bid.			CFX
							0	0	0	0	0	81	Total		0	81	
99127 <i>SIS Project</i>	SR 417	at Florida's Turnpike			Landscaping	Overview page 9		0	0	59	775	20	SP	PE/CST/ Maintenance			CFX
							0	0	0	59	775	20	Total		0	854	
99141 <i>SIS Project</i>	SR 429	at Florida's Turnpike			Improve Interchange	2040 LRTP to be amended		113	411	1,246	1,246	28,817	SP	PE/CST			CFX
							0	113	411	1,246	1,246	28,817	Total		0	31,833	
99122 <i>SIS Project</i>	SR 429	Florida's Turnpike/SR 50	West Rd.	4.20	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	5,681	22,119	44,218	0	SP	PE/CST			CFX
							0	0	5,681	22,119	44,218	0	Total		0	72,018	
99142 <i>SIS Project</i>	SR 429	West Rd.	CR 437A	2.50	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	0	3,286	12,790	26,040	SP	PE/CST			CFX
							0	0	0	3,286	12,790	26,040	Total		0	42,116	
99143 <i>SIS Project</i>	SR 429	CR 535	Florida's Turnpike	3.10	Widen to 6 Lanes	Tech. Rep. 3 page 41		0	0	4,452	17,325	34,630	SP	PE/CST			CFX
							0	0	0	4,452	17,325	34,630	Total		0	56,407	
99100 <i>SIS Project</i>	SR 429	at CR 535			Northbound On-Ramp Improvements	Overview page 7		3,057	1,524	0	0	0	SP	Bid./CST			CFX
							186	3,057	1,524	0	0	0	Total		0	4,767	
99093 <i>SIS Project</i>	SR 408	Good Homes Rd.	E of Hiawassee Rd.	1.80	Widen to 8 Lanes	Tech. Rep. 3 page 4		13,440	0	0	0	0	SP	CST			CFX
							14,193	13,440	0	0	0	0	Total		0	27,633	
99094 <i>SIS Project</i>	SR 408	SR 417	Alafaya Tr.	4.10	Widen to 8 Lanes	Tech. Rep. 3 page 4		33,207	44,269	11,067	0	0	SP	PE/CST			CFX
							0	33,207	44,269	11,067	0	0	Total		0	88,543	
99144 <i>SIS Project</i>	SR 528	SR 436	Goldenrod Rd.	1.40	Widen to 8 Lanes	Tech. Rep. 3 page 41		2,549	2,560	39,680	19,840	0	SP	PE/CST			CFX
							0	2,549	2,560	39,680	19,840	0	Total		0	64,629	
99095 <i>SIS Project</i>	SR 528	Narcoossee Rd.	SR 417	1.90	Widen to 8 Lanes	Tech. Rep. 3 page 41		0	0	901	1,830	29,883	SP	PE/CST			CFX
							0	0	0	901	1,830	29,883	Total		0	32,614	

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		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
99097 <i>SIS Project</i>	SR 528	at Econlockhatchee River			Bridge Replacement/Widening	Overview page 7		13,171	3,293	0	0	0	SP	CST			CFX
							6,343	13,171	3,293	0	0	0	Total		0	22,807	
99137 <i>SIS Project</i>	SR 528 Frontage	Boggy Creek Rd.	SR 436	2.10	Landscaping	Overview page 9		0	0	0	256	20	SP	PE/CST/ Maintenance			CFX
							0	0	0	0	256	20	Total		0	276	
99026 <i>SIS Project</i>	Misc. Safety, Guardrail, Drainage & Lighting	Systemwide			Miscellaneous Upgrades	Overview page 7		404	649	781	756	506	SP	PE/CST			CFX
							7,466	404	649	781	756	506	Total		0	10,562	
99124 <i>SIS Project</i>	Multimodal/Intermodal Opportunity Study				Multimodal/Intermodal Study	Overview page 7		300	300	300	300	300	SP	Study			CFX
							0	300	300	300	300	300	Total		0	1,500	
99145	Safety Campaign				Safety Communications Project	Overview page 7		195	170	160	120	100	SP	Communic.			CFX
							0	195	170	160	120	100	Total		0	745	
99146 <i>SIS Project</i>	SR 528	Narcoossee Rd.	E of SR 520	18.00	Safety Project (Fencing)	Overview page 7		10	3,139	0	0	0	SP	PE/CST			CFX
							0	10	3,139	0	0	0	Total		0	3,149	
99104 <i>SIS Project</i>	SR 408 Eastern Extension	Challenger Pkwy.	SR 520	7.30	New 4-Lane Expressway	Tech. Rep. 3 page 40		1,000	0	1,675	1,664	0	SP	PD&E/Line & Grade			CFX
							2,305	1,000	0	1,675	1,664	0	Total		TBD	TBD	
99129	SR 528 Northeast District Connector Study	SR 528	Northeast District	8.00	New Expressway Study	Tech. Rep. 3 page 41		995	990	0	0	0	SP	Study			CFX
							0	995	990	0	0	0	Total		0	1,985	
99147	Osceola Pkwy. Extension Feasibility Study	Northeast Connector	SR 417		New Expressway Study	Overview page 7		1,125	0	0	0	0	SP	Study			CFX
							0	1,125	0	0	0	0	Total		0	1,125	
99148	Northeast Connector Expressway Study	Florida's Turnpike	Osceola Pkwy. Extension		New Expressway Study	Tech. Rep. 3 page 41		1,125	0	0	0	0	SP	Study			CFX
							0	1,125	0	0	0	0	Total		0	1,125	
99149	Southport Connector Feasibility Study	Poinciana Pkwy.	Florida's Turnpike		New Expressway Study	Overview page 7		938	0	0	0	0	SP	Study			CFX
							0	938	0	0	0	0	Total		0	938	
99150	Poinciana/I-4 Connector Feasibility Study	I-4	Poinciana Pkwy.		New Expressway Study	Tech. Rep. 3 page 41		1,125	0	0	0	0	SP	Study			CFX
							0	1,125	0	0	0	0	Total		0	1,125	
99151	SR 414 Direct Connection Study	US 441	SR 434		New Expressway Study	Tech. Rep. 3 page 41		150	0	0	0	0	SP	Study			CFX
							0	150	0	0	0	0	Total		0	150	
99152	Lake/Orange Connector Feasibility Study	US 27	SR 429		New Expressway Study	Tech. Rep. 3 page 41		0	285	825	0	0	SP	Study			CFX
							0	0	285	825	0	0	Total		0	1,110	
99153	Expansion PD&E Based on Feasibility Studies Phase 1				New Expressway Study	Overview page 7		0	1,057	1,046	1,113	1,102	SP	PD&E/Line & Grade			CFX
							0	0	1,057	1,046	1,113	1,102	Total		0	4,318	
99154	Expansion PD&E Based on Feasibility Studies Phase 2				New Expressway Study	Overview page 7		0	0	1,085	1,074	1,142	SP	PD&E/Line & Grade			CFX
							0	0	0	1,085	1,074	1,142	Total		0	3,301	
99103 <i>SIS Project</i>	SR 429	at SR 414			Landscaping	Overview page 9		5	0	0	0	0	SP	Maintenance			CFX
							3,911	5	0	0	0	0	Total		0	3,916	
99128 <i>SIS Project</i>	SR 429	at SR 414			Landscaping Phase 2	Overview page 9		825	20	5	0	0	SP	CST/ Maintenance			CFX
							947	825	20	5	0	0	Total		0	1,797	
99105 <i>SIS Project</i>	Wekiva Pkwy. - Section 1A	US 441 Interchange	N of Ponkan Rd.	2.30	New 4-Lane Expressway	Tech. Rep. 3 page 47		2,100	0	0	0	0	SP/CF	CST			CFX
							75,855	2,100	0	0	0	0	Total		0	77,955	
99078 <i>SIS Project</i>	Wekiva Pkwy. - Section 1B	N of Ponkan Rd.	N of Kelly Park Rd.	2.30	New 4-Lane Expressway	Tech. Rep. 3 page 47		2,625	0	0	0	0	SP/CF	CST			CFX
							60,992	2,625	0	0	0	0	Total		0	63,617	

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		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
99080 <i>SIS Project</i>	Wekiva Pkwy. - Section 2A	E of CR 437	E of Mt. Plymouth Rd.	2.00	New 4-Lane Expressway	Tech. Rep. 3 page 47	<div>47,056</div>	<div>21,255</div> <div>21,255</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP/CF</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>68,311</div>	CFX
99079 <i>SIS Project</i>	Wekiva Pkwy. - Section 2B	N of Kelly Park Rd.	E of CR 437	2.00	New 4-Lane Expressway	Tech. Rep. 3 page 47	<div>85,508</div>	<div>26,008</div> <div>26,008</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP/CF</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>111,516</div>	CFX
99081 <i>SIS Project</i>	Wekiva Pkwy. - Section 2C	Orange/Lake Co. Line	SR 46 E of Round Lake Rd.	1.30	New 4-Lane Expressway	Tech. Rep. 3 page 47	<div>53,154</div>	<div>17,730</div> <div>17,730</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP/CF</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>70,884</div>	CFX
99131 <i>SIS Project</i>	Wekiva Pkwy.	US 441	Kelly Park Rd.		Landscaping	Overview page 9	<div>42</div>	<div>2,451</div> <div>2,451</div>	<div>60</div> <div>60</div>	<div>60</div> <div>60</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>2,613</div>	CFX
99155 <i>SIS Project</i>	Wekiva Pkwy.	Coronado Summerset Dr.	SR 46		Landscaping	Overview page 9	<div>0</div>	<div>527</div> <div>527</div>	<div>495</div> <div>495</div>	<div>20</div> <div>20</div>	<div>5</div> <div>5</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>1,047</div>	CFX
99156 <i>SIS Project</i>	Wekiva Pkwy.	SR 451	SR 429		Landscaping	Overview page 9	<div>0</div>	<div>80</div> <div>80</div>	<div>983</div> <div>983</div>	<div>20</div> <div>20</div>	<div>15</div> <div>15</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>1,098</div>	CFX
99157 <i>SIS Project</i>	Wekiva Pkwy.	Utility Viaduct	Mt. Plymouth Rd.		Landscaping	Overview page 9	<div>0</div>	<div>26</div> <div>26</div>	<div>316</div> <div>316</div>	<div>295</div> <div>295</div>	<div>20</div> <div>20</div>	<div>5</div> <div>5</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>662</div>	CFX
99158 <i>SIS Project</i>	Wekiva Pkwy.	at Kelly Park Rd.			Landscaping	Overview page 9	<div>0</div>	<div>0</div> <div>0</div>	<div>76</div> <div>76</div>	<div>973</div> <div>973</div>	<div>20</div> <div>20</div>	<div>15</div> <div>15</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>1,084</div>	CFX
99159 <i>SIS Project</i>	Wekiva Pkwy.	N of SR 429/451 Interchange	Coronado Summerset Dr.		Landscaping	Overview page 9	<div>0</div>	<div>0</div> <div>0</div>	<div>42</div> <div>42</div>	<div>627</div> <div>627</div>	<div>589</div> <div>589</div>	<div>20</div> <div>20</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>1,278</div>	CFX
99160 <i>SIS Project</i>	Wekiva Pkwy.	Pond 1	Utility Viaduct		Landscaping	Overview page 9	<div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>95</div> <div>95</div>	<div>1,166</div> <div>1,166</div>	<div>20</div> <div>20</div>	<div>SP</div> <div>Total</div>	PE/CST/ Maintenance	<div></div> <div>0</div>	<div></div> <div>1,281</div>	CFX
99082 <i>SIS Project</i>	SR 429/Wekiva Pkwy.	US 441	E of Mt. Plymouth Rd. & NW to SR 46		New 4-Lane Expressway (Right of Way)	Tech. Rep. 3 page 47	<div>142,631</div>	<div>47,656</div> <div>47,656</div>	<div>8,497</div> <div>8,497</div>	<div>648</div> <div>648</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP/CF</div> <div>Total</div>	ROW	<div></div> <div>0</div>	<div></div> <div>199,432</div>	CFX
99133 <i>SIS Project</i>	SR 408	at SR 417 (Phase 2)			Add Ramps, Mill & Resurface	Tech. Rep. 3 page 4	<div>282</div>	<div>39,760</div> <div>39,760</div>	<div>39,760</div> <div>39,760</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>79,802</div>	CFX
99043 <i>SIS Project</i>	SR 429/Western Expy.	at Schofield Rd.			Landscaping	Overview page 9	<div>0</div>	<div>0</div> <div>0</div>	<div>13</div> <div>13</div>	<div>433</div> <div>433</div>	<div>20</div> <div>20</div>	<div>20</div> <div>20</div>	<div>SP</div> <div>Total</div>	PE/CST Maintenance	<div></div> <div>0</div>	<div></div> <div>486</div>	CFX
99083 <i>SIS Project</i>	SR 417	at Boggy Creek Rd. (Phase 3)			Landscaping	Overview page 9	<div>0</div>	<div>58</div> <div>58</div>	<div>854</div> <div>854</div>	<div>20</div> <div>20</div>	<div>15</div> <div>15</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	PE/CST Maintenance	<div></div> <div>0</div>	<div></div> <div>947</div>	CFX
99107 <i>SIS Project</i>	SR 528	at Innovation Way			Add New Interchange	Tech. Rep. 3 page 5	<div>52,695</div>	<div>26,936</div> <div>26,936</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	DSB	<div></div> <div>0</div>	<div></div> <div>79,631</div>	CFX
99108 <i>SIS Project</i>	SR 408	at I-4 Ultimate			Reconstruct Interchange	Tech. Rep. 2 page 11	<div>2,024</div>	<div>75,964</div> <div>75,964</div>	<div>75,964</div> <div>75,964</div>	<div>80,968</div> <div>80,968</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SP</div> <div>Total</div>	Contribution	<div></div> <div>0</div>	<div></div> <div>234,920</div>	CFX
99134 <i>SIS Project</i>	SR 429 New Interchange Studies				Interchange Studies & Design	Overview page 7	<div>0</div>	<div>160</div> <div>160</div>	<div>1,033</div> <div>1,033</div>	<div>0</div> <div>0</div>	<div>6,195</div> <div>6,195</div>	<div>6,184</div> <div>6,184</div>	<div>SP</div> <div>Total</div>	Study/PE	<div></div> <div>0</div>	<div></div> <div>13,572</div>	CFX
99136 <i>SIS Project</i>	SR 528	at Innovation Way			Landscaping	Overview page 9	<div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>49</div> <div>49</div>	<div>614</div> <div>614</div>	<div>SP</div> <div>Total</div>	PE/CST Maintenance	<div></div> <div>0</div>	<div></div> <div>663</div>	CFX
99049 <i>SIS Project</i>	Miscellaneous Facility Improvements				Upgrade/Replace Facilities	Overview page 7	<div>5,394</div>	<div>3,378</div> <div>3,378</div>	<div>6,304</div> <div>6,304</div>	<div>1,330</div> <div>1,330</div>	<div>1,059</div> <div>1,059</div>	<div>1,054</div> <div>1,054</div>	<div>SP</div> <div>Total</div>	PE/CST	<div></div> <div>0</div>	<div></div> <div>18,519</div>	CFX
99054 <i>SIS Project</i>	Miscellaneous Technology Projects				System Upgrades and Equipment	Overview page 10	<div>36,703</div>	<div>50,975</div> <div>50,975</div>	<div>41,748</div> <div>41,748</div>	<div>12,611</div> <div>12,611</div>	<div>4,721</div> <div>4,721</div>	<div>3,909</div> <div>3,909</div>	<div>SP</div> <div>Total</div>	PE/CST	<div></div> <div>0</div>	<div></div> <div>150,667</div>	CFX

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Central Florida Expressway Authority

Project Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2017/18 (\$000's)	Project Status and Cost (\$000's)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	
		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources				Project Phases
99055 <i>SIS Project</i>	Miscellaneous Signing & Pavement Markings	Systemwide			Signing & Pavement Markings	Overview page 7		2,520	1,981	1,969	1,394	180	SP	PE/CST			CFX
							1,616	2,520	1,981	1,969	1,394	180	Total		0	9,660	
99058 <i>SIS Project</i>	Miscellaneous Resurfacing, Drainage & Repair Projects	Systemwide			Renewal/Replacement Projects	Overview page 7		31,850	96,118	34,880	40,463	23,574	R&R	PE/CST			CFX
							96,458	31,850	96,118	34,880	40,463	23,574	Total		0	323,343	
99059 <i>SIS Project</i>	Miscellaneous Landscape Projects	Systemwide			Landscaping	Overview page 9		810	805	1,435	810	805	SP	PE/CST			CFX
							1,500	810	805	1,435	810	805	Total		0	6,165	
99073	Goldenrod Rd.	Lee Vista Blvd.	Narcoossee Rd.	0.90	Resurfacing	Overview page 7		715	690	0	0	0	NSP	CST			CFX
							0	715	690	0	0	0	Total		0	1,405	

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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	<div><div></div><div>13,296</div></div>	<div><div>1,047</div><div>1,047</div></div>	<div><div>1,047</div><div>1,047</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>Total</div></div>	<div><div>OPS</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>15,390</div></div>	Orange Co.
4217441	SR 535	at SR 536			Intersection Improvement Proportionate Share	Overview page 10	<div><div></div><div>0</div></div>	<div><div>480</div><div>480</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>LFP</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>480</div></div>	FDOT
4355251	Gatlin Ave.	at Barber Park Access Rd./ Kennedy Ave.			Intersection Improvement	Overview page 10	<div><div></div><div>158</div></div>	<div><div>1,338</div><div>1,338</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,496</div></div>	Orange Co.
4355261	SR 434/Alafaya Tr.	at Corporate Blvd.			Intersection Improvement	Overview page 10	<div><div></div><div>220</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>566</div><div>566</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>786</div></div>	Orange Co.
4355271	Powers Dr.	at North Ln.			Intersection Improvement	Overview page 10	<div><div></div><div>300</div></div>	<div><div>0</div><div>0</div></div>	<div><div>567</div><div>567</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>867</div></div>	Orange Co.
4355541	Vineland Ave.	at SR 535			Intersection Improvement	Overview page 10	<div><div></div><div>302</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,675</div><div>1,675</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,977</div></div>	Orange Co.
4363461	UCF Big Data Research	Countywide			Advanced Traveler Information System	Overview page 10	<div><div></div><div>300</div></div>	<div><div>100</div><div>100</div></div>	<div><div>100</div><div>100</div></div>	<div><div>0</div><div>0</div></div>	<div><div>100</div><div>100</div></div>	<div><div>0</div><div>0</div></div>	<div><div>DIIS</div><div>Total</div></div>	<div><div>OPS</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>600</div></div>	Orange Co.
4375081	Orlando Pedestrian Traffic Signals	Citywide			Traffic Signals	Overview page 10	<div><div></div><div>466</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>25</div><div>2,104</div><div>2,129</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>LF</div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,595</div></div>	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	<div><div></div><div>794</div></div>	<div><div>33</div><div>69</div><div>20</div><div>1,173</div><div>1,295</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>DIH</div><div>DS</div><div>HSP</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,089</div></div>	FDOT
4391331	SR 15	at Curry Ford Rd.		0.03	Traffic Signal Update	Overview page 10	<div><div></div><div>340</div></div>	<div><div>0</div><div>0</div></div>	<div><div>11</div><div>769</div><div>780</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DIH</div><div>DS</div><div>Total</div></div>	<div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,120</div></div>	FDOT
4408212	UCF Automated Shuttle Service				ITS Communication System	Overview page 10	<div><div></div><div>0</div></div>	<div><div>840</div><div>840</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>TSM</div><div>Total</div></div>	<div><div>CAP</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>840</div></div>	FDOT
4413951	SR 500/US 441	at Rosamund Dr.			Intersection Improvement	Overview page 10	<div><div></div><div>0</div></div>	<div><div>75</div><div>75</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>HSID</div><div>Total</div></div>	<div><div>PE</div><div></div></div>	<div><div></div><div>TBD</div></div>	<div><div></div><div>TBD</div></div>	FDOT
4414001	Sadler Rd.	at SR 500/US 441			Intersection Improvement	Overview page 10	<div><div></div><div>0</div></div>	<div><div>493</div><div>493</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>493</div></div>	Orlando
4414021	Turkey Lake Rd.	at Vineland Rd.			Intersection Improvement	Overview page 10	<div><div></div><div>0</div></div>	<div><div>159</div><div>0</div><div>159</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>929</div><div>929</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>SU</div><div>SU</div><div>Total</div></div>	<div><div>PE</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,088</div></div>	FDOT
4414901	University Blvd.	at Dean Rd.		0.02	Intersection Improvement	Overview page 10	<div><div></div><div>431</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>271</div><div>0</div><div>271</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>1,869</div><div>1,869</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>SU</div><div>SU</div><div>Total</div></div>	<div><div>ROW</div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,571</div></div>	Orange Co.

