



**DATE:** Wednesday, July 12, 2017

**TIME:** 9:00 a.m.

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

**Wireless access available**

Network = MpoBoardRoom

Password = mpoaccess

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Commissioner Bob Dallari, Board Chairman, Presiding

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*PLEASE SILENCE CELL PHONES*

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

## **VII. PUBLIC COMMENTS ON ACTION ITEMS**

Comments from the public will be heard pertaining to Action Items on the agenda for this meeting. People wishing to speak must complete a "Speakers Introduction Card." Each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged under Agenda Item XIV.

## **VIII. CONSENT AGENDA**

**Tab 1**

- A. Approval of Minutes from June 14, 2017 Board meeting**
- B. Approval of May 2017 Monthly Financial Report; Acknowledgement of June 2017 Travel Report**
- C. Approval of FY 2017 Year-End Budget Amendment**
- D. Approval of Contract Renewal for Crash Database with the University of Florida**
- E. Approval of Revised By-Laws for Community Advisory Committee, Technical Advisory Committee, Transportation Systems Management & Operations Committee and Municipal Advisory Committee**
- F. Approval of Contribution for 2018 NARC Annual Conference in Orlando**
- G. Approval of Contribution to Bike/Walk Central Florida for the "Best Foot Forward" Campaign**
- H. Endorsement of the Central Florida Partnership's Transportation Task Force Recommendations**

## **IX. OTHER ACTION ITEMS**

- A. Approval of MetroPlan Orlando's Proposed Five-Year Transportation Improvement Program (TIP) for FY 2017/2018-2021/2022; Public Hearing was held on June 5, 2017 – Mr. Keith Caskey, MetroPlan Orlando (ROLL CALL VOTE REQUIRED)** **Tab 2**
- B. Approval of MetroPlan Orlando's Prioritized Project List (PPL) for FY 2022/2023-2039/2040 – Mr. Nick Lepp, MetroPlan Orlando** **Tab 3**

## **X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)**

**Tab 4**

### **A. Correspondence**

- Memo from Mr. Barley to members of the Central Florida Commuter Rail Commission dated May 23, 2017, Subject: SunRail Phase II-North Funding
- Letter from Mr. Steve Martin (FDOT/D5) dated June 1, 2017, Subject: Mobility Week 2017
- Letter from Sumter County Administrator Bradley Arnold to Lake County Manager Jeff Cole dated June 6, 2017 regarding the future of the Lake-Sumter MPO
- Letter from Lake County Board of County Commissioners dated July 11, 2017 to Governor Scott regarding the future of the Lake-Sumter MPO (to be provided in Board members' supplemental folders)

### **B. Status Updates**

- MetroPlan Orlando's Expanded Air Quality Monitoring Report – June 2017

- PD&E Study Tracking Status Report
- FDOT Monthly Construction Status Report – June 2017
- FDOT Fourth Quarter Variance Report

**C. General Information**

- Announcement from the National Association of Regional Councils (NARC) about 2017-2018 Officers, including President Bob Dallari
- President Trump's Plan to Rebuild America's Infrastructure – Released June 8, 2017
- Central Florida Commuter Rail Commission meeting hosted by MetroPlan Orlando – July 19, 2017
- Florida MPO Advisory Council Meeting – Boca Raton, Florida – July 19, 2017
- Floridians for Better Transportation Annual Conference – Boca Raton, Florida, July 20-21, 2017
- Mayor Dyer's State of the City Address – July 21, 2017
- Ribbon-cutting event for Wekiva Parkway Sections 1A and 1B – July 27, 2017
- MetroPlan Orlando Public Workshop on the Corrine Drive Project at Leu Gardens – July 27, 2017
- Transportation Disadvantaged Local Coordinating Board Quarterly Meeting – August 10, 2017
- Meeting of the Wekiva River Basin Commission hosted by the East Central Florida Regional Planning Council – August 11, 2017
- Regional Leadership Conference (Regional Transportation Summit) hosted by the Central Florida Partnership/Orlando Economic Partnership at the OIA Hyatt Hotel – August 24, 2017