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			
4416161	Orange Co. ATMS Phase 4	Countywide Roads			ITS Communication System	Overview page 10		345 0	0 3,997	0 0	0 0	0 0	SU SU Total	PE CST			FDOT
							0	345	3,997	0	0	0			0	4,342	
4419821	Ped/Safe	Winter Park & International Dr.			ITS Communication System	Overview page 10		0 0 0	0 0 0	0 0 0	400 0 0	0 294 3,280	DITS DIH DITS Total	PE CST CST			FDOT
							0	0	0	0	400	0			0	3,974	
4427391	Adoptive Traffic Signal Interface with Train				ITS Communication System	Overview page 10		250 0	0 0	0 0	0 0	0 0	TSM Total	CAP			FDOT
							0	250	0	0	0	0			0	250	
4427411	Advanced Transportation & Congestion Management Technology Deployment	in East Orange Co.			Connected & Autonomous Vehicle ATCMTD Research	Overview page 10		250 0	250 250	500 500	500 500	0 0	TSM Total	OPS			FDOT
							0	250	250	500	500	0			0	1,500	
4427421	Advanced Transportation & Congestion Management Technology Deployment	in East Orange Co.			ATCMTD Mobility & Safety Before & After Study	Overview page 10		0 105	0 0	200 200	0 0	0 0	TSM Total	OPS			FDOT
															0	305	

MetroPlan Orlando
Transportation Improvement Program
Transportation Systems Management & Operations 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			
4130196	Osceola Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10		161 2,103	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		45 6,489	0 45	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		0 2,531	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		150 312 0 0 722	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		2,917 275	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		473 73 284	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	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		348 348	0 0	0 0	0 0	0 0	SU Total	CST	0	348	FDOT

MetroPlan Orlando
Transportation Improvement Program
Transportation Systems Management & Operations 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
4130197	Traffic Signal Engineering Contract	Seminole Co.			Traffic Signals	Overview page 10		399 5,251	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		0 147	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		0 0	1,549 21	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		631 0	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		583 103 340	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		50 5	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		4,485 205	0 4,585	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		101	0	0	0	0	DIH	CST			FDOT
								3,166	0	0	0	0	DS	CST			
							5,264	3,267	0	0	0	0	Total		0	8,531	

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Section VIII
MetroPlan Orlando
Transportation Improvement Program
Maintenance Projects

MetroPlan Orlando
Transportation Improvement Program
Maintenance Projects
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 L RTP 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			
2442962	Primary Roads MOA	in City of Apopka			Routine Maintenance	Overview page 7	<div><div></div><div>348</div></div>	<div><div>116</div><div>116</div></div>	<div><div>116</div><div>116</div></div>	<div><div>116</div><div>116</div></div>	<div><div>116</div><div>116</div></div>	<div><div>116</div><div>116</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>928</div></div>	Apopka
2442981	Primary Roads MOA	in City of Ocoee			Routine Maintenance	Overview page 7	<div><div></div><div>681</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>806</div></div>	Ocoee
2448231	Joint Pond Agreement with Orange Co.				Routine Maintenance	Overview page 7	<div><div></div><div>72</div></div>	<div><div>3</div><div>3</div></div>	<div><div>3</div><div>3</div></div>	<div><div>3</div><div>3</div></div>	<div><div>3</div><div>3</div></div>	<div><div>3</div><div>3</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>87</div></div>	Orange Co.
2451901	CFX Facilities	in Orange Co.		22.46	Routine Maintenance	Overview page 7	<div><div></div><div>47,066</div></div>	<div><div>2,800</div><div>2,800</div></div>	<div><div>2,800</div><div>2,800</div></div>	<div><div>2,800</div><div>2,800</div></div>	<div><div>2,800</div><div>2,800</div></div>	<div><div>2,800</div><div>2,800</div></div>	<div><div>TM11</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>61,066</div></div>	CFX
4057871	Orange Co. MOA				Routine Maintenance	Overview page 7	<div><div></div><div>1,208</div></div>	<div><div>118</div><div>118</div></div>	<div><div>118</div><div>118</div></div>	<div><div>118</div><div>118</div></div>	<div><div>118</div><div>118</div></div>	<div><div>118</div><div>118</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>1,798</div></div>	Orange Co.
4066601	I-4	within Reedy Creek Improvement District			Routine Maintenance	Overview page 7	<div><div></div><div>3,085</div></div>	<div><div>212</div><div>212</div></div>	<div><div>212</div><div>212</div></div>	<div><div>212</div><div>212</div></div>	<div><div>212</div><div>212</div></div>	<div><div>212</div><div>212</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>4,145</div></div>	RCID
4136156	Lighting Agreements	in Orange Co.			Lighting Maintenance	Overview page 7	<div><div></div><div>13,602</div></div>	<div><div>1,632</div><div>1,632</div></div>	<div><div>1,681</div><div>1,681</div></div>	<div><div>1,732</div><div>1,732</div></div>	<div><div>1,784</div><div>1,784</div></div>	<div><div>1,837</div><div>1,837</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>22,268</div></div>	Orange Co./ FDOT
4168111	SR 528/Beachline Expy.				Toll Facilities Maintenance	Overview page 7	<div><div></div><div>416</div></div>	<div><div>4</div><div>4</div></div>	<div><div>4</div><div>4</div></div>	<div><div>4</div><div>4</div></div>	<div><div>4</div><div>4</div></div>	<div><div>4</div><div>4</div></div>	<div><div>PKM1</div><div>Total</div></div>	MNT	<div><div></div><div>21</div></div>	<div><div></div><div>457</div></div>	FDOT
4181081	Primary Roads MOA	in Orange Co.			Routine Maintenance	Overview page 7	<div><div></div><div>50,321</div></div>	<div><div>2,848</div><div>2,848</div></div>	<div><div>2,848</div><div>2,848</div></div>	<div><div>2,990</div><div>2,990</div></div>	<div><div>2,990</div><div>2,990</div></div>	<div><div>2,990</div><div>2,990</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>64,987</div></div>	Orange Co.
4182322	SR 408/East-West Expy.	W SR 50	E SR 50		Routine Maintenance	Overview page 7	<div><div></div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>TM11</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>12</div></div>	FDOT
4182324	SR 417/Eastern Beltway	SR 536	Orange/Seminole Co. Line		Routine Maintenance	Overview page 7	<div><div></div><div>3</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>TM11</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>13</div></div>	FDOT
4182325	SR 408/East-West Expy. Extensions				Routine Maintenance	Overview page 7	<div><div></div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>2</div><div>2</div></div>	<div><div>TM11</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>12</div></div>	FDOT
4220396	Rework Shoulders & Ditch Repair	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>715</div></div>	<div><div>391</div><div>391</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>1,106</div></div>	FDOT
4220427	Performance Aesthetics	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>3,749</div></div>	<div><div>375</div><div>375</div></div>	<div><div>750</div><div>750</div></div>	<div><div>750</div><div>750</div></div>	<div><div>750</div><div>750</div></div>	<div><div>750</div><div>750</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>7,124</div></div>	FDOT
4256361	Roadway Aesthetics	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>5,980</div></div>	<div><div>698</div><div>698</div></div>	<div><div>698</div><div>698</div></div>	<div><div>698</div><div>698</div></div>	<div><div>698</div><div>698</div></div>	<div><div>634</div><div>634</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>9,406</div></div>	FDOT
4260221	SR 500/US 441	in Hunters Creek			Routine Maintenance	Overview page 7	<div><div></div><div>109</div></div>	<div><div>11</div><div>11</div></div>	<div><div>11</div><div>11</div></div>	<div><div>11</div><div>11</div></div>	<div><div>11</div><div>11</div></div>	<div><div>11</div><div>11</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>164</div></div>	Orange Co.
4291532	Performance Sidewalk	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>1,570</div></div>	<div><div>320</div><div>320</div></div>	<div><div>320</div><div>320</div></div>	<div><div>320</div><div>320</div></div>	<div><div>320</div><div>320</div></div>	<div><div>320</div><div>320</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>3,170</div></div>	FDOT
4291611	Pipe Desilt & Video				Routine Maintenance	Overview page 7	<div><div></div><div>2,382</div></div>	<div><div>1,634</div><div>1,634</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	MNT	<div><div></div><div>0</div></div>	<div><div></div><div>4,016</div></div>	FDOT

MetroPlan Orlando
Transportation Improvement Program
Maintenance 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
4291633	Performance Pavement	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>741</div></div>	<div><div>148</div><div>148</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>889</div></div>	FDOT
4317341	Drainage Repairs	in Orange Co.			Routine Maintenance	Overview page 7	<div><div></div><div>6,664</div></div>	<div><div>1,850</div><div>1,850</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>8,514</div></div>	FDOT
4416961	Asphalt Repairs	in Orange Co.			Routine Maintenance	Overview page 7	<div><div></div><div>0</div></div>	<div><div>653</div><div>653</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>653</div></div>	FDOT
4425741	Fla.'s Turnpike Enterprise Headquarters				Landscape Replacement	Overview page 7	<div><div></div><div>0</div></div>	<div><div>20</div><div>20</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>20</div></div>	FTE

Osceola County

2443831	City of Kissimmee MOA				Routine Maintenance	Overview page 7	<div></div> 2,209	<div>118</div> 118	<div>118</div> 118	<div>118</div> 118	<div>118</div> 118	<div>118</div> 118	<div>D</div> Total	MNT	<div></div> 0	<div></div> 2,799	FDOT
2448471	Osceola Co. MOA				Routine Maintenance	Overview page 7	<div></div> 1,270	<div>86</div> 86	<div>86</div> 86	<div>86</div> 86	<div>86</div> 86	<div>86</div> 86	<div>D</div> Total	MNT	<div></div> 0	<div></div> 1,700	FDOT
2448491	Agreement between Osceola & Orange Co. & OBT Devel. Board				Routine Maintenance	Overview page 7	<div></div> 650	<div>110</div> 110	<div>0</div> 0	<div>110</div> 110	<div>0</div> 0	<div>110</div> 110	<div>D</div> Total	MNT	<div></div> 0	<div></div> 980	FDOT
4067751	City of St. Cloud MOA				Routine Maintenance	Overview page 7	<div></div> 201	<div>11</div> 11	<div>11</div> 11	<div>11</div> 11	<div>11</div> 11	<div>11</div> 11	<div>D</div> Total	MNT	<div></div> 0	<div></div> 256	FDOT
4136159	Lighting Agreements	in Osceola Co.			Lighting Maintenance	Overview page 7	<div></div> 2,898	<div>307</div> 307	<div>317</div> 317	<div>326</div> 326	<div>336</div> 336	<div>346</div> 346	<div>D</div> Total	MNT	<div></div> 0	<div></div> 4,530	FDOT
4181091	Primary Roads MOA	in Osceola Co.			Routine Maintenance	Overview page 7	<div></div> 5,033	<div>311</div> 311	<div>311</div> 311	<div>313</div> 313	<div>313</div> 313	<div>313</div> 313	<div>D</div> Total	MNT	<div></div> 0	<div></div> 6,594	FDOT

MetroPlan Orlando
Transportation Improvement Program
Maintenance Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 L RTP 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
2445491	City of Casselberry MOA				Routine Maintenance	Overview page 7	<div><div></div><div>1,491</div></div>	<div><div>132</div><div>132</div></div>	<div><div>132</div><div>132</div></div>	<div><div>132</div><div>132</div></div>	<div><div>132</div><div>132</div></div>	<div><div>132</div><div>132</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,151</div></div>	FDOT
2448531	City of Longwood MOA				Routine Maintenance	Overview page 7	<div><div></div><div>910</div></div>	<div><div>59</div><div>59</div></div>	<div><div>59</div><div>59</div></div>	<div><div>59</div><div>59</div></div>	<div><div>59</div><div>59</div></div>	<div><div>59</div><div>59</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,205</div></div>	FDOT
2448801	City of Winter Springs MOA				Routine Maintenance	Overview page 7	<div><div></div><div>1,080</div></div>	<div><div>66</div><div>66</div></div>	<div><div>66</div><div>66</div></div>	<div><div>66</div><div>66</div></div>	<div><div>66</div><div>66</div></div>	<div><div>66</div><div>66</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,410</div></div>	FDOT
4136157	Lighting Agreements	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>2,836</div></div>	<div><div>328</div><div>328</div></div>	<div><div>337</div><div>337</div></div>	<div><div>348</div><div>348</div></div>	<div><div>358</div><div>358</div></div>	<div><div>369</div><div>369</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>4,576</div></div>	FDOT
4181101	Primary Roads MOA	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>26,283</div></div>	<div><div>1,187</div><div>1,187</div></div>	<div><div>1,187</div><div>1,187</div></div>	<div><div>1,429</div><div>1,429</div></div>	<div><div>1,429</div><div>1,429</div></div>	<div><div>1,429</div><div>1,429</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>32,944</div></div>	FDOT
4220411	City of Oviedo MOA				Routine Maintenance	Overview page 7	<div><div></div><div>545</div></div>	<div><div>55</div><div>55</div></div>	<div><div>55</div><div>55</div></div>	<div><div>55</div><div>55</div></div>	<div><div>55</div><div>55</div></div>	<div><div>55</div><div>55</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>820</div></div>	FDOT
4291632	Pavement Markings Performance	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>3,050</div></div>	<div><div>350</div><div>350</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>3,400</div></div>	FDOT
4367303	SR 417 Highway Lighting	in Seminole Co.			Lighting	Overview page 7	<div><div></div><div>485</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>25</div><div>25</div></div>	<div><div>PKM1</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>610</div></div>	FTE
4419281	Drainage Repairs	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>0</div></div>	<div><div>351</div><div>351</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>351</div></div>	FTE
4425012	FDOT Oviedo Operations Center				Fixed Capital Outlay	Overview page 7	<div><div></div><div>0</div></div>	<div><div>40</div><div>40</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>D</div><div>Total</div></div>	<div><div>MNT</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>40</div></div>	FDOT

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 1,796 1,605	2,992 2,245 3,692	2,492 0 2,492	9,561 2,252 11,813	18,484 2,252 20,736	SU TALU Total	CST CST		0	45,575	MetroPlan Orlando
4302254	Shingle Creek Trail	Central Florida Pkwy.	SR 528/Beachline Expy.		Bike Path/Trail	Overview page 7		0 0 0	2,200 2,200 0	0 0 0	0 0 0	0 0 0	TALT TALT Total	CST		0	2,200	Orange Co.
4302255	Shingle Creek Trail Segment 3	SR 528/Beachline Expy.	Destination Pkwy.		Bike Path/Trail	Overview page 7		0 0 0 0	0 0 0 0	657 400 2,252 3,309	0 0 0 0	0 0 0 0	SU TALT TALU Total	CST CST CST		0	3,309	Orange Co.
4355211	St. Andrew's Trail	Cady Way Trail	Aloma Ave.		Bike Path/Trail	Overview page 7		0 450 0	3,040 3,040 0	0 0 0	0 0 0	0 0 0	SU Total	CST		0	3,490	Winter Park
4364331	Orange Co. Gap Segment 2	Hiawassee Rd.	N of SR 414/Maitland Blvd.		Bike Path/Trail	Overview page 7		10 230 0 0 1,346	41 575 0 0 616	41 675 0 0 716	0 440 0 0 440	0 277 5,925 412 6,614	DIH TLWR DDR DIH Total	ROW ROW CST CST		0	9,972	FDOT
4364351	Orange Co. Gap Segment 1	Clarcona-Ocoee Rd.	West Orange Trail	0.28	Bike Path/Trail	Overview page 7		515 15 0 0 374	160 15 24 160 359	27 0 0 0 27	0 0 0 0 0	0 0 0 0 0	DDR DIH DDR SA Total	ROW ROW CST CST		0	1,290	FDOT
4375751	Orange Blossom Trail Phase 2A	30th St.	Gore St.		Bike Path/Trail	Overview page 7		1,010 0 0 1,010	0 0 0 0	0 4,420 0 4,420	0 0 0 0	0 0 0 0	SU SU Total	PE CST		0	5,430	Orange Co.
4390661	Orlando Urban Trail Extension	along Orange Ave. & South St. to Orlando Health/Amtrak station			Bike Path/Trail	Overview page 7		0 0 820	0 0 0	6,140 6,140 0	0 0 0	0 0 0	SU Total	CST		0	6,960	Orlando
4396791	SR 500/US 441	N of Holden Ave.	37th St.	0.59	Pedestrian Safety Improvements	Overview page 7		1,044 407	0 0	0 0	0 0	0 0	HSP Total	CST		0	1,451	FDOT
4410661	SR 482/Sand Lake Rd.	Lake Gloria Blvd.	Orange Ave.	0.57	Sidewalk	Overview page 7		1,271 266 566 506	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	DDR DS SA Total	CST CST CST		0	2,609	FDOT

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	<div><div></div><div>0</div></div>	<div><div>2,581</div><div>2,581</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>2,581</div></div>	Kissimmee
4374731	East Lake Elementary School Sidewalks	E of Turnberry Blvd.	W of N. Point Blvd.	0.36	Sidewalk	Overview page 7	<div><div></div><div>46</div></div>	<div><div>160</div><div>160</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>206</div></div>	Osceola Co.
4374771	International Dr.	SR 417 Overpass	S of Gaylord Palms Resort		Sidewalk	Overview page 7	<div><div></div><div>65</div></div>	<div><div>0</div><div>0</div></div>	<div><div>230</div><div>230</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>295</div></div>	Osceola Co.
4374811	Highlands Elementary School Sidewalks	S of Jackson Sr.	N of Carroll St.	0.46	Sidewalk	Overview page 7	<div><div></div><div>59</div></div>	<div><div>177</div><div>177</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>236</div></div>	Osceola Co.
4375111	Ventura Elementary School Sidewalks	on Royal Palm Dr.			Sidewalk	Overview page 7	<div><div></div><div>57</div></div>	<div><div>0</div><div>0</div></div>	<div><div>187</div><div>187</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>244</div></div>	Osceola Co.
4390671	Kissimmee/St. Cloud Trail	Neptune Rd.	E. Lake Shore Blvd.		Bike Path/Trail	Overview page 7	<div><div></div><div>0</div></div>	<div><div>329</div><div>329</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	PE	<div><div></div><div>TBD</div></div>	<div><div></div><div>TBD</div></div>	Osceola Co.
4390691	Emory Canal Trail	Mabbette St./US 192	John Young Pkwy.		Bike Path/Trail	Overview page 7	<div><div></div><div>0</div></div>	<div><div>699</div><div>699</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>699</div></div>	Osceola Co.
4390841	Toho-Valencia Trail	along US 192/Mill Slough to Valencia College			Bike Path/Trail	Overview page 7	<div><div></div><div>60</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>341</div><div>341</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SU</div><div>Total</div></div>	CST	<div><div></div><div>0</div></div>	<div><div></div><div>401</div></div>	Osceola Co.
4410761	Marigold Ave., San Lorenzo Rd., Donlington Ct., Dartmoore Pl.				Sidewalk	Overview page 7	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>103</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>5</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SA</div><div>SA</div><div>SR2T</div><div>Total</div></div>	<div><div>PE</div><div>CST</div><div>CST</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>895</div></div>	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 X
MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects

Note: Locally funded highway projects are included in MetroPlan Orlando's TIP for information purposes.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
City of Kissimmee

Project 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			
92106	Mabette St.	Thacker Ave.	John Young Pkwy.	0.50	Resurfacing and improvements	Overview page 7	0	0	400	400	800	0	Local Total	PE/ROW/CST	0	1,600	Kissimmee
92108	Hoagland Blvd.	5th St.	Pleasant Hill Rd.	2.00	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 48	0	0	0	0	0	500	Local Total	ROW/CST	0	500	Kissimmee & Osceola Co.
92107	Hoagland Blvd.	US 192	Donnegan Ave.	1.00	Widen to 4 Lanes	Tech. Rep. 3 page 35	0	0	500	500	500	0	Local Total	PE/ROW/CST	0	1,500	Kissimmee
92109	Intelligent Transportation System (ITS)	Citywide			ITS Improvements	Overview page 10	100	100	100	100	100	0	Local Total	PE/CST	0	500	Kissimmee
92110	Traffic Signal Upgrades	Various Intersections			Improve Traffic Signals	Overview page 10	165	200	200	200	200	0	Local Total	PE/CST	0	965	Kissimmee

① Project includes bike lanes and sidewalks.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
City of Lake Mary

Project 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
77024	Rinehart Rd.	CR 46A	Lake Mary Blvd.	2.07	Intersection widening improvements.	Overview page 10		TBD	TBD	TBD	TBD	0	1 Cent Sales Tax	CST	0	TBD	Lake Mary

Note: The cost figures for this project are unknown but will be identified once an adequate portion of the design phase has been completed.

***Note:** All projects include bicycle lanes and sidewalks or multiuse facilities.*

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Orange County

Project 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			
75037	All American Blvd.	Edgewater Dr.	SR 434/Forest City Rd.	0.70	Widen to 4 Lanes & New 4-Lane Road	Tech. Rep. 3 page 5		1,709	400	0	0	0	Gas Tax	ROW			Orange Co.
								3,200	4,800	1,500	500	0	TIF	CST			
							11,087	4,909	5,200	1,500	500	0	Total		250	23,446	
75002	Boggy Creek Rd.	Orange/Osceola Co. Line	SR 417	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 32		1,497	0	0	0	0	Invest	PE/ROW			Orange Co.
								4,020	4,025	320	0	0	Invest	CST			
							4,024	5,517	4,025	320	0	0	Total		0	13,886	
75087	Boggy Creek Rd.	Wetherbee Rd.	SR 417	1.30	Widen to 4 Lanes	Tech. Rep. 3 page 32		2,260	400	0	0	0	Invest	CST			Orange Co.
								2,260	400	0	0	0	Total		0	6,067	
75097	CR 545/Avalon Rd.	Florida's Turnpike	SR 50	0.43	Widen to 4 Lanes	Tech. Rep. 3 page 31		371	23	0	0	0	Invest	PE/ROW/CST			Orange Co.
							0	371	23	0	0	0	Total		25,000	25,394	
75098	CR 545/Avalon Rd.	McKinney Rd.	Schofield Rd.	2.00	Widen to 4 Lanes	Tech. Rep. 3 page 31		0	0	0	0	0	Private	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75099	Daryl Carter Pkwy Extension	Apopka-Vineland Rd.	Palm Pkwy.	1.06	New 4-Lane Road	2040 LRTP to be amended		0	0	0	0	0	Private	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75034	Destination Pkwy. Phase IB/IIA	Tradeshow Blvd.	East of Lake Cay	0.78	New 4-Lane Road	Tech. Rep. 3 page 5		220	0	0	0	0	I-Drive CRA	CST			Orange Co.
							26,627	220	0	0	0	0	Total		0	26,847	
75056	Econlockhatchee Tr.	Lake Underhill Rd.	Valencia College Ln.	1.44	Widen to 4 Lanes	Tech. Rep. 3 page 5		741	0	0	0	0	Invest	ROW			Orange Co.
								250	7,168	10,603	3,035	0	TIF/Gas	CST			
							11,115	991	7,168	10,603	3,035	0	Total		1,046	33,958	
75088	Ficquette Rd.	Summerlake Park Blvd.	Overstreet Rd.	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 5		1,380	2,940	1,200	0	0	Invest	ROW			Orange Co.
								0	0	3,900	5,200	0	Invest	CST			
							0	1,380	2,940	5,100	5,200	0	Total		1,244	15,864	
75010	Holden Ave.	John Young Pkwy.	Orange Blossom Tr.	1.30	Widen to 4 Lanes & New 4-Lane Road	Tech. Rep. 3 page 5		3,246	0	0	0	0	TIF	ROW			Orange Co.
								5,050	5,409	450	0	0	Sales Tax	CST			
							14,130	8,296	5,409	450	0	0	Total		0	28,285	
75089	Hamlin Grove Trail Extension	N. of New Independence Pkwy.	Tiny Rd.	1.47	New 4-Lane Road	2040 LRTP to be amended		2,000	0	0	0	0	TIF	CST			Orange Co.
							312	2,000	0	0	0	0	Total		0	2,312	
75060	International Dr.	Destination Pkwy.	Sand Lake Rd.	2.80	Add Transit Lanes	Tech. Rep. 3 page 30		5,000	9,000	4,532	500	0	I-Drive CRA	CST			Orange Co.
							1,338	5,000	9,000	4,532	500	0	Total		0	20,370	
75044	John Young Pkwy.	at Sand Lake Rd.		2.00	New 6-Lane Interchange with Ramps	Tech. Rep. 3 page 5		100	500	100	0	0	I-Drive CRA	CST			Orange Co.
							12,778	100	500	100	0	0	Total		0	13,478	
75016	Kennedy Blvd.	Forest City Rd.	Wymore Rd.	1.80	Widen to 4 Lanes	Tech. Rep. 3 page 34		1,000	1,200	0	0	0	Invest	ROW			Orange Co.
								0	0	10,500	2,000	0	Invest	CST			
							5,290	1,000	1,200	10,500	2,000	0	Total		700	20,690	
75090	Lake Underhill Rd.	Econlockhatchee Tr.	Rouse Rd.	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 32		1,800	623	0	0	0	Invest	ROW			Orange Co.
								0	100	9,200	9,250	0	Invest	CST			
							2,660	1,800	723	9,200	9,250	0	Total		33,000	56,633	

⓪ Projects are funded by a developer with private funds under a road agreement. The funding amounts are not included in Orange County's Capital Improvement Program.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Orange County

Project Number		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
	Project Name or Designation	From	To	Length (Miles)	Work Description			2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
75100	Orange Ave.	Osceola Pkwy.	Florida's Turnpike	2.70	Widen to 4 Lanes	Tech. Rep. 3 page 34		<u>1,012</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>Private</u>	PE/ROW/CST			Orange Co.
							0	1,012	0	0	0	0	Total		18,940	19,952	
75091	Reams Rd.	Summerlake Park Blvd.	Taborfield Ave.	3.10	Widen to 4 Lanes	Tech. Rep. 3 page 32		1,000	1,082	0	0	0	Invest	PE ROW			Orange Co.
								<u>500</u>	<u>1,000</u>	<u>3,550</u>	<u>3,500</u>	<u>0</u>	<u>Invest</u>				
							1,035	1,500	2,082	3,550	3,500	0	Total		23,525	35,192	
75092	Reams Rd.	Delmar Ave.	Taborfield Ave.	0.30	Widen to 4 Lanes	Tech. Rep. 3 page 32		<u>100</u>	<u>100</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>TIF</u>	CST			Orange Co.
							1,035	100	100	0	0	0	Total		0	1,235	
75071	Richard T. Crotty Pkwy.	SR 436	Dean Rd.	5.07	New 4-Lane Road	Tech. Rep. 3 page 35		3,342	800	0	0	0	Invest/TIF	ROW CST			Orange Co.
								<u>1,967</u>	<u>6,500</u>	<u>7,482</u>	<u>2,900</u>	<u>0</u>	<u>Invest/TIF</u>				
							387	5,309	7,300	7,482	2,900	0	Total		65,730	89,108	
75101	Siedel Rd.	E.of SR 429	Summerlake Park Blvd.	3.00	Widen to 4 Lanes	2040 LRTP to be amended		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>Private</u>	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75102	Sunbridge Pkwy. (North-South Rd.)	Osceola Pkwy.	Aerospace Pkwy.	6.20	New 4-Lane Road	Tech. Rep. 3 page 34		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>Private</u>	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75024	Taft-Vineland Rd.	Orange Blossom Tr.	Orange Ave.	2.00	Widen to 4 Lanes	Tech. Rep. 3 page 32		2,143	0	0	0	0	TIF	ROW CST			Orange Co.
								<u>2,600</u>	<u>4,200</u>	<u>1,750</u>	<u>300</u>	<u>0</u>	<u>TIF</u>				
							4,645	4,743	4,200	0	300	0	Total		10,880	24,768	
75093	Texas Ave.	Oakridge Rd.	Holden Ave.	0.50	Widen to 4 Lanes	Tech. Rep. 3 page 35		1,460	0	0	0	0	Invest	ROW CST			Orange Co.
								<u>0</u>	<u>3,717</u>	<u>230</u>	<u>0</u>	<u>0</u>	<u>TIF</u>				
							328	1,460	3,717	230	0	0	Total		11,210	16,945	
75103	Vineland Rd.	E. of SR 535	E. of Little Lake Bryan Rd.	0.64	Widen to 4 Lanes	2040 LRTP to be amended		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>Private</u>	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75074	Caneel Bay Blvd.	Crosston Cir.	Orange/Osceola Co. Line	0.27	New 2-Lane Road	Tech. Rep. 3 page 6		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>DRI</u>	CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	

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MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
City of Orlando

Project 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			
75075	Grand National Dr./ Greenbriar Pkwy.	Oak Ridge Rd.	Sand Lake Rd.	1.70	Realign & Widen to 4 lanes🔗	Tech. Rep. 3 page 33		500	4,000	4,000	0	0	IFT	PE			Orlando
							2,199	500	4,000	4,000	0	0	Total		10,800	21,499	
75076	Boggy Creek Rd.	Jetport Dr.	SR 417	6.50	Widen to 4 Lanes	Tech. Rep. 3 page 32		0	300	300	300	300	IFT	PE			Orlando
							150	0	300	300	300	300	Total		38,722	40,072	
75104	Terry Ave. North Extension	Robinson St.	Livingston St.	0.07	New 2 Lane Road🔗	Tech. Rep. 3 page 35		332	332	332	0	0	IFT	PE/ROW/CST			Orlando
							852	332	332	332	0	0	Total		0	1,848	
75095	Narcoossee Rd.	SR 528	SR 417	3.75	Widen to 6 lanes	Tech. Rep. 3 page 3		3,500	3,500	3,500	0	0	IFT	PE/CST			Orlando
							6,500	3,500	3,500	3,500	0	0	Total		5,000	22,000	
75105	Dowden Rd.	Lennar Property	2100' within Starwood Property	1.15	New 4 Lane Road🔗	2040 LRTP to be amended		3,820				0	Bond Proceeds	PE/CST			Orlando
							0	3,820	0	0	0	0	Total		0	3,820	
75082	Econlockhatchee Tr.	Lee Vista Blvd.	Orlando City Limits	2.30	Widen to 4 Lanes🔗	Tech. Rep. 3 page 3		10,095		0	0	0	8,100	Bond Proceeds	PE/CST		Orlando
							1,500	10,095	0	0	0	8,100	Total		0	19,695	

ⓘ Project includes bike lanes and sidewalks.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Osceola County

Project 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			
92041	Old Pleasant Hill Rd. Extension	Amiens Rd.	Old Pleasant Rd.	0.40	New 2-Lane Road	Tech. Rep. 3 page 36		0	0	0	0	450	MFWZ Total	PD&E	0	450	Osceola Co.
92042	Simpson Rd. Phase I (fka Boggy Creek Rd.)	Osceola Pkwy.	Simpson Rd./ Boggy Creek Rd.	1.00	Widen to 4 Lanes	Tech. Rep. 3 page 35		0	0	318	0	0	MFEZ Total	PE	0	318	Osceola Co.
92043	Simpson Rd. Phase II (fka Boggy Creek Rd.)	Hilliard Isle Rd.	Myers Rd.	1.30	Widen to 4 Lanes	Tech. Rep. 3 page 35		0	0	0	0	1,350	MFEZ Total	PE/ROW/CST	0	1,350	Osceola Co.
92070	Canoe Creek Rd.	Deer Run Rd.	US 192	4.70	Widen to 4 Lanes	Tech. Rep. 3 page 35		0	0	0	1,500	47,986	MFEZ Total	PD&E/PE/ROW/CST	0	49,486	Osceola Co.
92079	Carroll St.	John Young Pkwy.	Michigan Ave.	1.51	Widen to 5 Lanes	Tech. Rep. 3 page 35		3,120	0	4,320	8,750	0	MFWZ Total	PD&E/PE/ROW/CST	0	16,394	Osceola Co.
92096	Thacker Ave. Extension	Flora Ridge Blvd.	Osceola Pkwy.	0.80	New 4 Lane Road	Tech. Rep. 3 page 36		0	0	0	0	915	MFWZ Total	PE/ROW/CST	0	915	Osceola Co.
92071	Neptune Rd. Phase II	Partin Settlement Rd.	Neptune Middle School Eastern Driveway	2.30	Widen to 4 Lanes	Tech. Rep. 3 page 35		2,550	3,146	10,000	8,000	20,153	MFWZ Total	PE/ROW/CST	0	44,959	Osceola Co.
92072	Neptune Rd. Phase III	Neptune Middle School Eastern Driveway	Old Canoe Creek Rd.	1.20	Widen to 4 Lanes	Tech. Rep. 3 page 35		1,352	500	640	900	11,205	MFEZ MFWZ Total	PE/ROW/CST	0	14,986	Osceola Co.
92097	Neptune Rd. Phase IV	Old Canoe Creek Rd.	E US 192	0.50	Widen to 4 Lanes	Tech. Rep. 3 page 35		500	0	745	2,067	5,616	MFEZ Total	PE/ROW/CST	0	9,350	Osceola Co.
92073	Old Canoe Creek Rd.	Kissimmee Park Rd.	Canoe Creek Rd.	2.10	Widen to 4 Lanes	Tech. Rep. 3 page 35		0	0	0	0	2,100	MFEZ Total	PE/ROW/CST	0	2,100	Osceola Co.
92098	Osceola Pkwy. Phase I (east bound)	Thacker Ave	Orange Blossom Tr.	1.40	Add new east bound Lane	Tech. Rep. 3 page 38		0	0	0	0	175	MFWZ Total	CST	0	175	Osceola Co.
92085	Osceola Pkwy. Phase II (east bound)	Toll Plaza	Thacker Ave.	1.00	Add new east bound Lane	Tech. Rep. 3 page 38		0	0	0	0	175	MFWZ Total	CST	0	175	Osceola Co.
92099	Osceola Pkwy. Phase III (west bound)	Toll Plaza	Greenwald Way	1.40	Add new west bound Lane	Tech. Rep. 3 page 38		0	0	0	0	175	MFWZ Total	CST	0	175	Osceola Co.
92100	Osceola Pkwy. Phase IV (west bound)	John Young Pkwy.	Orange Blossom Tr.	1.20	Add new west bound lane	Tech. Rep. 3 page 38		0	0	0	0	175	MFWZ Total	CST	0	175	Osceola Co.
92082	Poinciana Blvd. Phase IVA	Reaves Rd.	Crescent Lakes Way	2.40	Widen to 4 Lanes	Tech. Rep. 3 page 36		0	2,288	0	0	500	MFWZ Total	PE/CST	0	2,788	Osceola Co.
92101	Poinciana Blvd. Phase IVB	Pleasant Hill Rd.	Reaves Rd.	3.30	Widen to 4 Lanes	Tech. Rep. 3 page 36		0	1,872	530	0	18,720	MFWZ Total	PE/CST	0	21,122	Osceola Co.
92075	Simpson Rd. Phase III.	US 192/441	Fortune Rd.	0.43	Widen to 4 Lanes	Tech. Rep. 3 page 38		0	0	0	0	440	MFWZ MFEZ Total	PE/ROW/CST	0	2,303	Osceola Co.

Note: All projects include sidewalks and non-designated bike lanes.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Osceola County

Project 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			
92033	Sinclair Rd.	Goodman Rd.	Tradition Blvd.	1.60	New 4 Lane Road	Tech. Rep. 3 page 36		0	0	0	0	900	MFWZ Total	PE/ROW/CST	0	900	Osceola Co.
92102	Reaves Rd.	Poinciana Blvd.	Pleasant Hill Rd.	1.80	Widen to 4 lanes	Tech. Rep. 3 page 36		0	0	0	0	2,000	MFWZ Total	PE/ROW/CST	0	2,000	Osceola Co.
92090	Hickory Tree Rd.	Hunting Lodge Rd.	US 192/441 (West)	4.43	Widen to 4 lanes	Tech. Rep. 3 page 36		0	0	0	0	4,000	MFEZ Total	PE/ROW/CST	0	4,000	Osceola Co.
92103	Old Lake Wilson Rd. Phase 2	N of I-4	Sinclair Rd.	0.40	Widen to 4 Lanes	Tech. Rep. 2 page 36		0	0	0	0	450	MFWZ Total	CST	0	450	Osceola Co.
92095	Old Vineland Rd.	US 192 (west)	US 192 (east)	1.33	New 2 Lane Facility	Tech. Rep. 3 page 36		0	0	0	0	575	MFWZ Total	PD&E/PE/CST	0	575	Osceola Co.
92111	Fortune Road Extension	Neptune Road	US 192	0.90	New 2 Lane Facility	Tech. Rep. 3 page 41		620	0	0	0	8,600	MEWZ Total	PE/CST	0	9,220	Osceola Co.

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Seminole County

Project 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			
77014	Lake Mary Blvd.	Rinehart Rd.	Country Club Rd.		Intersection Improvements	Overview page 10		0	0	0	1,700	0	Sales Tax	CST			Seminole Co.
							1,800	0	0	0	1,700	0	Total		0	3,500	
77017	Slavia Rd.	Red Bug Lake Rd.	W. SR 426		Capacity Improvements	Overview page 10		200	0	0	0	0	Sales Tax	Study			Seminole Co.
								0	300	0	0	0	Sales Tax	PE			
								0	0	9,500	0	0	Sales Tax	CST			
							0	200	300	9,500	0	0	Total		0	10,000	
77018	CR 427	SR 434	Longwood Hills Rd.		Context Sensitive Improvements	Overview page 7		0	0	1,000	0	0	Sales Tax	PE			Seminole Co.
							1,000	0	0	1,000	0	0	Total		TBD	TBD	
77019	Altamonte Springs SunRail Station				Bicycle & Pedestrian Connectivity Improvements	Overview page 7		500	500	500	500	0	Sales Tax	CST			Seminole Co.
							500	500	500	500	500	0	Total		0	2,500	
77021	SR 436	I-4	US 17/92		Multimodal Improvements	Overview page 7		0	0	4,000	0	0	Sales Tax	CST			Seminole Co.
							522	0	0	4,000	0	0	Total		0	4,522	

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Section XI
MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Greater Orlando Aviation Authority

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
4353111 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Construct South Airport Passenger Terminal Complex	Overview page 8		7,923	8,784	8,555	8,274	6,606	DDR			Yes
					<u>7,923</u>	<u>8,784</u>	<u>8,555</u>	<u>8,274</u>	<u>6,606</u>	LF			
				35,814	15,846	17,568	17,110	16,548	13,212	Total	0	116,098	
4353121 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Construct South Airport Passenger Terminal Complex	Overview page 8		8,000	0	0	0	0	GMR			Yes
					<u>8,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				31,648	16,000	0	0	0	0	Total	0	47,648	
4384791	Orlando Executive Airport/ Greater Orlando Aviation Authority	Taxiway Rehab	Overview page 8		10	135	0	0	0	DPTO			Yes
					172	2,434	0	0	0	FAA			
					<u>10</u>	<u>135</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				0	192	2,704	0	0	0	Total	0	2,896	
4384861 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Security Improvements/Upgrades	Overview page 8		700	446	500	500	1,000	DDR			Yes
					300	54	0	0	0	DPTO			
					<u>1,000</u>	<u>500</u>	<u>500</u>	<u>500</u>	<u>1,000</u>	LF			
				1,020	2,000	1,000	1,000	1,000	2,000	Total	0	8,020	
4384871 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	FAA Airfield Improvements	Overview page 8		2,615	4,000	3,000	3,000	3,000	DDR			Yes
					<u>2,615</u>	<u>4,000</u>	<u>3,000</u>	<u>3,000</u>	<u>3,000</u>	LF			
				704	5,230	8,000	6,000	6,000	6,000	Total	0	31,934	
4424861 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Airfield Drainage	Overview page 8		0	200	200	0	0	DPTO			Yes
					<u>0</u>	<u>50</u>	<u>50</u>	<u>0</u>	<u>0</u>	LF			
				0	0	250	250	0	0	Total	0	500	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Kissimmee Gateway Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
4315561 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway B Rehab	Overview page 8		0	160	0	0	216	DDR			Yes
					0	0	0	0	2,430	FAA			
					<u>0</u>	<u>40</u>	<u>0</u>	<u>0</u>	<u>54</u>	LF			
				0	0	200	0	0	2,700	Total	0	2,900	
4384391 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway C Rehab	Overview page 8		0	0	0	0	160	DDR			Yes
					0	132	0	0	0	DPTO			
					0	0	0	0	1,800	FAA			
					<u>0</u>	<u>33</u>	<u>0</u>	<u>0</u>	<u>40</u>	LF			
				0	0	165	0	0	2,000	Total	0	2,165	
4384411 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway E Extension	Overview page 8		312	0	0	0	0	DPTO			Yes
					3,510	0	0	0	0	FAA			
					<u>78</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				270	3,900	0	0	0	0	Total	0	4,170	
4384421 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Security Improvements	Overview page 8		136	0	0	0	0	DPTO			Yes
					<u>34</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				13	170	0	0	0	0	Total	0	183	
4384431 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway D Rehab	Overview page 8		0	0	0	0	74	DPTO			Yes
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>19</u>	LF			
				0	0	0	0	0	93	Total	0	93	
4384441 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway A Rehab	Overview page 8		0	0	0	160	0	DDR			Yes
					0	0	14	0	0	DPTO			
					0	0	153	1,800	0	FAA			
					<u>0</u>	<u>0</u>	<u>3</u>	<u>40</u>	<u>0</u>	LF			
				0	0	0	170	2,000	0	Total	0	2,170	
4384451 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Airport Master Plan Update	Overview page 8		0	0	32	0	0	DPTO			Yes
					0	0	360	0	0	FAA			
					<u>0</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>0</u>	LF			
				0	0	0	400	0	0	Total	0	400	
4384461 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Extend Runway 6 & Taxiway B	Overview page 8		0	0	89	0	240	DDR			Yes
					0	0	103	0	0	DPTO			
					0	0	0	0	2,700	FAA			
					<u>0</u>	<u>0</u>	<u>48</u>	<u>0</u>	<u>60</u>	LF			
				0	0	0	240	0	3,000	Total	0	3,240	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Kissimmee Gateway Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 L RTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
4407811 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Maintenance Facility	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>120</div><div>30</div><div>150</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>800</div><div>200</div><div>1,000</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DDR</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,150</div></div>	Yes
4424871 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Obstruction Removal	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>120</div><div>30</div><div>150</div></div>	<div><div>320</div><div>80</div><div>400</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>DPTO</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>550</div></div>	Yes
4424881 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	ILS Improvements	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>20</div><div>5</div><div>25</div></div>	<div><div>DDR</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>25</div></div>	Yes
CandidateⓈ KGA - 1 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Entry Road Beautification	Overview page 8	<div><div></div><div>0</div></div>	<div><div>10</div><div>10</div></div>	<div><div>10</div><div>10</div></div>	<div><div>10</div><div>10</div></div>	<div><div>10</div><div>10</div></div>	<div><div>0</div><div>0</div></div>	<div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>40</div></div>	Yes
Candidate KGA - 38 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Connector Taxiways D-1, A-5, I & North Ramps - Construction	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>1,995</div><div>53</div><div>53</div><div>2,101</div></div>	<div><div>FAA</div><div>FDOT</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,101</div></div>	Yes
Candidate KGA - 39 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Edge Lighting & Signage for Runway 15-33 - Construction	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>616</div><div>16</div><div>16</div><div>648</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>FAA</div><div>FDOT</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>648</div></div>	Yes
Candidate KGA - 41 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway D Capacity Enhancements Hold Apron - Construction	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>380</div><div>10</div><div>10</div><div>400</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>FAA</div><div>FDOT</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>400</div></div>	Yes
Candidate KGA - 42 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Runway 6/24 & MIRLS Construction	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>1,995</div><div>53</div><div>53</div><div>2,101</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>FAA</div><div>FDOT</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,101</div></div>	Yes
Candidate KGA - 43 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Terminal Building	Overview page 8	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>240</div><div>60</div><div>300</div></div>	<div><div>FAA</div><div>LF</div><div>Total</div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>300</div></div>	Yes

Ⓢ Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Kissimmee Gateway Airport's Joint Automated Capital Improvement Program (JACIP) as candidates for funding.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Kissimmee Gateway Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
Candidate KGA - 44 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Edge Lighting & Signage for Runway 15/33 - Design	Overview page 8		0	120	0	0	0	FDOT			Yes
					<u>0</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				0	0	150	0	0	0	Total	0	150	
Candidate KGA - 18 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Taxiways C and A from Runway 15 - Construction	Overview page 8		0	0	0	0	3,800	FAA			Yes
					0	0	0	0	100	FDOT			
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>100</u>	LF			
				0	0	0	0	0	4,000	Total	0	4,000	
Candidate KGA - 47 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Heliport - Design	Overview page 8		0	0	17	0	0	FDOT			Yes
					<u>0</u>	<u>0</u>	4	<u>0</u>	<u>0</u>	LF			
				0	0	0	21	0	0	Total	0	21	
Candidate KGA - 48 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Edge Lighting & Signage for Runway 15/33 - Construction	Overview page 8		0	618	0	0	0	FAA			Yes
					0	16	0	0	0	FDOT			
					<u>0</u>	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				0	0	650	0	0	0	Total	0	650	
Candidate KGA - 50 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Airport Master Plan Update (AMP MP2)	Overview page 8		0	0	238	0	0	FAA			Yes
					0	0	6	0	0	FDOT			
					<u>0</u>	<u>0</u>	6	<u>0</u>	<u>0</u>	LF			
				0	0	0	250	0	0	Total	0	250	
Candidate KGA - 51 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Heliport - Construction	Overview page 8		0	0	0	131	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>0</u>	3	<u>0</u>	FDOT			
				0	0	0	0	134	0	Total	0	134	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
4377131 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Terminal Expansion	Overview page 8		2,449	0	0	0	0	DDR			Yes
					115	0	0	0	0	DPTO			
					<u>2,564</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				14,122	5,128	0	0	0	0	Total	0	19,250	
4384881 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Parking Garage Phase 2	Overview page 8		0	2,492	2,028	800	0	DDR			Yes
					0	158	106	0	0	DPTO			
					<u>0</u>	<u>2,650</u>	<u>2,134</u>	<u>800</u>	<u>0</u>	<u>LF</u>			
				0	0	5,300	4,268	1,600	0	Total	0	11,168	
4388441 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd.	Overview page 8		0	0	0	0	1,400	DDR			Yes
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,400</u>	<u>LF</u>			
				0	0	0	0	0	2,800	Total	0	2,800	
4424891 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Airfield Improvements	Overview page 8		600	0	0	0	0	DDR			Yes
					10,800	0	0	0	0	FAA			
					<u>600</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				0	12,000	0	0	0	0	Total	0	12,000	
Candidate① OSIA - 30 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Terminal Building Passenger Loading Bridges	Overview page 8		1,300	1,300	1,300	1,300	1,300	LF			Yes
				0	1,300	1,300	1,300	1,300	1,300	Total	0	6,500	
Candidate OSIA - 46 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Airfield Incandescent Lighting with LED Illumination	Overview page 8		0	1,400	0	0	0	FAA			Yes
					78	0	0	0	0	FDOT			
					<u>0</u>	<u>78</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				0	78	1,478	0	0	0	Total	0	1,556	
Candidate OSIA - 75 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway Foxtrot	Overview page 8		0	5,000	0	0	0	FAA			Yes
					0	278	0	0	0	FDOT			
					<u>0</u>	<u>278</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				0	0	5,556	0	0	0	Total	0	5,556	
Candidate OSIA - 74 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Add 2 TSA Passenger Screening Lanes to Passenger Screening Checkpoints	Overview page 8		0	0	0	200	0	FDOT			Yes
					<u>0</u>	<u>0</u>	<u>0</u>	<u>200</u>	<u>0</u>	<u>LF</u>			
				0	0	0	0	400	0	Total	0	400	

① Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
Candidate OSIA - 63 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Design/Construct Large Commercial Maintenance Hanger/Reservation Center	Overview page 8	<div></div> <div>0</div>	3,500 <u>3,500</u> 7,000	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>7,000</div>	Yes
Candidate OSIA - 71 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Taxiway Alpha between Taxiways A1 & A2 (Phase 3)	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	4,950 275 <u>275</u> 5,500	0 <u>0</u> 0	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>5,500</div>	Yes
Candidate OSIA - 76 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Acquire Land with 56 DNL Contours from Approved 2004 Noise Exposure Map (Phase 9)	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	6,000 158 <u>158</u> 6,316	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>6,316</div>	Yes
Candidate OSIA - 9 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Improve Airport Entrance near Airport Blvd. & Mellonville Ave.	Overview page 8	<div></div> <div>0</div>	<u>300</u> 300	<u>0</u> 0	<u>0</u> 0	<u>0</u> 0	<u>0</u> 0	LF Total	<div></div> <div>0</div>	<div></div> <div>300</div>	Yes
Candidate OSIA - 44 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct "Cell Phone" Parking Lot	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	150 <u>150</u> 300	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>300</div>	Yes
Candidate OSIA - 65 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Acquire Land (Phase 2)	Overview page 8	<div></div> <div>0</div>	2,250 125 <u>125</u> 2,500	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>2,500</div>	Yes
Candidate OSIA - 43 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Install Artificial Turf on SFB Primary Air Carrier Runway to Minimize Wildlife Intrusion	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	3,000 80 <u>80</u> 3,160	3,000 80 <u>80</u> 3,160	3,000 80 <u>80</u> 3,160	3,000 80 <u>80</u> 3,160	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>12,640</div>	Yes
Candidate OSIA - 36 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase & Install Automated Vehicle Identifier System	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	150 <u>150</u> 300	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>300</div>	Yes
Candidate OSIA - 77 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Taxiway Charlie to ARFF Station	Overview page 8	<div></div> <div>0</div>	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	0 <u>0</u> 0	1,500 39 <u>39</u> 1,578	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>1,578</div>	Yes

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After Project Phases	Total Project 2022/23 (\$000's)	Consistent with Airport Master Plans?
					2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources			
Candidate OSIA - 61 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd. from Mellonville Ave. to CR 427	Overview page 8		0	0	2,453	0	0	FDOT			Yes
					<u>0</u>	<u>0</u>	<u>818</u>	<u>0</u>	<u>0</u>	LF			
				0	0	0	3,271	0	0	Total	0	3,271	
Candidate OSIA - 72 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Rewire Multiple Runways & Taxiways to New (2nd) Airfield Electrical Vault	Overview page 8		0	0	1,350	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>75</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	1,500	0	0	Total	0	1,500	
Candidate OSIA - 73 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Reconstruct, Widen & Light Taxiways Romeo & Echo	Overview page 8		0	0	5,850	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>325</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	6,500	0	0	Total	0	6,500	
Candidate OSIA - 78 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Taxiway Alpha between Taxiway A3 & Runway 18-36 (Phase 4)	Overview page 8		0	0	0	0	5,850	FAA			Yes
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>325</u>	FDOT			
				0	0	0	0	0	6,500	Total	0	6,500	
Candidate OSIA - 52 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway Bravo west of Funway 18/36 & Taxiway Kilo	Overview page 8		0	0	7,000	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>184</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	7,368	0	0	Total	0	7,368	
Candidate OSIA - 64 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway K	Overview page 8		0	0	2,790	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>155</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	3,100	0	0	Total	0	3,100	
Candidate OSIA - 69 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Acquire Land with 65 DNL Contours from Approved 2004 Noise Exposure Map (Phase 8)	Overview page 8		0	0	7,469	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>197</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	7,863	0	0	Total	0	7,863	
Candidate OSIA - 12 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Access Road for Northside Aviation Complex (Phase 1)	Overview page 8		0	0	630	0	0	FAA			Yes
					<u>0</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>0</u>	FDOT			
				0	0	0	700	0	0	Total	0	700	

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
				400	400	400	0	0	Total	0	4,240		
			3,040	400	400	400	0	0					
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
				943	971	1,000	1,030	1,061	Total	0	13,178		
			8,173	943	971	1,000	1,030	1,061					
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				
			0	7,334	7,102	7,191	8,911	8,641	SU	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	0	69	27	LF	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	0	1,000	FTA Sec. 5307	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 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Public Involvement Meetings/Public Information Outreach/ Legal Consultant/ Expert Witness/Operating Segment from DeBary to Downtown Orlando	Tech. Rep. 3 page 44		1,500	1,500	1,500	0	0	DPTO	PD&E			FDOT
				50	50	50	0	0	DIH	PE			
				43	2,340	2,439	341	446	DPTO	PE			
				2,500	0	0	0	0	DS	PE			
			127,650	4,093	3,890	3,989	341	446	Total		0	140,409	
4129948 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Operations & Maintenance	Tech. Rep. 3 page 44		30	30	30	0	0	D	OPS			FDOT
				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			
				7,604	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	62,947	55,946	45,898	0	Total		0	437,670	
4205617 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Construction Contingency - Phase 2 South - Funding Action	Tech. Rep. 3 page 44		10,000	0	0	0	0	LFB	CST			FDOT
				21,718	0	0	0	0	Total				
											0	31,718	
4205618 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Construction Contingency - Phase 2 North - Funding Action	Tech. Rep. 3 page 44		1,283	0	0	0	0	LF	CST			FDOT
				1,283	0	0	0	0	NSTP	CST			
			8,471	2,566	0	0	0	0	Total		0	11,037	
4234461 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Phase 2 North - Storage Facility	Tech. Rep. 3 page 44		8,976	0	0	0	0	LF	CST			FDOT
				5,298	0	0	0	0	NSTP	CST			
			8,632	14,274	0	0	0	0	Total		0	22,906	
4234469 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Phase 2 South - Track, Signal, Material Testing, Station Enhancements, Utility Hold, Duke Energy, Verizon Business, etc.	Tech. Rep. 3 page 43		3,865	0	0	0	0	DS	CST			FDOT
				235,496	0	0	0	0	Total				
											0	239,361	
4259391 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Self Insurance Retention Fund	Tech. Rep. 3 page 44		5,000	0	0	0	0	LFB	OPS			FDOT
				0	0	0	0	0	Total				
											0	5,000	

MetroPlan Orlando
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Commuter Rail Projects

FDOT Financial Management Number	Project Description	2040 L RTP 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 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Operations & Maintenance	Tech. Rep. 3 page 44		0	0	4,267	22,500	22,500	DDR	OPS			FDOT
				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 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) In-House Overhead	Tech. Rep. 3 page 44		555	575	590	590	590	D	ADM			FDOT
				3,531	575	590	590	590	Total				
4292151	OIA Connector Alternatives Analysis	Tech. Rep. 3 page 44		0	1,000	0	0	0	LF	PD&E			FDOT
				0	3,000	0	0	0	TRIP	PD&E			
				1,730	4,000	0	0	0	Total		0	5,730	
4292152	SunRail Phase 3 from SunRail Mainline to Orlando International Airport	Tech. Rep. 3 page 44		0	0	0	20,000	0	TRIP	CST			FDOT
				10,283	0	0	20,000	0	Total		TBD	TBD	
4331661	SunRail Feeder Bus Service - LYNX Phase 1 & 2	Tech. Rep. 3 page 44		500	515	593	0	0	DIS	OPS			LYNX
				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	Total		0	13,710	
4355241 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Operations & Maintenance	Tech. Rep. 3 page 44		6,300	6,300	6,300	6,300	6,300	D	MNT			FDOT
				25,200	6,300	6,300	6,300	6,300	Total		0	56,700	
4365841 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Reserve Box for Future Bridge Rehab Projects	Tech. Rep. 3 page 44		250	250	250	250	250	BRRP	CST			FDOT
				500	250	250	250	250	Total		0	1,750	
4420651 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Positive Train Control Maintenance	Tech. Rep. 3 page 44		3,500	3,500	3,500	0	0	TRIP	OPS			FDOT
				0	3,500	3,500	0	0	Total		0	10,500	
4420652 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Positive Train Control Maintenance	Tech. Rep. 3 page 44		0	0	0	3,250	0	DPTO	OPS			FDOT
				0	0	0	250	3,250	TRIP	OPS			
				0	0	0	3,500	3,250	Total		0	6,750	
4425661 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Capital for State of Good Repair	Tech. Rep. 3 page 44		12,557	3,000	0	0	0	DPTO	CAP			FDOT
				4,641	0	0	0	0	DS	CAP			
				0	17,198	3,000	0	0	Total		0	20,198	

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Section XIV

MetroPlan Orlando Transportation Improvement Program *Transportation Disadvantaged Projects*

MetroPlan Orlando

Transportation Improvement Program

Transportation Disadvantaged 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			
2485311	Trip and Equipment Grant	Overview page 3		411	0	0	0	0	LF			Transportation Disadvantaged Commission
				3,698	0	0	0	0	IDTF			
			39,258	4,109	0	0	0	0	Total	0	43,367	
2485312	Local Coordinating Board Planning Grant	Overview page 3		97	0	0	0	0	IDTF			Transportation Disadvantaged Commission
				97	0	0	0	0	Total	0	1,092	
			995	97	0	0	0	0				

Section XV

MetroPlan Orlando

Transportation Improvement Program

Transportation Planning Projects

MetroPlan Orlando
Transportation Improvement Program
Transportation Planning Projects

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2018/19 (\$000's)	Project Status & Cost (\$000s)							Est. Funding After 2022/23 (\$000's)	Total Funding (\$000's)	Responsible Agency
				2018/19	2019/20	2020/21	2021/22	2022/23	Funding Sources	Project Phases			
4393322	MetroPlan Orlando Transportation Planning FY 2018/19-2019/20 UPWP	Overview page 9		1,638	1,693	0	0	0	PL	PLN			MetroPlan Orlando
				<u>750</u>	<u>750</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>SU</u>	PLN			
			0	2,388	2,443	0	0	0	Total		0	4,831	
4393323	MetroPlan Orlando Transportation Planning FY 2020/21-2021/22 UPWP	Overview page 9		0	0	1,693	1,693	0	PL	PLN			MetroPlan Orlando
				<u>0</u>	<u>0</u>	<u>750</u>	<u>750</u>	<u>0</u>	<u>SU</u>	PLN			
			0	0	0	2,443	2,443	0	Total		0	4,886	
4393324	MetroPlan Orlando Transportation Planning FY 2022/23-2023/24 UPWP	Overview page 9		0	0	0	0	1,693	PL	PLN			MetroPlan Orlando
				<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>750</u>	<u>SU</u>	PLN			
			0	0	0	0	0	2,443	Total		0	2,443	

Section XVI
MetroPlan Orlando
Transportation Improvement Program
Miscellaneous Projects

MetroPlan Orlando
Transportation Improvement Program
Miscellaneous 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
0001051 <i>SIS Project</i>	SR 528/Beachline Expy. (East)			4.96	Toll Plaza Operations	Overview page 7	5,177	120 120	120 120	120 120	120 120	120 120	PKYO Total	OPS	600	5,177	CFX
0001112 <i>SIS Project</i>	SR 408			13.65	Toll Plaza Operations	Overview page 7	96,462	4,500 4,500	4,500 4,500	4,500 4,500	4,500 4,500	4,500 4,500	TO11 Total	OPS	22,500	141,462	CFX
4385983	Fla.'s Turnpike Enterprise Headquarters				Office Improvements	Overview page 7	0	309 309	0 0	0 0	0 0	0 0	PKYI Total	CST	0	309	FTE
4425001	FDOT Orlando Operations Center				Fixed Capital Outlay	Overview page 7	0	35 35	0 0	0 0	0 0	0 0	FCO Total	CST	0	35	FDOT

Seminole County

4371002	Regional Traffic Management Center	International Pkwy. at Wilson Rd.			Landscaping	Overview page 9	625	15 15	0 0	0 0	0 0	0 0	DIH Total	CST	0	640	FDOT
4425011	FDOT Oviedo Operations Center				Fixed Capital Outlay	Overview page 7	0	11 11	0 0	0 0	0 0	0 0	FCO Total	CST	0	11	FDOT

Section XVII
MetroPlan Orlando
Transportation Improvement Program
FY 2022/23 - 2039/40 Prioritized Project List

This section contains the unfunded highway, bicycle and pedestrian, and transit projects or project phases that are included in the FY 2022/23 - 2039/40 Prioritized Project List (PPL), which was approved by the MetroPlan Orlando Board on July 12, 2017. This list of projects were used by the Florida Department of Transportation in developing their FY 2018/19 - 2022/23 Five Year Work Program. The Five Year Work Program was then used by MetroPlan Orlando staff to prepare the FY 2018/19 - 2022/23 TIP. *These project lists have been updated to highlight those projects that have had new phases funded by FDOT in the FY 2018/19 - 2022/23 Tentative Five Year Work Program and are now included in the new TIP. New phases funded for those projects since last year's TIP are shown in **bold italic**.* The process of developing the PPL is described in more detail in the PPL Executive Summary at <https://metroplanorlando.org/wp-content/uploads/PPL-2223-Final.pdf>.

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 & 4413621	Orange Co./ Osceola Co. Orange Co.	I-4 Beyond the Ultimate I-4 Beyond the Ultimate	W of CR 532 (Polk/Osceola Line) W of Central Florida Pkwy	W of Central Florida Pkwy SR 528/Beachline Expy.	15.50 0.95	Ultimate Configuration for General Use & Managed Lanes	ROW thru 2022/23 CST 2019/20	CST —	\$1,731,919,000 —
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 Stops ^①	---	PD&E/PE/ROW/ CST	to be determined
--- / 4084642 ^②	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
--- / 2012103 ^②	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 482/Sand Lake Rd.	SR 15/Hoffner Ave.	1.80	Context Sensitive Improvements	Planning Study completed	PE/CST	\$27,000,000
		SR 527/Orange Ave.	SR 15/Hoffner Ave.	Pineloch Ave.	2.42	Context Sensitive Improvements	Planning Study completed	PE/CST	\$22,000,000
		SR 527/Orange Ave.	Pineloch Ave.	Anderson St.	1.80	Context Sensitive Improvements	Planning Study completed	PE/CST	\$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	US 192	SR 536/World Center Dr.	3.06	Widen to 6 Lanes	PD&E 2019/20	PE/ROW/CST	to be determined
		SR 535	SR 536/World Center Dr.	I-4	1.50	Widen to 8 Lanes	PD&E 2019/20	PE/ROW/CST	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)

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)
28	Alt. Springs	SR 434	Maitland Blvd.	SR 436	2.00	Context Sensitive Improvements	---	PE/CST	\$750,000 (PE)
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/Simmons 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 <u>PE/CST</u> Total	\$20,000,000 <u>\$42,700,000</u> \$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 Pkw. Phase 3	Raleigh St.	Old Winter Garden Rd.	1.10	New 4-Lane Divided Roadway	---	PE <u>CST</u> Total	\$2,606,000 <u>\$16,895,000</u> \$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/ Roundabouts, 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	Casseltown 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

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)
<i>Unranked New TSMO Projects</i>									
---	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
FY 2022/23 - 2039/40 Prioritized Project List
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)
<i>Projects to close gaps in the Coast-to-Coast Trail</i>										
---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
<i>School Mobility Projects ②</i>										
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
<i>Regionally Significant Trail & Pedestrian & Bicycle Mobility Projects</i>										
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.

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
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	in Medical City Area		1.40	Shared Use Path	---	PE/CST	\$3,000,000

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
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)
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

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
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)
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

MetroPlan Orlando
FY 2022/23 - 2039/40 Prioritized Project List
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)
<i>Unranked Bicycle and Pedestrian Projects</i>										
---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 <i>Project Development</i> <i>Design</i> <i>Construction</i>	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 <i>Project Development</i> <i>Design</i> <i>Construction</i>	\$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 Orange County and the MetroPlan Orlando Board.
3 / 4069302	US 192 Bus Rapid Transit <i>Design</i> <i>Construction</i>	\$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 <i>Project Development Phase</i> <i>Design</i> <i>Construction</i>	\$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 <i>Project Development Phase</i> <i>Design</i> <i>Construction</i>	\$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 <i>Capital & Operations</i>	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 <i>Feasibility Study</i>	\$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 <i>Feasibility Study</i>	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.

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
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 <i>Capital Cost</i>	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.

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
---	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 <i>Design, Construction, & Equipment Phases</i>	\$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 <i>Design, Construction, & Equipment Phases</i>	\$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.

Section XVIII

MetroPlan Orlando Transportation Improvement Program *Abbreviations & Acronyms*

Abbreviations and Acronyms

Funding Codes - Federal:

CM	Federal Congestion Mitigation funds
DFTA	FHWA funds transferred to FTA
DU	FTA pass-through funds
EB	Federal Equity Bonus funds
FAA	Federal Aviation Administration funds
FCO	Federal Fixed Capital Outlay funds
FTA	Federal Transit Administration funds
FTAT	FHWA Transfer to FTA
HPP	Federal SAFETEA-LU High Priority Project funds
HRRR	Federal High Risk Rural Road funds
HSID	Federal Intersection Crashes funds
HSP	Federal Highway Safety Program funds
IM	Federal Interstate Maintenance funds
NH	Federal National Highway System funds for principal arterials

PL	Federal planning funds
RED	Federal redistribution of funds
REPE	Repurposed Federal Earmarks
RHH/RHP	Federal Rail-Highway Crossings funds
SA	Federal Surface Transportation Program funds with no population restrictions
SN	Federal Surface Transportation Program funds – mandatory non-urban
SP	Federal Railroad Protective Device funds
SR	Federal Railroad Hazard Elimination funds
SR2E	Federal Safe Routes to School funds – either infrastructure or non-infrastructure
SR2S	Federal Safe Routes to School Infrastructure funds
SU	Federal Surface Transportation Program funds for urban areas with a population of over 200,000 which may be used for highway, transit or bicycle/pedestrian projects at the discretion of the MPO
TALT/TALU	Federal Transportation Alternative Funds
TIMP	Federal Transportation Improvement funds

Funding Codes - State:

AC	Advanced state construction funds for federally funded projects; combined with federal funding codes (Examples: ACNH, ACSA, ACSU, etc.)
BNIR	Intrastate ROW & Bridge bonds
BRP	State Bridge Replacement funds
BRRP	State Bridge Repair and Rehabilitation Program funds
CIGP	State County Incentive Grant Program funds
D	Unrestricted State Primary funds
DDR	State District Dedicated Revenue funds
DDRF	State District Dedicated Revenue matching funds
DEMW	State Environmental Mitigation funds – Wetlands
DI	State Inter/Intrastate Highway funds
DIH	State Designated In-House funds
DIRS	State funds for advanced acquisition of intrastate corridors
DIS	State funds for projects on Strategic Intermodal System (SIS) facilities
DPTO	State Public Transportation Office funds

DS	State Primary funds for highways and public transit
DSBH	I-4 Toll Capacity Improvement funds
FINC	I-4 Beyond the Ultimate Financing Corporation funds
GMR	State General Revenue funds for projects on Strategic Intermodal System (SIS) facilities
LF	Local funds used for federal/state funded projects
LFF	Local funds for matching the federal allocation
LFP	Local funds for participating
NSTP	New Starts Transit Program
PKBD	Turnpike District Master Bond fund
PKLF	Local support for Turnpike District projects
PKYI	Turnpike District funding for new turnpike facility improvements
PKYR	Turnpike District funding for rehabilitation/resurfacing, correcting deficiencies of existing facilities
SIB1	State Infrastructure Bank funds
SRM	SunRail Revenues for Operations and Maintenance
STED	Strategic Economic Corridors funds
TDDR	State Transportation Disadvantage funds – DDR use
TDTF	State Transportation Disadvantage Trust Fund

T005	Toll Operations – Beachline Expressway (east)
T011	Toll Operations – OOCEA System
TM11	State maintenance funds for Central Florida Expressway Authority facilities
TRIP/TRWR	State Transportation Regional Incentive Program funds which require a 50% funding match from local governments and operating agencies

Funding Codes - Local:

CF	Construction Funds (Central Florida Expressway Authority)
CRA	Community Redevelop Agency fund (Orange County)
Gas Tax	Local Option Gas Tax funds (Orange County)
IFT	Transportation Impact Fees (City of Orlando)
LAP	Local Agency Program
LFS	Local funding sources (Osceola County)
LOGT	Local Option Gas Tax (Seminole County)
LOST	Local Option Sales Tax (Osceola County)
MFEZ	Mobility Fee East Zone (Osceola County)
MFWZ	Mobility Fee West Zone (Osceola County)

NSP	Non-System Project funds (Central Florida Expressway Authority)
OCST	One-cent Sales Tax (Seminole County)
OF	Other Funds (City of Orlando)
RIF	Road Impact Fees (Seminole County)
R&R	Renewal & Replacement funds (Central Florida Expressway Authority)
SP	System Projects funds (Central Florida Expressway Authority)
SPCF	Special Purpose Capital Fund (Osceola County)
TIF	Transportation Impact Fees (Orange County); Tax Increment Financing (City of Orlando)

Project Phase Abbreviations:

ADM	Administration
CST	Construction – highway project phase
DSB	Design/build
ENV	Environmental Mitigation – FDOT highway project phase pertaining to filing permits with the St. Johns Water Management District and the Florida Department of Environmental Protection regarding the acquisition of environmentally sensitive land for highway improvements.
INC	Incentive funds paid to contractors by FDOT for early project completion
MISC	Miscellaneous

MNT	Maintenance
OPS	Operations
PD&E	Project Development and Environment Study -- the project phase scheduled prior to preliminary engineering for highway projects
PE	Preliminary Engineering (design) -- highway project phase
PLN	Planning
RCA	Roadway Conceptual Analysis (Orange County)
ROW	Right-of-Way Acquisition
RRU	Relocation of Railroad Utilities

Agency Abbreviations:

CFX	Central Florida Expressway Authority
CFRTA	Central Florida Regional Transportation Authority (operates under the name LYNX)
FAA	Federal Aviation Administration
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

FTE	Florida’s Turnpike Enterprise
GOAA	Greater Orlando Aviation Authority
MPO	Metropolitan Planning Organization
OCX	Osceola County Expressway Authority
RCID	Reedy Creek Improvement District
TDLCB	Transportation Disadvantaged Local Coordinating Board

Miscellaneous Abbreviations:

AA	Alternatives Analysis
CMS	Congestion Management System – projects that improve the traffic flow on existing roadways without adding lanes to the roadways. May include such projects as intersection improvements, adding turn lanes, etc.
CR	County Road
DEIS	Draft Environmental Impact Statement
FAST	Fixing America’s Surface Transportation Act - Federal transportation bill signed into law in 2015
FEIS	Final Environmental Impact Statement

ETDM	Efficient Transportation Decision Making – a state program designed to initiate the social and environmental review of major highway and rail projects at an earlier stage than was done previously in order to alleviate potential conflicts before a project goes into production
HOV	High-Occupancy Vehicle – special lanes on a limited access freeway set aside for vehicles with two or more occupants during morning and afternoon peak travel times
ITS	Intelligent Transportation System – a system of safety and congestion management devices being utilized on I-4. Consists of surveillance cameras used by the Florida Highway Patrol to locate and clear accidents, etc., as well as electronic signs that notify drivers of traffic conditions.
OUATS	Orlando Urban Area Transportation Study – the formal transportation planning process of the Orlando Urban Area MPO
PPL	Prioritized Project List
SIS	Transportation facilities considered by FDOT to be essential to Florida’s economy, such as limited access freeways, major commercial airports, rail lines and stations, bus terminals, intermodal centers, waterways, seaports and spaceports
SR	State Road
TIP	Transportation Improvement Program
TSMO	Transportation System’s Management & Operations

RESOLUTION NO. 18-08**SUBJECT:**
Endorsement of FY 2018/19 - 2022/23
Transportation Improvement Program

WHEREAS, MetroPlan Orlando is the organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104 (f) (3), and capable of meeting the requirements of Section 3 (a) (2) and (e) (1), and 4 (a), and 5 (9) (1) and (1) of the Federal Transit Act 49 U.S.C. 1602 (a) (2) and (e) (1), 1603 (a) and 1604 (9) (1) and (1); and

WHEREAS, the Transportation Improvement Program, including the annual element, shall be endorsed annually by the MetroPlan Orlando Board and submitted (1) to the Governor and the Federal Transit Administrator and (2) through the State to the Federal Highway Administrator as provided in 23 U.S.C. 450.316;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the FY 2018/19 - 2022/23 Orlando Urban Area Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the area's priorities as developed through a continuing, comprehensive planning process carried on cooperatively by the State and local communities in accordance with the provisions of 23 U.S.C. 134.