**D. Featured Articles and Research**

- “Less Poverty, More Prosperity: The Florida Fiscal Cliffs Report,” Florida Chamber Foundation – 2017
- The I-4 Ultimate Project – “Keeping I-4 on the Go,” FDOT – May 2017 (in Board members' supplemental folders)

**XI. OTHER BUSINESS**

- A. The Local Agency Project (LAP) Certification Process** – Ms. Lisa Buscher, FDOT/D5
- B. Transportation Systems Management & Operations Update** – Ms. Crystal Mercedes, MetroPlan Orlando
- C. Regional Transportation Funding Legal Research** – Mr. Harold Barley and Mr. Steven Bechtel  
MetroPlan Orlando **TAB 5**

**XII. BOARD MEMBER COMMENTS**

**XIII. PUBLIC COMMENTS (GENERAL)**

**XIV. NEXT MEETING: Wednesday, September 13, 2017**

**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](mailto: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](mailto: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 14, 2017

**TIME:** 9:00 a.m.

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

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**Commissioner Bob Dallari, Board Chairman, Presided**

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**Members**

Hon. Jose Alvarez, City of Kissimmee  
Mr. Dean Asher, GOAA  
Hon. Pat Bates, City of Altamonte Springs  
Hon. Gary Bruhn, Municipal Advisory Committee  
Hon. Pete Clarke, Orange County  
Hon. Lee Constantine, Seminole County  
Hon. Bob Dallari, Seminole County  
Hon. Buddy Dyer, City of Orlando  
Hon. Cheryl Grieb, Osceola County  
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority  
Hon. Samuel B. Ings, City of Orlando  
Hon. Joe Kilsheimer, City of Apopka  
Hon. Bryan Nelson, Orange County  
Hon. Victoria Siplin, Orange County  
Mr. Stephen Smith, Sanford Airport Authority  
Hon. Jennifer Thompson, Orange County  
Hon. Betsy VanderLey, Orange County

**Advisors in Attendance:**

Ms. Mary Moskowitz, Technical Advisory Committee  
Ms. Joedel Zaballero, Transportation Systems Management & Operations Committee  
Mr. Tom O'Hanlon, Community Advisory Committee

**Members/Advisors not in Attendance:**

Ms. Candy Bennage, Kissimmee Gateway Airport  
Hon. Teresa Jacobs, Orange County  
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission  
FDOT Secretary Steve Martin, District 5  
Hon. Jeff Triplett, City of Sanford

**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. Alexandra Quintero

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Commissioner Bob Dallari called the meeting to order at 9:00 a.m. He requested a moment of silence for the 49 Pulse victims. Mayor Gary Bruhn led the Pledge of Allegiance.

**II. CHAIRMAN'S ANNOUNCEMENTS**

Commissioner Dallari welcomed everyone. He reported that the Transportation Disadvantaged Local Coordinating Board met May 11, 2017 and Commissioner Clarke would give a report on the meeting.

Commissioner Pete Clarke reported on the May 11 2017 Transportation Disadvantaged Local Coordinating Board Meeting where members approved the revised bylaws, the Transportation Disadvantaged Service Plan annual update, the 2017-2018 Rate Calculation Worksheet, and

the revised TDLCB Membership Certification. He added that committee members also endorsed a Mobility Enhancement Grant submission and received a 2017 Legislative Session wrap up.

Commissioner Dallari told Board members that Commissioner Betsy VanderLey and Commissioner Emily Bonilla attended the MPOAC Institute in April and he asked if Commissioner VanderLey would like to comment on the Institute. Commissioner VanderLey commented that she learned a great deal at the MPOAC Institute and would highly recommend it to other Board members. Commissioner Dallari congratulated Mayor Bruhn on his recent election as President of the Florida League of Mayors. He noted that the Mayor Bruhn would be retiring as the MAC representative on the Board and newly elected MAC Chairman, Council President John Dowless, would be the MAC representative, as of July. Mayor Bruhn received a token of appreciation for his service from the Board.