PASSED AND DULY ADOPTED this 11th day of July, 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



FY 2018/19-2022/23 TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC HEARING SUMMARY OF COMMENTS

DATE: Monday, June 11, 2018

TIME: 5:30 p.m. – Map Review
6:00 p.m. – Public Hearing

LOCATION: MetroPlan Orlando Board Room
250 S. Orange Avenue, Suite 200
Orlando, Florida 32801

Those in attendance were:

Ms. Carol Scott, Florida Department of Transportation District #5
Mr. Jim Martin, Florida's Turnpike Enterprise
Mr. Doug Robinson, LYNX
Mr. Renzo Nastasi, Orange County
Mr. Kelvin Thompson, Zipcar
Ms. Katie Davis, Walt Disney World
Mr. Justin Eason, Osceola County
Mr. Kevin Danko, Announce
Ms. Lisa Portelli, Bike Walk Central Florida
Mr. F.J. Flynn, City of Orlando
R. Vastasi, Orange County
Mr. Todd Rammer, W.D.I.
Mr. Eric Gray, U.P. Orlando
Ms. Judy Mathews, Citizen
Mr. Casey Mathews, Citizen
Ms. Irina Rashinina, Citizen
Ms. Karen Ashmeade, Orange County

Staff in attendance:

Mr. Keith Caskey, MetroPlan Orlando Staff
Mr. Nick Lepp, MetroPlan Orlando Staff
Ms. Cynthia Lambert, MetroPlan Orlando Staff
Ms. Mary Ann Horne, MetroPlan Orlando Staff
Ms. Lisa Smith, MetroPlan Orlando Staff

Mr. Keith Caskey, MetroPlan Orlando Staff opened the public hearing at 6:00 p.m. and introduced MetroPlan Orlando staff members in attendance. Mr. Keith Caskey provided an overview of the draft FY 2018/19/17-2022/23 Transportation Improvement Plan. The plan includes highway, toll road,

transit, aviation and bicycle/pedestrian projects that are programmed for funding over the next five years.

The following verbal comments were received at the public hearing:

Mr. Kelvin Thompson, 1403 Grant Avenue, Mount Dora, FL, asked if Kennedy Boulevard in Eatonville will be widened, and if sidewalks and streetscape would be included. Mr. Caskey responded that Kennedy Boulevard is an Orange County locally funded four-lane project that is funded for construction in 2021 in Orange County's Capital Improvement Program, and that sidewalks will be included in the project. Mr. Thompson also wanted to know whether the express toll lanes on FTE facilities will be similar to the managed toll lanes in the I-4 Ultimate project where drivers would have the option not to pay the higher toll. Mr. Caskey explained that users of the FTE roads will still continue to pay regular tolls, but will have the option to pay a higher toll in order to be able to use the express lanes to travel more quickly.

Mr. Eric Gray, 921 Spring Island Way, Orlando, FL, stated that he is affiliated with the local non-profit group, United Against Poverty. Mr. Gray commended MetroPlan Orlando for the well thought out plans that are continually brought forward, and for the commitment to long term and multiple modes of transportation. Mr. Gray commented that he feels that one of the greatest needs for the Orlando area is public transportation, and that there should be a way for the local municipalities to work together to come up with a dedicated funding source for public transportation.

Ms. Karen Ashmeade, 2100 East Michigan Street, Orlando, FL, asked if drivers on the new toll road projects shown in the TIP will use E-PASS or SunPass. Mr. Jim Martin, FTE, explained to Ms. Ashmeade that the SunPass and E-PASS are interchangeable on any toll road facility. Ms. Ashmeade also asked if LYNX had encountered any negativity from citizens that consider it a stigma to have bus routes near their communities. Mr. Doug Robinson, LYNX, responded that he has not been made aware of any negativity from citizens not wanting bus routes near their neighborhoods. Mr. Robinson stated that he would look into the question, and that he would follow-up with Ms. Ashmeade.

Ms. Irina Pashinina, 3022 George Mason Avenue, Winter Park FL 32792, commented that she feels that more consideration should be given to researching and developing a new mass transit system.

RECEIVED VIA EMAIL DURING PUBLIC COMMENT PERIOD:

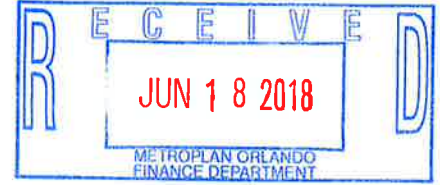
No emails were received during the public comment period.

Mr. Caskey called for any additional comments; there being none the public hearing was closed at 6:40 p.m.

Transcribed and recorded by Lisa Smith, Board Services Coordinator.

4881 Cypress Woods Drive #3110
Orlando, FL 32811
June 11, 2018

Metroplan Orlando
315 East Robinson Street, Suite 355
Orlando, FL 32801



Dear Mr. Barley,

Subject: Metroplan Orlando Five Year Plan

Within five years, federal funding for Sunrail operating costs will end. The time has come for Central Florida to plan for and provide long term funding of Sunrail operating costs, construction of a light rail line from the airport to the Convention Center and from Sea World to Sanford, and operating costs for an expanded Lynx bus system.

If Central Florida wants to attract more companies with high paying jobs and attract corporate headquarters, it must decrease its dependence on cars and become more multimodal.

For more information, contact John M. Puhek at (407) 766-8988 or (407) 996-5295 (home).

Sincerely yours,

John M. Puhek

Cathy Goldfarb

From: Frederick Ritz <fredadRitz@webtv.net>
Sent: Friday, June 22, 2018 2:25 PM
To: Info
Subject: Comments on 5 Year Plan

The 5 year Plan is 20 years too late, but I have one positive comment. The ease and safety of maneuvering through Construction Projects is improving due to the increased use of construction signs and devices that are in accordance with the Manual on Uniform Traffic Control Devices.

Other than that, the increase in vehicular traffic congestion out paces remedial construction. Florida needs a Traffic Engineer and a sufficient number of trained traffic signal repair and maintenance personnel to keep the urban traffic flowing. Too many signals appear to be on fixed-time, either because they are ancient or because the detectors are inoperable.

With most construction and maintenance work contracted out, there appears to be little day-to-day monitoring, reporting and repair of deficiencies.

A high percentage of pavement markings are faded to the point that they provide little guidance and if it rains they are invisible.

With the high number of transient traffic searching for places of business, you would think that businesses would be required to display a legible street number on their building.

Hazardous Intersections:

Northbound Route 417 exiting to westbound Route 408 - 70 mph traffic exiting to a 25 mph ramp WITH NO PARALLEL DECELERATION LANE.

Northbound Route 417 entering westbound Route 528 - NO PARALLEL ACCELERATION LANE.

Thank you for your consideration.

Frederick Ritz
Orlanso

Cathy Goldfarb

From: [REDACTED]
Sent: Monday, June 25, 2018 10:18 AM
To: Info
Subject: MetroPlan Orlando Transportation Improvement Program

The following are my comments as a citizen and do not represent my employer. If possible, I would like my comments to be anonymous provided that they will receive full consideration. If these comments cannot receive full consideration if they remain anonymous, then I'm okay with my name being attached to these comments.

Spending 1.6 only percent of our Federal and State funds in the next year on bicycle and pedestrian improvements is inconsistent with a region that is trying to remove itself from being one of the most dangerous communities for walking and biking in the entire nation.

Allocating less than one percent to TSMO/ITE for smoother operations traffic flow seems a missed opportunity. Corridor signal progression and freeway ramp metering is an opportunity for a win-win. Corridor signal progression can be used to lower travel times and encouraging traffic to maintain posted speeds. To me, it seems to be the biggest problem with regional travel times.

It seems clear to me that a 6 lane road (freeway?) to Mount Dora and nearly to Bithlo and the Central Florida Expressway will create pressure for sprawl and leapfrogging of development. The Bithlo area, for example, is a rural community and has many natural resources outside of the Urban Service Area. This seems inconsistent with Florida State Law, local Comprehensive Plans, and the East Central Florida Corridor Task Force Final Report presented to the Governor on December 1, 2014, pursuant to Executive Order 13-319 and thereafter recognized by the Counties. This agreement called for giving preference to enhancing existing corridors; effective coordination with conservation decisions; reflecting the context of the communities and environment; and **ensuring that corridor improvements are not used to promote additional development in hazardous areas or areas not planned for growth.**

The Innovation Way Transit Facility seems politically driven rather than market driven. At the very least it seems highly speculative and likely risks the misappropriation of limited transit funding from the low income and ladder of opportunity areas that have low frequency or poor span of service.

Thank you

Orlando Resident
Private Mobile Number
[REDACTED]

Cathy Goldfarb

From: Logan <llampher@hotmail.com>
Sent: Monday, June 25, 2018 2:22 PM
To: Info
Subject: 2019-2023 Transportation Improvement Program

Hello,

I am writing to you as a concerned resident and taxpayer of Orange County, and Orlando, and wanted to provide feedback on your proposed 2019-2023 Transportation Improvement Program.

I believe in the principles of "Smart Growth", in which we limit inefficient suburban sprawl, which costs taxpayers much more to maintain (hundreds of miles of roads, water lines, sewer lines, electricity lines, sidewalks, policing, fire and emergency services, etc), in return for low property tax receipts. Even when such things are paid by developers or other government entities, in the long run, taxpayers throughout the county end up subsidizing such sprawl.

We should be encouraging urban infill and higher density by building up and sticking with an urban growth boundary. I grew up on a ranch, and I believe we also need to preserve the rural and undeveloped areas of Orange County, both from a local food source point of view, and also to preserve the rural way of life, not to mention the natural environment.

Specifically:

1. I would discourage the extension and widening of East Highway 50/408--it will only encourage expensive, unsustainable sprawl and will destroy forever the natural wetlands and rural way of life in east Orange County.
2. With the completion of the "ring road" of SR 429 through the Wekiva Preserve, please avoid the temptation of adding more interchanges/exits that will only encourage growth in this vital recreation and natural area.
3. I'm pleased to see so many more multi-modal corridors being considered. Automobiles are only one mode of transportation among many, and you need to consider them all, especially mass transportation. Complete Streets should be fully embraced in all urban areas.
4. I strongly support the addition of Bus Rapid Transit lanes, particularly along Hwy 50 (eventually to UCF)--they can pave the way for future street cars and/or light rail, but are much cheaper for now.
5. Please advertise the downtown Lymmo service more--it can really help with that "last mile" for people using SunRail.
6. Please continue to build SunRail. Look to Denver's model as a fantastic example of local governments working together with a long term vision.
7. Whenever there is a soccer game, Magic game, major concert, or Citrus Bowl game, SunRail should automatically run for these events. People should know they can rely on service for major downtown events.
8. Orange County is flat like Holland--I'm glad to see more emphasis being put on bicycling and pedestrian use--it not only makes sense, and has so many benefits (better health, cheaper, less gas use), but we MUST reduce the number of deaths and injuries on our roads.

9. Connecting SunRail to MCO and connecting MCO to I-Drive, the Convention Center, and the Theme Parks is key to the growth of Orlando. Not only are these areas heavily used by tourists and business travelers, but they are also our major employers.
10. I would like to see MCO connected by rail to Port Canaveral (via Brightline?). This could really grow our tourism industry, and could even be used by future travelers using Kennedy Space Center (Virgin Galactic, SpaceX?).

Many thanks for your attention,

Logan Lamphere
118 N Thornton Ave
Orlando, FL 32801
605-490-0732

TAB 3





Board Action Fact Sheet

Meeting Date: July 11, 2018

Agenda Item: IX.B. (Tab 3)

Roll Call Vote: No

Action Requested:

Action is requested to approve the report from the Board Personnel Committee on the recommendations developed pertaining to the appointment of our next Executive Director.

Reason:

On November 7, 2017, the MetroPlan Orlando Board approved a process and schedule for the recruitment of our next Executive Director. The Board Personnel Committee was designated as being responsible for overseeing the recruitment process, conducting interviews and making recommendations to the full Board.

It should be noted that the Board approved two Advisors to serve as Advisors to the Board Personnel Committee during this process – Ms. Marilyn Baldwin (a long-time volunteer with the organization who also serve as an advocate for the Transportation Disadvantaged) and Mr. Mike Shannon (our FDOT/District 5 Secretary). The Advisors took an active role throughout the process. Mr. Barley, Mr. Loschiavo and Mr. Bechtel provided support to the Board Personnel Committee throughout this process, as did Mr. Bob Slavin from Slavin Management Consultants (an executive search firm).

Summary/Key Information:

See attached report from the Board Personnel Committee dated June 29, 2018.

MetroPlan Budget Impact:

Funds have been provided in our FY2019 budget to handle this leadership transition.

Local Funding Impact:

None

Committee Action:

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

Staff Recommendation:

–

Supporting Information:

Board Personnel Committee Report dated June 29, 2018.



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

June 29, 2018

To: Board Members

From: Board Personnel Committee Members & Advisors
Chairwoman Cheryl L. Grieb
Commissioner Pete Clarke
Commissioner Bob Dallari
Commissioner Jennifer Thompson
Council President John Dowless
Mr. Michael Shannon (Non-voting Advisor)
Ms. Marilyn Baldwin (Non-voting Advisor)

Subject: Appointment of our Next Executive Director

The purpose of this memo is to (1) make recommendations pertaining to the appointment of our next Executive Director; (2) review how the recruitment and selection process was conducted; and (3) define next steps. This will be an action item on the agenda for our next regularly scheduled Board meeting on Wednesday, July 11, 2018.

Recommendations

The members of the Personnel Committee and its Advisors unanimously recommend the following:

1. That Mr. Gary Huttman, who is currently serving as our Deputy Executive Director, become our next Executive Director pending successful negotiations on an Employment Agreement. Mr. Huttman's application letter and his resume are attached.
2. That Chairwoman Grieb, with the help of General Counsel Steve Bechtel and executive recruiter Bob Slavin, negotiate an Employment Agreement with Mr. Huttman consistent with a salary and benefits package that had been discussed by the Personnel Committee.
3. That Chairwoman Grieb be given the authority to sign the Employment Agreement on behalf of the organization.

The Process

The above recommendations are being made as a result of a thorough, 21-month process summarized below:

October 16, 2016 – The Board approved Mr. Barley's separation/retirement plan which included an extension of our Employment Agreement with him through August 31, 2018.

February 8, 2017 – The Personnel Committee met and began discussions on the recruitment strategy for Mr. Barley's successor. Mr. Barley was asked to put together a draft process and schedule. This was sent to Personnel Committee members on March 9, 2017. Mr. Barley was to meet with each member of the Personnel Committee to get feedback on the draft document.

September 13, 2017 – The Personnel Committee was to have met, but the meeting was canceled because of Hurricane Irma.

November 7, 2017 – The Personnel Committee met and approved a process and schedule for the recruitment effort. This included the use of an executive search firm.

November 8, 2017 – The Board approved the recommendations of the Personnel Committee, including the issuance of an RFP for an executive search firm. The RFP was issued on November 9, 2017 and the due date for proposals was December 5, 2017.

December 13, 2017 - The Personnel Committee reviewed the proposals received from executive search firms. Additional information was requested from the firms in order to develop a recommendation for contract award by the Board.

January 30, 2018 - The Personnel Committee evaluated the executive search firm proposals and recommended Slavin Management Consultants as the top-ranked firm. The contract award was approved by the Board on February 14, 2018.

March 14, 2018 – The Personnel Committee met to discuss recruitment strategy, ideal candidate profile, desired qualifications and compensation/benefit guidelines with Mr. Robert Slavin (Slavin Management Consultants). The Committee also welcomed the Board-approved Advisors – Mike Shannon (FDOT District 5 Secretary) and Marilyn Baldwin (Transportation Disadvantaged Advocate) – to the process.

May 9, 2018 – At the MetroPlan Orlando Board meeting, Chairwoman Grieb reported on the activities of the Personnel Committee regarding the Executive Director recruitment.

May 9, 2018 – The Personnel Committee met following the Board meeting. Mr. Bob Slavin (Slavin Management Consultants) reported on the results of his recruitment effort and screening methods. Mr. Slavin presented the Committee with nine candidates who were being recommended for interviews. The cover letters and resumes for these candidates were provided to Committee members. Everyone was to rank the candidates after the meeting and submit the results to staff for tabulation. The combined rankings resulted in a consensus that six candidates should be invited for interviews.

May 30-31, 2018 - The Personnel Committee interviewed the six candidates. At the conclusion of the interviews, it was decided to invite the top three candidates for an additional interview. As part of the next interview, each candidate was to prepare a presentation regarding their five-year plan for MetroPlan Orlando.

June 13, 2018 – At the MetroPlan Orlando Board meeting, Chairwoman Grieb reported on the progress being made by the Personnel Committee with the Executive Director recruitment.

June 16, 2018 – The Personnel Committee met with the top three candidates to hear their presentations and for additional discussion. This narrowed the field to two candidates, one of whom subsequently withdrew his application.

June 27, 2018 – The Personnel Committee met and unanimously approved the recommendations stated above.

Next steps

If the Board approves the aforementioned recommendations, negotiations will get underway with Mr. Huttman on the Employment Agreement. The Board will be informed when this has been completed. Transition activities will take place between July 11 and August 31, Mr. Barley's retirement date. This will allow for a seamless transition – which had been the Board's goal.

The members of the Personnel Committee and its Advisors spent a great deal of time and effort on this process since we all understand its importance for the future of our organization. We are especially grateful to our Board-appointed Advisors – Ms. Marilyn Baldwin and Mr. Mike Shannon – for their participation and valuable input. We also wish to acknowledge the help we got from Mr. Bob Slavin (our executive search consultant), Mr. Barley and Mr. Loschiavo.

Attachment

Mr. Robert Slavin, President
SLAVIN MANAGEMENT CONSULTANTS
3040 Holcomb Bridge Road, Suite A-1
Norcross, Georgia 30071

April 18, 2018

Dear Mr. Slavin:

I am excited to submit my resume to serve as the next, and only the second, MetroPlan Orlando Executive Director. I understand the challenges that come with following a successful leader and I welcome the opportunity to meet them. I anticipate there will be comparisons. However, change is inevitable (and a good thing) and all of us must do our best to prepare for it. The MetroPlan Board and the organization are fortunate to have had a leader with the foresight to initiate a succession plan nearly seven years ago. I have had the privilege of working beside Mr. Barley (Harry) for seven years, I've known him for twenty two, and I know that will benefit the organization and the transition to new leadership. The opportunity has come for MetroPlan Orlando; the Board, the staff, the local partners and those in the community who value the work of the organization to embrace this change. Just as I've been part of the success of MetroPlan for the past seven years, serving alongside Harry for one third of the time he's been here, I want to lead the change resulting from new leadership. It is during this transition that we all must work together, not against one another, and do what is best for the organization. It is during the transition period that we must be diligent and safe, looking out for each other and the good of the organization. There is always room for process improvement, often achieved through change, and the MetroPlan Orlando Board, along with the new Executive Director must embrace that. It will be my responsibility as the new Executive Director to facilitate that change and make sure each of the Board Members and our Central Florida Partners are comfortable along the way.

Central Florida leaders are proud of our history promoting regionalism to address the many challenges and opportunities we face. I have always believed, and will continue to believe we are better off when operating cooperatively as a region. I have established professional relationships with all of our partners and work effectively with each of them. In addition to our member local governments I work with staff from the Florida Department of Transportation including the Turnpike Enterprise, two expressway authorities, two International Airports, the regional transit authority, and the SunRail Team. I oversee our annual operating budget of around \$6M, in addition I oversee a Surface Transportation Block Grant Program (STBG) of about \$30M annually. This makes us one of the largest and most influential MPOs in the state. Lately we have been aggressive and successful in getting federal grants to advance and draw attention to our work. Most of this success has been in the areas of technology and health. We are very proud of that, particularly the progress in health related matters. It is an area that is relatively new to us yet we have become nationally recognized in a very short period of time. I have a seven year history with our peer organizations throughout the state and nation and fully expect to continue the MetroPlan tradition of leadership at the state and national level.

The MetroPlan Board has wisely decided to distribute our STBG funds to Complete Streets, Transit, Bicycle/Pedestrian, and technology related (ITS) projects. Each of these project types is consistent with the MetroPlan Board Priorities established early in 2017 and reaffirmed in February 2018. We are allocating roughly 63% of our available funds over the next five years to advancing these priorities. The priorities were approved recognizing they are a multi-year effort on which the region must focus.....another wise Board decision. We consider the distribution of the STBG funds each year and historically have made adjustments about every four years. It's critical that the Board select a new Executive Director who understands the importance of properly allocating these federal funds to the appropriate projects and the constraints imposed on us and to the FDOT if this is not

done properly or if the funds do not get programmed at all. This has a big impact on our relationship with the Department. We have an annual Transportation Improvement Program of about \$1B but that need continues to grow.

We will kick-off our next Long Range Transportation Plan update later this year. This will set the stage for future investments. With our recent INVEST "Transportation Think-In", this plan is sure to be the most innovative and forward thinking yet. In addition, in early 2019, four months after the appointment of the new Executive Director, MetroPlan will undergo our next Federal Certification. This is an extremely important step in keeping us in good standing with both the Federal Highway Administration and the Federal Transit Administration. I have already started preparations for this certification review. We will also be reformatting our annual Tracking the Trends Report to serve as our analysis on Performance Measures. The first version of this new report will be published and distributed in early 2019, probably in the March/April time frame. **These are all critical items on the MetroPlan calendar that require the new Executive Director to have the experience, local knowledge and local relationships to successfully lead these important efforts.**

It's been a privilege working with Harry as his Deputy Executive Director for the past 7 years. With the success that MetroPlan has had as an independent agency for the past 22 years, it is important that the successor has the **continuity of vision, local knowledge, familiarity with the region, and established relationships**, and can thereby provide a **smooth transition** with little noticeable change. It is an unprecedented time for transportation nationally and here in Central Florida. It is critical to select someone familiar with the region who can carry this organization forward. I know transportation in Central Florida; I have established relationships throughout the region and state; I am here and interested in this position, not just as a great job opportunity, but to continue the good work that I've been part of for the past seven years and to advance the organization's positive reputation throughout Central Florida, the state and beyond.

The attached resume outlines my experience over the years, virtually all in Central Florida. Nearly half of my professional experience has been in the private sector. I consider this a strength and look forward to explaining that to the Personnel Committee members and advisors.

As requested, my current annual salary is \$142,044.00.

Please contact me if you have any questions about the information I've shared.

Sincerely,



Gary Huttman, AICP

Office: 407 481-5672 x319
Cell: 407 538-4002

Gary Huttman, AICP

Objective(s)

- Continue to lead and enhance the integrity and credibility of MetroPlan Orlando
- Embrace and expand MetroPlan's reputation throughout the state and nation as a forward thinking and acting MPO
- Provide continuity of Vision
- Continue to shape the career development of the next generation of transportation professionals
- Continue to promote regionalism and multi-modal transportation

Skills and Abilities

- Excel in organizational planning. Deliver excellence in managing personnel, projects, training, and networking
- Able to work collaboratively with others, gather information, solicit feedback, and implement appropriate course of action to ensure best outcomes
- Offer unparalleled integrity, initiative, resourcefulness, consistency, and diligence in achieving objectives and short and long-term goals
- Results-oriented, able to balance multiple responsibilities, consistently deliver results on time
- Adept at leading by example, marshaling resources and creating professional atmosphere to accomplish objectives

Experience

Deputy Executive Director • MetroPlan Orlando • Since October 2011

Director Transportation Planning • MetroPlan Orlando • April 2011-October 2011

- Promoted to Deputy Executive Director in October 2011. This was part of a reorganization and reassignment of responsibilities
- Work closely with the Executive Director and fill in for him as needed
- Represent MetroPlan Orlando at the national level through AMPO
- Represent MetroPlan Orlando at the state level through the MPOAC
- Manage the MetroPlan \$6M annual operating budget and work program
- Manage the MetroPlan \$30M annual STBG program
- Serve as a member of the organization's Management Team; work with the Executive Director and other members of the Management Team to develop goals, budgets and implementation strategies
- Manage the professional and technical staff assigned to the Transportation Planning Department and manage the core function of the MPO
- Manage the development and implementation of the Long Range Transportation Plan, the Freight & Goods Movement Study, the Five-Year Transportation Improvement Program, the Prioritized Project List, Transportation Performance Measures, and other Special Projects identified in the Unified Planning Work Program
- Lead in the development of the Unified Planning Work Program and ensure that projects assigned to the Transportation Planning Department are carried out in accordance with the approved program

- Manage the development of scopes of work for assigned consultant projects, oversee the consultant selection process and oversee the management of consultant contracts to ensure work is completed on time and within budget
- Ensure outstanding professional staff support to the Technical Advisory Committee; the Transportation Systems Management & Operations Advisory Committee; the Community Advisory Committee, the Municipal Advisory Committee and the Transportation Disadvantaged Local Coordinating Board

Transportation Consultant

March 1998-April 2011

- Managed the Transportation Planning Divisions at two different engineering/planning firms. Responsibilities included hiring and directing staff, staff development, budgeting, and business development and related marketing activities.

Chief Transportation Planner

January 1984-March 1998

- Managed the transportation planning program for three local governments; one city government (Orlando FL); one county government (Volusia County, FL), and one consolidated city/county government (Billings-Yellowstone County, MT)

Education

- Master of Community & Regional Planning • University of Nebraska
- Bachelor of Arts • University of Nebraska

Leadership

Volunteer/Community Service

- American Planning Association
- American Institute of Certified Planners
- Member-Technical Committee American Metropolitan Planning Organization (AMPO)
- Vice Chair-MPOAC Statewide Freight Committee
- Graduate-Leadership Orlando
- Graduate-Inside Orlando
- Elder-Lifepoint Community Church
- Advisor-DeLand High School Engineering Academy
- Volusia County Planning and Land Development Regulation Commission

Accomplishments at MetroPlan Orlando

- Successful completion of MetroPlan Orlando Federal Certification 2015
- Successful completion of annual State Certifications 2012-2018
- Successfully represent MetroPlan Orlando throughout the region
- Successfully represent MetroPlan Orlando throughout the State of Florida (MPOAC)
- Successfully represent MetroPlan Orlando throughout the United States (AMPO)
- Maximized use of MetroPlan STBG Funds
- Initiated numerous Corridor (and other) Studies throughout our region
- Participated in 2013 Strategic Business Plan & Implementation
- Built and maintain outstanding team of professionals

References

Mr. Harry Barley, Executive Director
MetroPlan Orlando
407 481-5672 x313

Mr. Greg Stuart, Executive Director
Broward Metropolitan Planning Organization
Chair of Staff Directors of the Statewide MPOAC
Board Member AMPO
954 876-0033 Office
954 876-0035 Direct

Mr. Carl Mikyska, Executive Director
Metropolitan Planning Organization Advisory Council (MPOAC)
850 414-4062

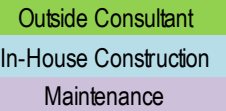
Ms. Virginia Whittington, Director of Regional Partnerships
MetroPlan Orlando (Co-worker)
407 481-5672 x314

Mr. Austin Mount, Executive Director
West Florida Regional Planning Council
Florida/Alabama TPO
Bay County TPO
Okaloosa/Walton TPO
850 332-7976 x 201

Ms. Gabriella Arismendi
Transportation & Mobility Planner
City of Westminster Colorado
303 658-2613
Former MetroPlan Orlando Employee under my direction

TAB 4





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:	1,112	\$42,729,228.93
FUND TYPE	Conventional	TIME BEGAN:	5/11/2015	ELAPSED:	1,108	\$42,766,603.17
		WORK BEGAN:	5/11/2015	% ORIGINAL:	172.32%	113.78%
		EST. COMPLETION:	Spring 2018	% TO DATE:	99.64%	100.09%
Construction complete						
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 June 14, 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:	1,121	\$76,745,882.11
FUND TYPE	Conventional Pay Item	TIME BEGAN:	10/14/2016	ELAPSED:	605	\$37,100,301.23
		WORK BEGAN:	10/14/2016	% ORIGINAL:	57.62%	48.93%
		EST. COMPLETION:	Late 2019	% TO DATE:	53.97%	48.34%

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:	1,312	\$38,527,327.52
FUND TYPE	Conventional Pay Item	TIME BEGAN:	3/31/2016	ELAPSED:	802	\$25,114,605.30
		WORK BEGAN:	3/31/2016	% ORIGINAL:	72.91%	66.66%
		EST. COMPLETION:	Summer 2020	% TO DATE:	61.13%	65.19%

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:	939	\$13,441,375.63
FUND TYPE	Conventional Pay Item	TIME BEGAN:	11/16/2015	ELAPSED:	939	\$11,011,059.74
		WORK BEGAN:	11/16/2015	% ORIGINAL:	117.38%	89.17%
		EST. COMPLETION:	Summer 2018	% TO DATE:	100.00%	81.92%

CONTACT		PHONE		EMAIL
PROJECT ADMINISTRATOR	Kris Morgan	C: 813-614-3776		kris.morgan@jacobs.com
FDOT PROJECT MANAGER	Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Michael Anderson	O: 386-322-4500		michaelanderson@mascicg.com



Project Status Report as of June 14, 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:	341	\$8,896,059.63
FUND TYPE	Lump Sum	TIME BEGAN:	4/9/2018	ELAPSED:	63	\$4,442,615.60
		WORK BEGAN:	4/9/2018	% ORIGINAL:	19.09%	50.08%
		EST. COMPLETION:	Early 2019	% TO DATE:	18.48%	49.94%

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:	1,099	\$54,454,262.75
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/31/2016	ELAPSED:	741	\$30,289,908.23
		WORK BEGAN:	5/31/2016	% ORIGINAL:	74.85%	56.80%
		EST. COMPLETION:	Fall 2019	% TO DATE:	67.42%	55.62%

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 Wornick	O: 407-482-7833	todd.wornick@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:	759	\$17,906,686.21
		WORK BEGAN:	5/9/2016	% ORIGINAL:	88.26%	67.64%
		EST. COMPLETION:	Spring 2019	% TO DATE:	76.44%	68.81%

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 June 14, 2018

SEMINOLE						
SR 436 Resurfacing from Orange County Line to Avery Lane						
FIN #	435661-1-52-01					
CONTRACT #	T5598					
Construction Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing, traffic signals, striping, highway signing, sidewalk, guardrail, drainage and curb ramp work along SR 436.						
					TIME	COST
CONTRACTOR:	Hubbard Construction Co.	LET DATE:	10/25/2017	ORIGINAL:	160	\$1,387,780.91
FED. AID #:	D517038B	NTP:	12/27/2017	CURRENT:	163	\$1,387,780.91
FUND TYPE	Lump Sum	TIME BEGAN:	1/16/2018	ELAPSED:	138	\$1,321,727.54
		WORK BEGAN:	1/16/2018	% ORIGINAL:	86.25%	95.24%
		EST. COMPLETION:	Summer 2018	% TO DATE:	84.66%	95.24%
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:	1,310	\$232,596,758.34
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	349	\$62,684,281.82
		WORK BEGAN:	10/18/2017	% ORIGINAL:	27.48%	26.73%
		EST. COMPLETION:	Early 2021	% TO DATE:	26.64%	26.95%
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	





Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

MIKE DEW
SECRETARY

June 13, 2018

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

RE: Fourth Quarter Variance Report (April – June 2018)

Dear Mr. Barley:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the fourth quarter variance report for the period of April 2018 through June 2018. This quarter's variance report compares the July 1, 2017 adopted work program with changes made to the adopted work program in the fourth quarter of Fiscal Year 2017/2018.

There are no projects with a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

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

Sincerely,

Mary Schoelzel
FDOT, District Five
Principal Planner

cc: Gary Huttman, Deputy Executive Director, MetroPlan Orlando
Keith Caskey, Manager of Planning Services, MetroPlan Orlando
Carol Scott, Transportation Planning Manager, Florida Department of Transportation
Kellie Smith, Government Liaison Administrator

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
433693-1	Poinciana Parkway Southport Connector	Osceola			TBD	CFX study determines next steps	Not funded	NA		Not funded	NA	Not funded	NA
433693-2	Poinciana Parkway (I-4 Connector)	Osceola			TBD	CFX study determines next steps	Not funded	NA		Not funded	NA	Not funded	NA
432100-1	I-4 Beyond the Ultimate	Osceola/ Orange/Seminole/Volusia	Beata Stys-Palasz	HNTB	EA / FONSI Reeval & EIS	6/12/2017 8/24/2017 completed	FY 2014 FY 2015 FY 2016 FY 2017 FY 2018	\$9,037,463	NA	NA	NA	NA	NA
Design: 431456-1	Part of PD&E Segment 1 - West of CR 532 to East of SR 522 (Osceola Pkwy)	Osceola	Su Hao	AECOM	EA / FONSI Reeval	12-Jun-17	FY 2015 FY 2016 FY 2017 FY 2018	\$14,797,790	Phase I plans submitted Working on RW maps	FY 2018 FY 2019 FY 2020 FY 2021 FY2022 FY 2023	\$0.5M \$1.4M \$12.7M \$13.4M \$9.8M \$5.9M	Not funded	NA
Design: 242484-8	Part of PD&E Segment 1 - E of SR 522 (Osceola Pkwy) to West of SR 528	Orange	Su Hao	AECOM	EA / FONSI Reeval	12-Jun-17	FY 2015 FY 2016 FY 2017 FY 2018	\$17,587,761	Working toward 60%, and R/W maps. Purchasing full takes	FY 2018 FY 2019 FY 2020 FY 2021 FY 2022 FY 2023 FY 2024	\$ 206.7M \$0.003M \$4.8M \$39.3M \$49.3M \$33.5M \$5M	Not funded	NA
Design: 242484-7	PD&E Segment 2 - West of SR 528 to West of SR 435 (Kirkman Rd)	Orange	Todd Helton	SCH2/Jacobs	EIS	24-Aug-17	FY 2015 FY 2016 FY 2017 FY 2018 FY 2019 FY 2020	\$14,221,820	Phase I plans submitted In acctive R/W phase	FY 2017 FY 2018 FY 2019 FY 2020 FY 2021 FY 2022	\$0.02M \$1.84M \$19.4M \$8.9M \$5.5M \$1.4M	FY 20	520,325,428
Design: 441113-1	I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE NEW INTERCHANGE DESIGN UNDER SEGMENT 1 242484-8 DISTRICT PRIORITY #02 I-4 BTU	Orange	Su Hao	AECOM	EA / FONSI Reeval	12-Jun-17	Funded under 242484-8		Working toward 60%	FY 2019 FY 2020 FY 2021 FY 2022 FY 2023	Funded under 242484-8	Not funded	NA
Design: 441362-1	I-4 BTU CONNECTION FROM 150' WEST OF CENTRAL FLORIDA PARKWAY TO SR 528 I-4 BTU SEGMENT 2 CONNECTION TO SEGMENT 1B DESIGN & RIGHT OF WAY UNDER 242484-7 I-4 SEGMENT 1C	Orange	Todd Helton	SCH2	EIS	24-Aug-17	Funded under 242484-7		Working toward 60%	FY 2019 FY 2020 FY 2021 FY 2022 FY 2023	Funded under 242484-7	FY 20	\$281,587,481

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
<i>Design:</i> 242592-4	<i>PD&E Segment 3 - East of SR 434 to east of US 17-92</i>	<i>Seminole</i>	<i>Hatem Aguib</i>	WSP	<i>EIS</i>	24-Aug-17	<i>FY 2015 FY 2016 FY 2017 FY 2018</i>	<i>\$18,136,902</i>	Working toward 60%	<i>FY 2022 FY2023 FY2024 FY2025 FY2026</i>	<i>\$8.7M \$12.6M \$10.8M \$3.8M \$1.8M</i>	<i>FY 27</i>	<i>\$790,288,163</i>
240216-4	SR 46 from SR 415 to CR 426 (LAP - Oversight)	Seminole	Mary McGehee	AECOM	Type II CE	Jun-18	FY 2023	\$5,175,240	Not started	Not funded	NA	Not funded	NA
433204-1	Carroll Street (JPA - Oversight) from John Young Parkway to Michigan Avenue	Osceola	Design - Amir Asgaranik/ Bjorg Olafs	??	Type II CE	PD&E is complete - LDCA received 11/30/2016	FY 2016	\$2,250,000	Working toward 60%	FY 2019 FY 2020 FY 2022* *Funds split ROW/CST	\$.9M \$.9M \$12M*	Partially funded in 2022	\$12M *Funds split ROW/CST
408429-2	US 17-92 (Orange Avenue - Winter Park)	Orange	Amir Asgaranik/ Sameer Ambare	VHB/HNTB	Refresh of original Type II CE	Jul-04	FY 2018 FY 2019	\$1,980,000	??? - funding programed for CY for FDOT to design in-house	Not funded	Not funded	Not funded	Not funded

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	CH2M Hill	SEIR	Jul-18	Not funded	Not funded		Not funded	NA	Not funded	NA
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	Hardesty and Hanover	SEIR	Mar-19	FY 2019	\$14.7M		FY 2022	\$11.8M	Not funded	NA
440314-1	Colonial Parkway from Woodbury Rd. to SR 520 (New Facility)	Orange	Henry Pinzon	CH2	SEIR	Apr-19	FY 2020	\$20.0M		Not funded	NA	Not funded	NA
	PD&E for Eastern Extension of SR 408 to SR 520	Orange	Glenn Pressimone	Metric Engineering	PEIR	Jun-18	FY 2022	\$15.6M		Not funded	NA	Not funded	NA
	Lake/Orange County Connector Feasibility/PD&E Study	Lake & Orange	Glenn Pressimone	Metric Engineering	PEIR	Jun-19	FY 2022	\$13.8M		Not funded	NA	Not Funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	2020	\$1,500,000	SEIR
	Poinciana Parkway (SR 538) Extension (Poinciana Parkway to CR 532)	Osceola & Polk	2019	\$2,000,000	PEIR
	Osceola Parkway Extension (from SR 417 to Sunbridge Parkway)	Osceola & Orange	2019	\$2,000,000	PEIR
440315-1	Colonial Parkway from SR 520 to SR 528 (New Facility)	Orange	2022	\$2,000,000	SEIR
437174-1*	SR 535 from US 192 to SR 536/World Center Drive	Osceola	2020	\$550,000	Type II CE
437175-1*	SR 535 from SR 536/World Center Drive to I-4	Orange	2020	\$1,400,000	Type I CE

FDOT D5

FTE

CFX



June 18, 2018

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

SunRail Announcing New Schedule for Southern Expansion

New Schedule is Connecting Communities

Sanford – SunRail is announcing a new schedule for its upcoming southern expansion. The expansion adds four new stations; Meadow Woods in Orange County as well as stations at Tupperware, downtown Kissimmee and Poinciana in Osceola County. Two major benchmarks are occurring during the next few weeks.

On Monday, July 30, service expands to the four new stations covering 17 additional miles.

On Monday, July 23, the week before the new service begins, SunRail trains start running a new schedule on the existing 32 miles, as a preview of what's to come in the southern expansion. Trains are also running the additional 17 miles during that week, but no passengers are going to be on board during that portion of the route.

The new schedule features more mid-day time slots, as well as running later at night. Service is increasing from the current 18 round trips per day, to 20 round trips per day. SunRail is moving people throughout the region by providing work and leisure opportunities; connecting communities. SunRail can make the daily commute fast, easy and affordable, as well as less stressful.

The new schedule is posted at www.sunrail.com. It is also being distributed at SunRail's open houses, including the one at the Meadow Woods Station in southern Orange County, and at an event in downtown Kissimmee.

SunRail currently runs 32-mile daily service, stopping at 12 stations, Monday through Friday, from the DeBary Station 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.

www.fdot.gov



NEW SCHEDULE BEGINS JULY 23, 2018

SOUTHBOUND SCHEDULE

CURRENT STATIONS

TRAIN NUMBER	P301	P303	P305	P307	P309	P311	P313	P315	P317	P319	P321	P323	P325	P327	P329	P331	P333	P335	P337	P339
DeBary		5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	9:00 AM	10:00 AM	11:30 AM	12:30 PM	1:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:45 PM	8:10 PM
Sanford	5:06 AM	5:36 AM	6:06 AM	6:36 AM	7:06 AM	7:36 AM	8:06 AM	9:06 AM	10:06 AM	11:36 AM	12:36 PM	1:36 PM	3:06 PM	3:36 PM	4:06 PM	4:36 PM	5:06 PM	5:36 PM	6:51 PM	8:16 PM
Lake Mary	5:13 AM	5:43 AM	6:13 AM	6:43 AM	7:13 AM	7:43 AM	8:13 AM	9:13 AM	10:13 AM	11:43 AM	12:43 PM	1:43 PM	3:13 PM	3:43 PM	4:13 PM	4:43 PM	5:13 PM	5:43 PM	6:58 PM	8:23 PM
Longwood	5:19 AM	5:49 AM	6:19 AM	6:49 AM	7:19 AM	7:49 AM	8:19 AM	9:19 AM	10:19 AM	11:49 AM	12:49 PM	1:49 PM	3:19 PM	3:49 PM	4:19 PM	4:49 PM	5:19 PM	5:49 PM	7:04 PM	8:29 PM
Altamonte Springs	5:23 AM	5:53 AM	6:23 AM	6:53 AM	7:23 AM	7:53 AM	8:23 AM	9:23 AM	10:23 AM	11:53 AM	12:53 PM	1:53 PM	3:23 PM	3:53 PM	4:23 PM	4:53 PM	5:23 PM	5:53 PM	7:08 PM	8:33 PM
Maitland	5:29 AM	5:59 AM	6:29 AM	6:59 AM	7:29 AM	7:59 AM	8:29 AM	9:29 AM	10:29 AM	11:59 AM	12:59 PM	1:59 PM	3:29 PM	3:59 PM	4:29 PM	4:59 PM	5:29 PM	5:59 PM	7:14 PM	8:39 PM
Winter Park/Amtrak	5:36 AM	6:06 AM	6:36 AM	7:06 AM	7:36 AM	8:06 AM	8:36 AM	9:36 AM	10:36 AM	12:06 PM	1:06 PM	2:06 PM	3:36 PM	4:06 PM	4:36 PM	5:06 PM	5:36 PM	6:06 PM	7:21 PM	8:46 PM
FL Hospital Health Village	5:43 AM	6:13 AM	6:43 AM	7:13 AM	7:43 AM	8:13 AM	8:43 AM	9:43 AM	10:43 AM	12:13 PM	1:13 PM	2:13 PM	3:43 PM	4:13 PM	4:43 PM	5:13 PM	5:43 PM	6:13 PM	7:38 PM	8:53 PM
LYNX Central Station	5:48 AM	6:18 AM	6:48 AM	7:18 AM	7:48 AM	8:18 AM	8:48 AM	9:48 AM	10:48 AM	12:18 PM	1:18 PM	2:18 PM	3:48 PM	4:18 PM	4:48 PM	5:18 PM	5:48 PM	6:18 PM	7:43 PM	8:58 PM
Church Street	5:51 AM	6:21 AM	6:51 AM	7:21 AM	7:51 AM	8:21 AM	8:51 AM	9:51 AM	10:51 AM	12:21 PM	1:21 PM	2:21 PM	3:51 PM	4:21 PM	4:51 PM	5:21 PM	5:51 PM	6:21 PM	7:46 PM	9:01 PM
Orlando Health/Amtrak	5:54 AM	6:24 AM	6:54 AM	7:24 AM	7:54 AM	8:24 AM	8:54 AM	9:54 AM	10:54 AM	12:24 PM	1:24 PM	2:24 PM	3:54 PM	4:24 PM	4:54 PM	5:24 PM	5:54 PM	6:24 PM	7:49 PM	9:04 PM
Sand Lake Road	6:03 AM	6:33 AM	7:03 AM	7:33 AM	8:03 AM	8:33 AM	9:03 AM	10:03 AM	11:03 AM	12:33 PM	1:33 PM	2:33 PM	4:03 PM	4:33 PM	5:03 PM	5:33 PM	6:03 PM	6:33 PM	7:58 PM	9:13 PM

NEW STATIONS - OPENING JULY 30, 2018

Meadow Woods	6:09 AM	6:39 AM	7:09 AM	7:39 AM	8:09 AM	8:39 AM	9:09 AM	10:09 AM	11:09 AM	12:39 PM	1:39 PM	2:39 PM	4:09 PM	4:39 PM	5:09 PM	5:39 PM	6:09 PM	6:39 PM	8:04 PM	9:19 PM
Tupperware	6:14 AM	6:44 AM	7:14 AM	7:44 AM	8:14 AM	8:44 AM	9:14 AM	10:14 AM	11:14 AM	12:44 PM	1:44 PM	2:44 PM	4:14 PM	4:44 PM	5:14 PM	5:44 PM	6:14 PM	6:44 PM	8:09 PM	9:24 PM
Kissimmee/Amtrak	6:20 AM	6:50 AM	7:20 AM	7:50 AM	8:20 AM	8:50 AM	9:20 AM	10:20 AM	11:20 AM	12:50 PM	1:50 PM	2:50 PM	4:20 PM	4:50 PM	5:20 PM	5:50 PM	6:20 PM	6:50 PM	8:15 PM	9:30 PM
Poinciana	6:28 AM*	6:58 AM*	7:28 AM*	7:58 AM*	8:28 AM*	8:58 AM*	9:28 AM*	10:28 AM*	11:28 AM*	12:58 PM*	1:58 PM*	2:58 PM*	4:28 PM*	4:58 PM*	5:28 PM*	5:58 PM*	6:28 PM*	6:58 PM*	8:23 PM*	9:38 PM*

*This is the end of the line. Not all trains return North. View Northbound Schedule for return trips from Poinciana. Tickets are Nonrefundable.

NORTHBOUND SCHEDULE

TRAIN NUMBER	P302	P304	P306	P308	P310	P312	P314	P316	P318	P320	P322	P324	P326	P328	P330	P332	P334	P336	P338	P340
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NEW STATIONS - OPENING JULY 30, 2018

Poinciana	5:45 AM	6:15 AM	6:45 AM	7:15 AM	7:45 AM	8:15 AM	8:45 AM	10:45 AM	12:15 PM	1:15 PM	2:15 PM	3:15 PM	3:45 PM	4:15 PM	4:45 PM	5:25 PM	5:55 PM	6:25 PM	6:55 PM	9:55 PM
Kissimmee/Amtrak	5:53 AM	6:23 AM	6:53 AM	7:23 AM	7:53 AM	8:23 AM	8:53 AM	10:53 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	3:53 PM	4:23 PM	4:53 PM	5:33 PM	6:03 PM	6:33 PM	7:03 PM	10:03 PM
Tupperware	5:59 AM	6:29 AM	6:59 AM	7:29 AM	7:59 AM	8:29 AM	8:59 AM	10:59 AM	12:29 PM	1:29 PM	2:29 PM	3:29 PM	3:59 PM	4:29 PM	4:59 PM	5:39 PM	6:09 PM	6:39 PM	7:09 PM	10:09 PM
Meadow Woods	6:04 AM	6:34 AM	7:04 AM	7:34 AM	8:04 AM	8:34 AM	9:04 AM	11:04 AM	12:34 PM	1:34 PM	2:34 PM	3:34 PM	4:04 PM	4:34 PM	5:04 PM	5:44 PM	6:14 PM	6:44 PM	7:14 PM	10:14 PM

CURRENT STATIONS

Sand Lake Road	6:10 AM	6:40 AM	7:10 AM	7:40 AM	8:10 AM	8:40 AM	9:10 AM	11:10 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:10 PM	4:40 PM	5:10 PM	5:50 PM	6:20 PM	6:50 PM	7:20 PM	10:20 PM
Orlando Health/Amtrak	6:17 AM	6:47 AM	7:17 AM	7:47 AM	8:17 AM	8:47 AM	9:17 AM	11:17 AM	12:47 PM	1:47 PM	2:47 PM	3:47 PM	4:17 PM	4:47 PM	5:17 PM	5:57 PM	6:27 PM	6:57 PM	7:27 PM	10:27 PM
Church Street	6:20 AM	6:50 AM	7:20 AM	7:50 AM	8:20 AM	8:50 AM	9:20 AM	11:20 AM	12:50 PM	1:50 PM	2:50 PM	3:50 PM	4:20 PM	4:50 PM	5:20 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	10:30 PM
LYNX Central Station	6:23 AM	6:53 AM	7:23 AM	7:53 AM	8:23 AM	8:53 AM	9:23 AM	11:23 AM	12:53 PM	1:53 PM	2:53 PM	3:53 PM	4:23 PM	4:53 PM	5:23 PM	6:03 PM	6:33 PM	7:03 PM	7:33 PM	10:33 PM
FL Hospital Health Village	6:29 AM	6:59 AM	7:29 AM	7:59 AM	8:29 AM	8:59 AM	9:29 AM	11:29 AM	12:59 PM	1:59 PM	2:59 PM	3:59 PM	4:29 PM	4:59 PM	5:29 PM	6:09 PM	6:39 PM	7:09 PM	7:39 PM	10:39 PM
Winter Park/Amtrak	6:36 AM	7:06 AM	7:36 AM	8:06 AM	8:36 AM	9:06 AM	9:36 AM	11:36 AM	1:06 PM	2:06 PM	3:06 PM	4:06 PM	4:36 PM	5:06 PM	5:36 PM	6:16 PM	6:46 PM	7:16 PM	7:46 PM	10:46 PM
Maitland	6:43 AM	7:13 AM	7:43 AM	8:13 AM	8:43 AM	9:13 AM	9:43 AM	11:43 AM	1:13 PM	2:13 PM	3:13 PM	4:13 PM	4:43 PM	5:13 PM	5:43 PM	6:23 PM	6:53 PM	7:23 PM	7:53 PM	10:53 PM
Altamonte Springs	6:48 AM	7:18 AM	7:48 AM	8:18 AM	8:48 AM	9:18 AM	9:48 AM	11:48 AM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	4:48 PM	5:18 PM	5:48 PM	6:28 PM	6:58 PM	7:28 PM	7:58 PM	10:58 PM
Longwood	6:52 AM	7:22 AM	7:52 AM	8:22 AM	8:52 AM	9:22 AM	9:52 AM	11:52 AM	1:22 PM	2:22 PM	3:22 PM	4:22 PM	4:52 PM	5:22 PM	5:52 PM	6:32 PM	7:02 PM	7:32 PM	8:02 PM	11:02 PM
Lake Mary	6:58 AM	7:28 AM	7:58 AM	8:28 AM	8:58 AM	9:28 AM	9:58 AM	11:58 AM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	4:58 PM	5:28 PM	5:58 PM	6:38 PM	7:08 PM	7:38 PM	8:08 PM	11:08 PM
Sanford	7:05 AM	7:35 AM	8:05 AM	8:35 AM	9:05 AM	9:35 AM	10:05 AM	12:05 PM	1:35 PM	2:35 PM	3:35 PM	4:35 PM	5:05 PM	5:35 PM	6:05 PM	6:45 PM	7:15 PM	7:45 PM	8:15 PM	11:15 PM
DeBary	7:13 AM*	7:43 AM*	8:13 AM*	8:43 AM*	9:13 AM*	9:43 AM*	10:13 AM*	12:13 PM*	1:43 PM*	2:43 PM*	3:43 PM*	4:43 PM*	5:13 PM*	5:43 PM*	6:13 PM*	6:53 PM*	7:23 PM*	7:53 PM*	8:23 PM*	11:23 PM*

*This is the end of the line. Not all trains return South. View Southbound Schedule for return trips from DeBary. Tickets are Nonrefundable.

Trains Run Monday - Friday. Closed on the Following Holidays:

New Year's Day, Martin Luther King, Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day



HYPERLOOP TECHNOLOGY

Dr. Essam Radwan, P.E.

Submitted to MetroPlan Orlando

June 2018

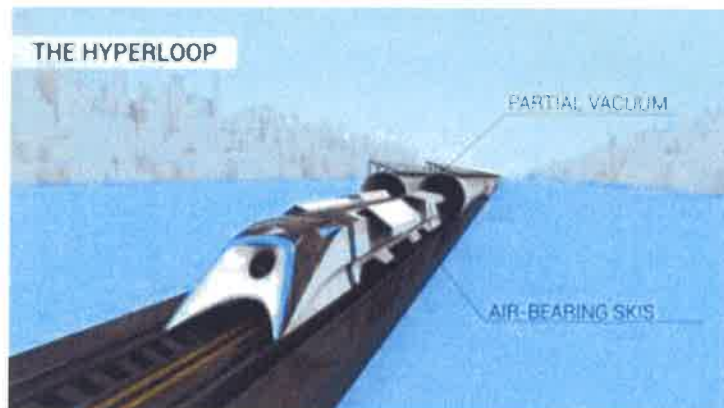
EXECUTIVE SUMMARY

Hyperloop technology testing and development will be the center of the attention for the next decade. The concept is fascinating and appealing to the scientific, industry, and business communities alike. Research and development are currently ongoing at a fast pace and taking place in research labs around the globe with small scale prototypes being tested. While the technology appears to have advantages over other modes of transportation with respect to energy savings, travel time savings, and carbon foot prints, it remains to be seen how it will address challenges such as passenger safety, system security, escalating construction and maintenance costs, public acceptance, government regulations, and financing of the system.

Introduction

Our modern mobile society and fast pace of life style has demanded us to explore new technologies to move us faster and safer. Although social media and global economies have made the world smaller, there continues to be demand for travel and moving people and goods efficiently and effectively. Over the last few years the Hyperloop technology has been in the news as a new and upcoming mode of transportation. The main goal of this report is to provide background information about the Hyperloop technology, the current status of research and development of such technology, proposed deployment in the US and other parts of the world, and the economic feasibility of applying this technology to moving people long distances.

Mr. Elon Musk, the co-Founder and CEO of Tesla Motor Company and SpaceX, has advocated for this new technology on numerous occasions in the media, YouTube, and other business events. Under his leadership and with the talent of a group of engineers, he commenced to push forward with conceptualizing a design of a system, building a prototype to test its feasibility, and attempting to estimate costs for such technology. Furthermore, the first competition that targeted research and development of pressurized tubes among higher education academic institutions was carried out in the Netherlands (1, 2, and 3).

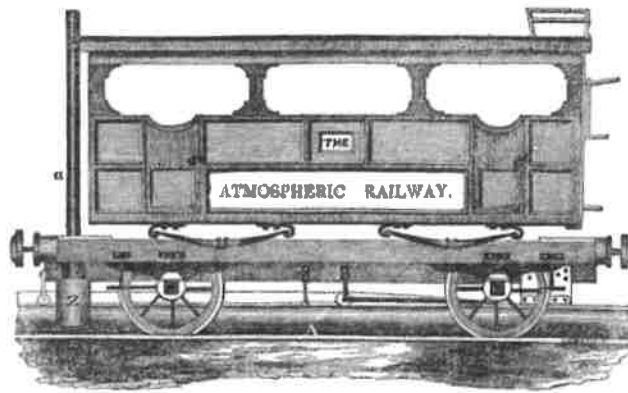


Google Image of a Hyperloop

Hyperloop Pod Competition 2017

Is the Hyperloop concept new?

In the early stages of railroad technology development, testing differential air pressure was explored as a source of propulsion power to drive rail vehicles. This so called "Atmospheric Railway" did not require mobile power generating equipment on board the train. That same concept of vacuum tubes was later applied to moving small size parcels for mail delivery and at drive-in banks. (4)



Google Image of Atmospheric Railway

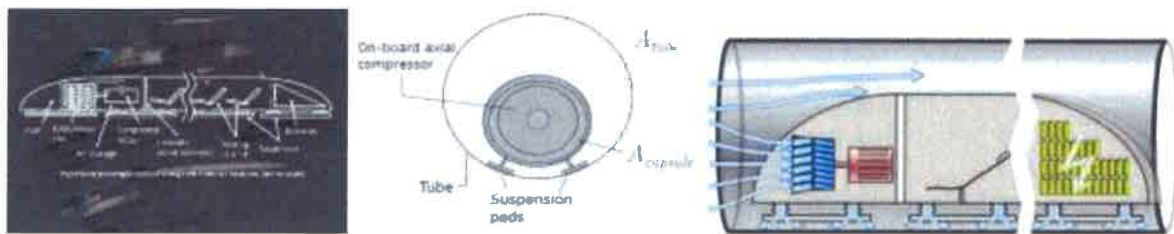


Google Image Drive-in Bank Tubes

How does the technology work?

Perhaps the first and most visionary work published in a white paper, named "*Hyperloop Alpha*", that addressed the system design and estimated cost was done by Elon Musk and his team. The basic premise of this technology is to initially levitate a capsule that houses the passengers and through high power vacuums accelerate this pod at very high speed. Essentially the idea is to provide a marriage between magnetic levitation technology and vacuum-base low pressure tubes. The basic conceptual design as

envisioned by Elon Musk is a pod, 7 foot 4 inches in diameter, floats on a 0.02–0.05 inch layer of air provided under pressure. Passive magnetic levitation is used to provide this lift in the tube through the use of linear induction motors located along the tube. The process of charging the opposite poles of the magnetic system with different intensity can be used to control the speed of the capsule and adjust the acceleration and deceleration rates. The design calls for installing an electrical fan and air compressor at the front of the capsule to move the air from the front to the rear of the pod. This will alleviate the issue with air pressure building in front of the vehicle causing it to slow down. (5)



Google Image of SpaceX Pod Design

The advantage of low pressure tubes and how they can be used to move objects with least air resistance would be similar to the planet of Mars where its' atmospheric pressure is around 1% of the Earth's density at sea level. If a system was to be built on Mars, there will be no need for tubes and only a track is needed. (6)

Technology Pros and Cons

This proposed technology has some attractive features such as a potential top speed that far exceeds commercial jet speeds (a top speed of 760 mph, and an average running speed of 600 mph). Hyperloop proposes to use air bearings for pods instead of the traditional wheels resulting in the pod floating on air. This concept would eliminate rolling resistance and potentially reduce air resistance. With the anticipated high speed of this technology, it is proposed to be an alternative to short distance air travel.

The tunnels that will house the tubes and floating pods will require low pressure to mimic the low pressure system in high altitude of flying jets. To secure that low pressure, an efficient vacuum system is needed at frequent and strategic locations of the tunnel. (7)

Air Pressure Challenge

The proposed pressure in the Hyperloop tube will be around 100 Pascal. This pressure is equivalent to about 1/1000th of an atmosphere. It is estimated that a 747 Boeing flying at around 6 miles up experiences 200 times more pressure than the internal

pressures of the Hyperloop. The pressure exerted on objects inside the tube is estimated to be at around 0.015 pound per square inch (psi), while the atmospheric pressure on the outside of the tube approaches is calculated to be 15 psi. It is fairly intuitive that the Hyperloop must operate at a near perfect vacuum. Building a system that will support the force of a pod weighing thousands of pounds travelling hundreds of miles at supersonic speeds will require a near perfect vacuum system, a challenge that is considered monumental in nature.

The other major issue in securing a near perfect vacuum in the tube is the differential pressure between the outside atmosphere and the tube. A tube system that is designed to stretch hundreds of miles across will have to support the entire weight of the atmosphere above it. Mathematically, the weight will accumulate about 560 pound per inch squared. This translates to over 560 pounds of weight pushing down on every square inch of the pod surface area. (8)

Grade Vs. Elevated Tracks

The efficiency of the low pressure needed for the vacuum tubes may be affected by the altitude of the site. While deep tunnels may require more energy to keep the pressure low in these underground facilities, this will not be an issue with elevated tracks. The system can be buried in deep underground tunnels; however the cost of digging such tunnels can be prohibitive. It is reported that the longest tunnel in Switzerland is 60 Kilometer long and cost \$12.3 Billion, an average cost of \$216 Million per Kilometer.

It is intuitive that building a system in the state of Florida will definitely be elevated to avoid swamp areas and wild life endangered species. The cost of building such track would depend on right-of-way availability, natural lakes, and swamp areas among other factors.

Environmental Issues

In general, the three main environmental concerns related to this technology are air pollution, noise pollution, and wild life impacts. The use of Maglev technology utilizes linear inductive electric motors that presumably have little impact on both air and noise pollutions. The vacuums used in the tubes may have some noise impacts, however it is not evident that it will produce pollutants in the environment. The proposed solar panels by Elon Musk and his engineers will have the least impact on the environment and if designed properly can save energy. In order to minimize the impact of the Hyperloop on wild life, the selection of the best route that has minimum impact is very crucial.

A feasibility study was conducted at Helmut Schmidt University, Hamburg, Germany to assess the potential of using the Hyperloop technology to move commodities long distances. The comparison made in this study was between the current fleet of trucks used to move certain amounts of freight between two points and the possibility of using a hypothetical Hyperloop system to move the same shipments. The finding of the study indicated that the proposed hypothetical Hyperloop project has the potential to create close to 900 million Pound Sterling of shared value annually. This created value would result from removing thousands of trucks from the road, including reduced air and noise pollution, greenhouse gas emissions, congestion and road accidents (9).

Straight Vs. Curved Alignment

The efficiency of a Hyperloop is maximum on straight tracks and turning would result in increased gravity forces on passengers in the pod. Turns would need to be wide for the anticipated high speeds to minimize the G forces for both passengers and pod tolerances. The curve radius has to be fairly high to maintain high speed. Another proposed solution is to apply the concept of tilting the track, a practice currently being used in all high speed railroads. Since the pod is floating in the tube at high speeds on straight sections, it is hard to conceive that a tilted base can be provided on curved sections to counteract the centrifugal force and keep the G force at an acceptable rate. This issue will have to be resolved especially in Florida where swamp areas and ponds are in abundance.

Headways, Capacity, and Stations Spacing Issues

To gauge the efficiency of the Hyperloop system, a comparison for a hypothetical trip using this technology versus flying between Orlando, Florida and Atlanta, Georgia is presented here. A modern Boeing 737 has an average seating capacity of 180 passengers. Flying time of one hour between the two cities with an added 30 minutes of boarding and alighting times results in a total trip time of 90 minutes. A Hyperloop pod of 30 passenger capacity with departure time ranging between 30 seconds and 2 minutes would result in 3600 and 900 passengers per hour, respectively for an average of 2250 passengers per hour. The trip time at 600 mph using the Hyperloop would take 45 minutes with an added 2.5 minutes on both sides for a total of 50 minutes. It is evident that this technology will deliver 10 times the capacity of using aviation for almost half the time. The question is how much an average traveler is willing to pay for such a trip. Skeptical people of this technology believe that it is the "Concorde" of surface transportation.

In the previous example it is assumed that 48 pods are launched in the tube at 75 seconds apart on the average. It is also assumed that there are no intermediate stops between Orlando and Atlanta. If the system is to be designed for intermediate stops, sidings have to be provided similar to what is done with railroad services. These

stations will require increasing the pressure back to atmospheric pressure which would probably increase the cost of the system. Furthermore, similar activity takes place at the end of the trip to move the pod to the opposite tube heading back to Orlando. The efficiency is excellent as long as none of the pods breakdown or no unexpected events such as power failure.

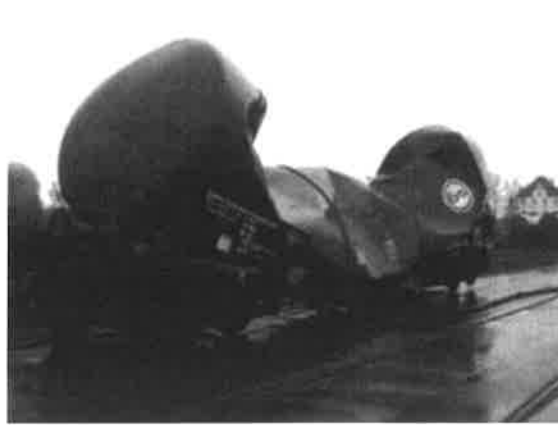
Comfort for Riders

It has been established that the design of the system will maintain a 0.50 G for passengers' comfort assuming that the track is straight and only slight curves. It has been reported that starting at 0.2 G would give some people a nauseous feeling. Speed bumps may result from the inconsistency of spacing between the outer side of the pod and inner side of the tube. The small gap needed throughout the whole route requires great precision in tube construction, a necessity that may increase the cost. If the pod size is too small, some passengers may feel claustrophobic (10).

I personally had the opportunity of riding high speed rails in Japan, France, and China. Specifically, my ride on the French high speed "TGV" between Geneva, Switzerland and Paris, France has caused me at times to be nauseous because of the rapid scene change from the side window. The Maglev ride I experienced in China was comfortable and pleasant especially at a reported top speed of 431 kilometer per hour. HHT reported that they are working on an IT application to simulate in-cabin simulation of reasonable scene movement to minimize dizziness.

Safety and Security Issues

Power loss or computer malfunction can occur to any train system and most moderate and high speed rail systems are equipped with smart breaking system that will provide fail safe scenarios. The big challenge for the Hyperloop technology is that any failure to the vacuum systems could result in loss of pressure in the pod. Unless tunnel safety monitoring systems are designed and built into the track to restore pressure in the tubes, the pod may have some serious damage and consequently passengers on board may get hurt.



Google Image of Railroad tank car vacuum implosion

Upon review of several published reports including the Volpe National Transportation Systems Center for NASA Glenn Research Center in Ohio, it is apparent that the technology remains vulnerable to numerous challenges. (11) Questions that are worthy of addressing are as following:

- Would the tube construction be safe enough to handle rapid loss of pressure?
- What kind of consequences occur due to depressurization of a Hyperloop pod?
- Are there emergency contingency plans for evacuating passengers if the pod is stranded in the tube?
- How fast does the pod decelerate in case of emergency? How many G forces does it expose passengers to?
- If there is an unexpected loss in pressure, how does the pod handle hitting normal density air while traveling at excessive speed?
- In case of power loss, how long the system can the system continue to operate?
- In the event that the route has curves, how does the system handle the adjustment in speed and resume acceleration?
- What kind of material is used in both the tube and the pod that will make the system cost effective and provide safe operation?
- Is there excessive drag on the pods in the tube traveling in such a very low atmospheric environment?
- Would the pod be equipped with a fire suppression system?

Energy Needed and Consumption

Power source for the Hyperloop is 100% electrical, similar to high speed rail (HSR) and a Maglev system, compared to jet fuel for aviation. The power source for such a

proposed system would be solar power and back up batteries. It has been reported that on the average a jet plane consumes 3,230 British thermal units per passenger mile (BTU/p-m) compared to 1,180 BTU/p-m for Maglev, and 975 BTU/p-m for HSR. Hyperloop is reported to consume, for a short route, five to six times more fuel efficiency than air and two to three times more efficiency than rail (11).

The primary source of power for this technology as perceived by Elon Musk's initial design uses solar panels covering the top of the Hyperloop. Such a concept will label this technology as energy neutral and consequently enhance the marketability of such a mode of transportation. An independent assessor of the LA/ San Francisco design claims that the energy storage system in lithium batteries should work to secure the needed energy to propel the pod even under inclement weather and lack of sun conditions. The solar panels should be able to generate twenty-one megawatts and assure an average output of six megawatts, sufficient to secure the system needs. It is therefore concluded that the solar system is capable of generating power in excess of energy needed to operate the system. (40)

System Costs

The "Hyperloop Alpha" white paper estimated a cost of \$6 Billion to connect LA with San Francisco. The California HSR system cost recently escalated to over \$60 Billion which makes the Hyperloop cost very reasonable and attractive. This white paper and the estimated cost were the topics of numerous articles and scientific papers published in analyzing and in many cases disputing several of the claims made in the paper. The Volpe National Transportation Systems Center report attempted to address the different components' cost.

For the capital cost, the original "Hyperloop Alpha" average cost was estimated at \$17 Million per mile including construction and equipment and excluding the cost of land (right-of-way). Later on, Musk's team adjusted the cost upward to \$25-27 Million per mile. The Volpe study reported costs of \$63-65 Million for HSR, \$43 Million for the European system, \$132 Million for a Maglev system between Baltimore and DC, and \$1.2 billion for a 5th runway in Atlanta. So it appears that the proposed system's capital cost remains to be superior to other alternatives providing the ROW is provided. It is still questionable if this low cost of constructing the system will not escalate much due to unexpected needs of bigger tubes, higher standards set by the government and International Organization of Standards (ISO). Other points not included in the capital cost estimate are accessibility to both ends of the trip and the need for stations. If the tube is to be taken under the San Francisco Bay, the cost would increase substantially.

The Volpe report, in its critical assessment of the LA/San Francisco corridor, points out that the initial estimated cost did not include other costs such as the capsule

maintenance facility. This facility cost might vary depending on the location and size of such a facility, and a conservative estimate of each maintenance facility could amount to up to \$125 million.

Even if the energy needed to operate the system is fully covered by solar power, there are other daily expenses needed to run the system properly to include: daily management, dispatching, system controls; long term maintenance and personnel management; station management; infrastructure inspection, infrastructure management; and contingency funds for emergency incidents. The estimated \$20 per ride for that route may not be sufficient to cover these operating costs let alone cover payments on the bonds issued for the construction cost (5).

Hyperloop Companies

Wikipedia, the free encyclopedia, listed eight Hyperloop companies but the two big and predominant names are Virgin Hyper One and Hyper Transportation Technology (HTT). Other names include: TransPod, DGW Hyperloop, Arrivo, Hardt Global Mobility, Hyper Chariot, and Zeleros.

The following sections highlight reported activities by these companies and by no means claim to represent an exhaustive and up-to-date list of feasibility studies. It is evident that this market is very dynamic and the hype that the media generated, rightfully so or not, has created a race among these startup companies and the stakes are high.

Virgin Hyper One

This American company is located in Los Angeles, California. The main mission of this company is to commercialize the Hyperloop technology with the sole purpose of moving passengers and/or goods at speeds exceeding airline speeds. It is reported that this company has raised **\$295 million**. In May 2016, Hyperloop One engineers demonstrated a proposed concept of propulsion technology at its test facility north of Las Vegas. The company has completed a 500-meter Development Loop (DevLoop) and held its first full-scale Hyperloop test in early 2017. (14, 15, and 16).



The "DevLoop" is at Hyperloop One's Nevada development site

In 2016, Hyperloop One launched a global competition with the goal of shortlisting candidate sites for construction of the first global Hyperloop system. In early 2017, the company announced the 35 semifinalist routes (spread over 17 countries) and held a series of events showcasing the semifinalists for three candidate countries namely India, the US, and Europe. On September 14, 2017, Hyperloop One announced the 10 winners for the Hyperloop One Global Challenge. The countries with teams that won include the US, UK, Canada, Mexico, and India (17, 18, 19, 20, and 21).

On February 22, 2018, in collaboration with the Road Transport Authority of Dubai, Virgin Hyperloop One unveiled their Dubai Hyperloop pod during Innovation Week in the UAE. Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai, unveiled the pod to the public. Furthermore, the company unveiled the Vision 2030 Hyperloop Pod to the Crown Prince of Saudi Arabia. This visit demonstrated the commitment between the Kingdom and Virgin Hyperloop One to bring Hyperloop technology to the region in general and Saudi Arabia in particular (22, and 23).



Pod prototype of the Hyperloop displayed in Dubai, UAE

In January 2018, the Missouri Hyperloop Coalition announced an agreement between Virgin Hyperloop One, the University of Missouri System, and the global engineering firm Black & Veatch to move forward with an in-depth feasibility study for a high-speed Hyperloop route along the I-70 corridor between St. Louis and Kansas City (24).

Another proposed route is the link between the cities of Mumbai and Pune in India. Mumbai, being the financial center of the country, and Pune, the cultural capital, has daily traffic volumes of 130,000 vehicles clogging its roads. Recognizing the vast transportation need in this corridor, the Indian State of Maharashtra has announced their intent to build a Hyperloop between the two cities and signed an agreement with Virgin Hyperloop One. The route developed would link central Pune, Navi Mumbai International Airport, and Mumbai in 25-minutes, eventually targeting 150 million journeys per year. The system would also have the potential for the rapid movement of palletized freight and light cargo between the Port of Mumbai and Pune (25).

Four employees of Hyperloop One, including the Chief Technology Officer (CTO), filed a lawsuit against the company alleging breach of fiduciary duty and misuse of corporate resources. The former CTO and other former Hyperloop One and SpaceX employees went on to establish a new company, Arrivo, a competing Hyperloop company (26, and 27).

Hyperloop Transportation Technology (HTT)

Hyperloop Transportation Technologies (HTT) is a fast growing group of engineers and professionals that is developing and marketing the Hyperloop in different countries around the globe. The company claims that they secured 800 contributors to the project, 50 strategic partners, and a financing window of 8-15 years. HTT is pursuing projects in various stages in UAE (Abu Dhabi), the US (Great Lakes area), Brazil, South Korea, France (Toulouse), India, Czech Republic, Slovakia and Indonesia. The level of activities involved in this company varies and some of the employees are part timers and other are full time paid employees. Some employees are paid stock options as part of their salary. It was reported that the company had announced that it would hold an initial public offering to raise US\$100 million to spearhead technology testing and development (28).

In May 2015, HTT announced that a deal had been finalized with landowners to build a 5-mile test track near Interstate 5 between Los Angeles and San Francisco (28).

In December 2016, HTT and the government of Abu Dhabi released plans to conduct a feasibility study on a Hyperloop link between the Abu Dhabi and Al Ain (29). In a recent meeting between HHT representatives and MetroPlan Orlando staff, more details were released to include plans for a 5 KM test track by 2020, certification approval by 2021, and full commercial operation by 2023.

In September 2017, HTT announced and signed an agreement with the Andhra Pradesh government in India to build a Hyperloop test track using a public-private partnership. The proposed route would connect Amaravathi to Vijayawada, two locations in an Indian province more than one hour apart, and claimed that this trip could be reduced to 5 minutes through the project (30).

Continuing its aggressive marketing plans, HTT announced the signing of an agreement with the City of Toulouse, France to open a facility for the development and testing of Hyperloop-related technologies. As part of this agreement, the city, known worldwide as "Aerospace Valley", agreed to provide a 3,000 square meter facility along with an outdoor test track (31).

In February 2018, at the Great Lakes Science Center in Cleveland, HTT and the Northeast Ohio Area Wide Coordinating Agency (NOACA) revealed plans for the Great Lakes Hyperloop, including the signing of an official public private partnership agreement. "The Great Lakes megaregion represents a \$15 billion transportation market with tens of millions of tons of cargo and millions of passengers connecting to the cities within the region every year," said Grace Gallucci, Executive Director of NOACA. "Technologies like the Hyperloop can take our over-stressed infrastructure into the 21st century and beyond." (32).

HTT has met with USDOT officials to discuss and establish safety and operating standards for the Hyperloop technology and the project has been assigned to the Federal Railroad Administration. While HTT has demonstrated commitment and aggressively pursued initiatives with different countries, for unknown reasons, there is no evidence of a test track being built yet.

TransPod Inc.

According to Wikipedia, TransPod Inc. is a Canadian company that is focused on the design and manufacture of ultra-high-speed transportation technology and vehicles travelling over 600 mph. The TransPod Company proposed design intends to promote vehicle stability by developing a system that does not use traditional air bearings but instead utilizes a modified magnetic levitation technology (33).

In November 2016 TransPod raised an equivalent of fifteen million US Dollars from an Italian high-tech investment group that specializes in advanced technologies for the railway, space, and aviation industries. It has since expanded from Toronto, Canada, to open offices in Toulouse, France, and Bari, Italy (33).

Recently the company released an initial cost study for a proposed Hyperloop line in Southwestern Ontario to connect the cities of Windsor and Toronto. The study indicates that such a tube system would cost half the projected cost of a high-speed rail line along the same route, claiming that this system will operate at speeds more than four times the top speed of high speed rail (34).

More plans were announced for a test track to be constructed in the town of Droux, France. The proposed test track would exceed 3 km in length, and operate as a half-scale system 2m in diameter (35).

The next five companies are smaller in scale compared to the first three companies and their information was drawn from Wikipedia and other relevant sources. The first company, **DGW Hyperloop**, was established in 2015, as a subsidiary of Dinclix GroundWorks, an engineering company based in Indore, India. The company's initial proposals include a Hyperloop-based corridor between Delhi and Mumbai and has partnered with many government agencies, private companies and institutions for its research on Hyperloop technologies.

Arrivo is a technology architecture and engineering company founded in Los Angeles with the focus on developing a low cost Hyperloop system that can be profitable to operate. It disclosed a plan to build a 200 mph link to Denver International Airport using maglev train technology.

Hardt Global Mobility is a European company headquartered in Delft, The Netherlands. This company emerged from the Hyperloop team that won at the SpaceX Pod Competition. The Dutch team commenced its efforts to set up a full-scale testing center for Hyperloop technology in Delft. The company has received over €600,000 in funding for the initial rounds of testing, with plans to raise more to build a high-speed test line by 2019. A recent press release claims the company intends, through a joint effort with Hyperloop One, to build a test track of 5 km in The Netherlands.

Hyper Chariot is a startup company based in Santa Monica, California. The company has an ambitious plan and it announced a partnership with two other technology companies to develop a vehicle and related propulsion system.

Zeleros was founded in Valencia (Spain) in November 2016 by former leaders of the Hyperloop Spanish competition team. The team was awarded "Top Design Concept" and "Propulsion/Compression Subsystem Technical Excellence" by SpaceX at a Hyperloop Design competition. After building Spain's first Hyperloop prototype, a 12-meter research test-track, the company was awarded an international prize and has released plans to develop new technologies for a more efficient and sustainable transportation system.

In summary, it is safe to say that as of now there are two companies that have generated substantial funding sources with a consortium of respectable big name companies to carry out the "Hyperloop" concept to fruition through field testing and feasibility studies. One company that focused its efforts on the manufacturing of the pod and the remaining five companies are either a spin-off the first two companies or competition teams affiliated with a university and formed a company.

Hyperloop Pod Competitions

The Hyperloop competition was sponsored by SpaceX during the period of 2015–2018 during which a number of college student and non-student teams participated to design and build a prototype transport vehicle to demonstrate technical feasibility of the Hyperloop concept. The competitions have been open to participants from all countries

around the globe and the winners of the competition receive no prizes. All participants are required to hand over rights for SpaceX to use any of their technology in the future without compensation. The next competition will be held July 22, 2018.

There were three judging phases in the 2015–2017 competition: a design competition, and two on-track competitions. The on-track portion of the competition was run on the SpaceX Hyperloop test track, known as the Hypertube, a mile-long steel tube partial vacuum, 72.0 inches in diameter, specially built in Hawthorne, California for the competition. Thirty of the 115 teams that submitted designs in January 2016 were selected to build hardware to compete on a sponsored Hyperloop test track. The first competition completed in January 2017. Delft Hyperloop from the Technical University of Delft won the first overall prize. WARR Hyperloop, from the Technical University of Munich, won top honors.

The advantage of these competitions is not only to research the feasibility of building such a system but also the spin-off startup companies that will continue their quest to produce the Hyperloop hardware that meets tough international standards and is reasonably priced (37, 38, and 39).

Regulatory and Public Policy Issues

The lower cost of building the Hyperloop system relies heavily on the extensive utilization of highway medians and other public ROW. The acceptability of the public for this concept has not been fully addressed yet and the safety, engineering, and aesthetic issues may become major hurdles once the testing of the technology proved credible. The safety regulations dictated by local and state governments regarding fire and evacuation of passengers will need to be fully studied.

The federal government has demonstrated its support to aviation, road building, and mass transit through numerous funding bills over the last century. With a buy in from the government on this new technology, similar bills may be adopted to support vital corridors around the US. It is clear that the federal support is just a portion of the total system cost and public funding will be a vital component of making this technology a reality. The Public/Private/Partnership has to be explored and evaluated carefully before committing resources to the technology.

Summary and Conclusions

Hyperloop technology testing and development will be the center of attention for the next decade. The concept is fascinating and appealing to the scientific, industry, and business communities alike. Research and development are currently ongoing at a fast pace and taking place in research labs around the globe with small scale prototypes being tested. While the technology appears to have advantages over other modes of transportation with respect to energy savings, travel time savings, and carbon foot prints, it remains to be seen how it will address challenges such as passenger safety,

system security, escalating construction and maintenance costs, public acceptance, government regulations, and financing of the system.

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Want to Rent Out Your Car? You Might Be Regulated

Turo and Getaround pitch themselves as platforms connecting people to services; car-rental companies call them direct competitors



Adrienne Roberts

June 19, 2018 5:30 a.m. ET

[64 COMMENTS](#)

One car you rent from a company-owned fleet; the other you rent from a private owner with the help of an app.

So, which one is a rental car? The answer to that question, which is popping up in state legislatures and courts around the country, could determine whether peer-to-peer car-sharing services get regulated the same way as traditional car-rental companies.

The fights involve upstarts Turo and Getaround Inc., which let people rent their private cars out via apps, and car-rental giants such as Enterprise Rent-A-Car-Holdings Inc. and Hertz Global Holdings Inc. Some cities and states, seeing a potential source of revenue in regulating the new entrants, are getting involved. The battles evoke recent tussles between Uber Technologies Inc. and taxi drivers, and Airbnb Inc. and the hotel industry, where the newcomers usually pitch themselves as platforms connecting people to services and the incumbents call them direct competitors.

Maryland this month passed a bill that will require car-sharing companies to comply with regulations akin to those intended for car-rental companies, such as paying sales tax. Roughly a dozen state legislatures are considering similar rules. Alaska is suing Turo to try to enforce a subpoena to obtain its financial records in order to tax it.

Car-rental companies, already under strain from ride-hailing services, have been behind much of the action taken by airports and states. They initially pushed to create awareness about these competitors among government officials.

“Someone is renting a vehicle to another person for profit,” said Greg Scott, a lobbyist for the American Car Rental Association, which represents Enterprise, Hertz and others. Such peer-to-peer car-sharing services should “play by the same set of rules,” he said.

Representatives for Enterprise and Hertz referred questions to the association. Avis, also a member, didn’t respond to requests for comment.

The association says it supports various bills to regulate car sharing and is talking to legislators, airports and cities about the matter. The car-rental industry argues that no matter who owns the car, the service offered is the same, and all companies should be subject to the same rules, from paying fees to operate at airports to complying with state insurance requirements.



Ms. DiCola checks out the car she booked in San Francisco. PHOTO: JASON HENRY FOR THE WALL STREET JOURNAL

Turo and Getaround, which dominate the car-sharing business, say they aren’t car-rental companies and shouldn’t be subject to the same rules.

Turo is a “platform,” said Michelle Peacock, Turo’s vice president of government relations. “It’s a completely different way of doing business.”

Getaround CEO Sam Zaid said traditional car-rental companies are using outdated consumer protection rules “as a weapon to block growth of the peer-to-peer movement.”

The two companies say they provide vehicle owners a way to earn income on an underused asset. The average vehicle spends only about 5% of its life on the road, according to calculations by the Brookings Institution. The companies also say that renting out a vehicle can offset the cost of ownership at a time when vehicle prices are rising; the average transaction price of a new vehicle in May topped \$32,000, a record for the month according to J.D. Power. Getaround advertises that car owners can make up to \$10,000 a year renting their vehicle out.

Peer-to-peer car-sharing services in North America count nearly 3 million registered users, according to the Transportation Sustainability Research Center at the University of California, Berkeley. Customers use an app to select a specific car, which comes with insurance, and then work with the owner to arrange a spot to pick it up. Users can rent vehicles from car owners for an hourly or daily fee; the average Turo customer pays \$45 a day to rent a vehicle.

In Illinois, a May amendment to a bill about voiding damage waivers for car rentals that recently passed both houses of the state legislature, changed the definition of renting. Enterprise lobbyists, who were proponents of the bill, backed an amendment to define renting a vehicle as a transaction that results in someone other than the vehicle’s owner driving the car. If the bill is signed into law, car-sharing services would be taxed and regulated like car-rental companies.

Both Turo and Getaround said bills like the one in Illinois, which aren’t specifically written to apply to car-sharing companies, are aimed at stifling their growth and could put them out of business. Turo says it is already being taxed, because its renters pay a sales tax when they purchase a vehicle.

In January, San Francisco sued Turo on behalf of the city’s airport saying that the 9-year-old company was getting around the airport’s permit system and should be

charged like a car-rental business. Turo countersued, saying they should not be classified as a car-rental company. The outcome is pending.

Egil Juliussen, an analyst at IHS Markit, said airports are where car-sharing companies are hurting car-rental companies the most because their service can cost as little as half the price of a traditional rental. Also, it is usually more flexible because customers can meet the car owner at the airport terminal instead of walking or taking a shuttle to a car-rental counter and then possibly waiting in line. Airport rentals make up about half of the car-rental industry's \$29 billion in annual revenue, Mr. Scott said.

INSIGHT

Can Truck Platooning Work in Cities?

Truck platoons are being studied widely on highways, but will they work in an urban environment? Transportation expert Randy Butler navigates the issues around city-based connected trucking.

“Truck platooning” involves connecting two to three tractor-trailers that can travel together at high speeds. The platoon connections are maintained by equipping the trucks with central computing units, radar, cameras, high-speed wireless communication systems, collision avoidance, and anti-lock brakes. While this seems futuristic, the next generation of high-tech trucking fleets are nearly road-ready, as evidenced by recent successful demonstrations of truck platooning by the Federal Highway Administration and several state agencies that have partnered with universities, car manufacturers and technology companies.

Despite these advancements, some questions remain about how truck platoons will work when their tractor-trailers take an off-ramp exit into an urban environment.

“Platoons run in a line,” said CDM Smith project manager Randy Butler, DBA, PMP. “The technologies on board each truck link them 4 to 8 meters apart at highway speeds.” By platooning the trucks at such close distances, Butler said, drag is reduced up to 10 percent, providing significant fuel savings and emissions reductions. Traveling beside a platoon may be safer than if the trucks operated independently, since they take up less roadway together. The approach also presents the potential to streamline freight hauling logistics for trucking companies.

Butler noted that truck platoons are not autonomous, yet: “Today’s technology isn’t quite there. Tests have focused on proving driver-assisted truck platooning: The lead driver operates the throttle, brakes and steering. The on-board systems connect the trailing trucks to the leader, but the other drivers still maintain steering control in their trucks.”

“Most cities want an efficient flow of logistics and trucks in their urban environment. Stopping and starting of trucks can cause significant congestion. Through platooning, you can smooth out traffic conditions”

While interstate testing scenarios have proven successful, cities, agencies and trucking companies are wondering how to apply the technique on city streets. Slower speeds are an obvious challenge, according to Butler, who previously served as the U.S. Department of Transportation Federal Highway Administration's technology program manager for freight operations. He said that platooning tests under 15 miles-per-hour have been limited. Another major question is how to coordinate traffic signals with platoons. One potential solution is known as intent-to-platoon freight signal prioritization. This traffic light control method, which has not been deployed in the United States to date, uses roadside intelligent transportation systems to detect oncoming trucks. "If they read that the trucks intend to platoon, a green light will be held long enough for them to pass through together," said Butler. There are other rules of the road agencies will need to address with city-based truck platooning. "They will need to resolve questions about what lanes the truck platoons will use, when they can make turns, and how they interact with on/off ramps," said Butler.

For trucking companies, showing a return on investment will be a challenge. Because city speeds are lower, drag (and therefore) fuel savings are reduced. This makes it more difficult to justify the cost of equipping the platoon, which Butler says can tack on \$30,000 to \$40,000 per truck.

Despite these obstacles, Butler believes all stakeholders could realize benefits from urban platooning. "Most cities want an efficient flow of logistics and trucks in their urban environment," he said. "Stopping and starting of trucks can cause significant congestion. Through platooning, you can smooth out traffic conditions." In turn, said Butler, fuel consumption and emissions will be reduced, which is beneficial to the public.

Butler also sees significant upside for cities with large intermodal areas adjacent to the city center. "You may have just-in-time manufacturing situations in cities, where you need to have materials and resources delivered at a certain time. Platooning would support that and would also improve the flow of freight to other modes, like trains, when you have to interchange."

So, can truck platooning work in cities? Butler is optimistic. "There is still a lot to learn and test," he said. "But there's a strong business case for platooning in cities, and the technology development is on the right path to make it possible."