### **III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS**

Mr. Harold Barley welcomed guests Commissioner Jim Fisher, City of Kissimmee, and Mr. T.J. Fish, Lake-Sumter MPO. He called attention to Commissioner Dallari's election as President of the National Association of Regional Councils (NARC) at the Conference held June 4-7 in Monterey, California. Mr. Barley noted that Commissioner Constantine also attended the NARC Conference representing the East Central Florida Regional Planning Council and as Chairman of the statewide association for Florida's 10 regional planning councils. He noted that the 2018 NARC Conference will be held in Orlando. Mr. Barley recognized Mr. Steve Bechtel for his forty years of service as the legal counsel. Mr. Bechtel received a token of appreciation from the MetroPlan Orlando Board and spoke briefly about the history behind his appointment as legal counsel. Mr. Barley reported that air quality information was provided in the supplemental folders, including additional information in response to Board members questions regarding how weather conditions might affect air quality. He provided an update on the Orlando International Airport Refresh Study which had recommended two BRT routes (one express and one local) to operate between the Orlando International Airport and the I-Drive area. Representatives from MetroPlan Orlando, FDOT, LYNX, Orange County, the City of Orlando and GOAA, he reported, recently met to discuss other concepts for the connection and some recommendations from the group are expected in September or October. Mr. Barley requested guidance from the Board regarding the uncertain future of the Lake-Sumter MPO. Some members of the Lake-Sumter MPO had expressed interest in merging with MetroPlan Orlando. Mr. Barley reported that MetroPlan Orlando had not been formally approached yet about the possibility of enlarging our service area, but if contacted, he felt it would be helpful to know how the Board felt about this and any specific concerns that would need to be considered. Discussion ensued regarding the size of the Board if MetroPlan Orlando expanded, the monetary contribution required, and Lake and Sumter participation on other local boards. Board members indicated that they were open to MetroPlan Orlando staff researching the possibilities involved with Lake-Sumter MPO merging with MetroPlan Orlando, if we are approached.

### **IV. CONFIRMATION OF QUORUM**

Ms. Cathy Goldfarb confirmed a quorum of 17 voting members present. Also present were 3 advisors; and the meeting having been duly convened was ready to proceed with business.



## **V. AGENDA REVIEW**

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

## **VI. COMMITTEE REPORTS**

Mayor Gary Bruhn reported that the Municipal Advisory Committee Bylaws Review and Nominating Committee met on June 8<sup>th</sup>, where they recommended a change to the MAC bylaws as well as nominated officers for the 2017 through 2019 term. Council President John Dowless (City of Edgewood) was elected Chairman and Mayor Dominic Persampiere (City of Oviedo) was elected Vice Chairman. In addition to approving the May meeting minutes, MAC members also recommended approval to add several new projects to the 2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan. Committee members received presentations which included a preview of the FY 2021/22 - 2039/40 Prioritized Project List; a preview of FY 2017/18 - 2021/22 Transportation Improvement Program; and a presentation on the Local Agency Program (LAP) Certification process. The next MAC meeting, he added, is scheduled for Thursday, July 6, 2017.

Mr. Tom O'Hanlon reported that Community Advisory Committee members met on May 24, 2017 and recommended approval of the amendments to the 2040 Long Range Transportation Plan CAC members received previews of the new Transportation Improvement Program and Prioritized Project List. He noted that a subcommittee met just prior to the CAC meeting to review the CAC bylaws and the changes will be brought to the Board next month for approval.

Ms. Mary Moskowitz reported that Technical Advisory Committee members met on May 26, 2017 and recommended approval of the 2040 LRTP amendments and also approved the revised TAC bylaws. TAC members, she added, heard presentations on the new TIP and Prioritized Project List.

Ms. Joedel Zaballero reported that the Transportation Systems Management & Operations Committee met on May 26, 2017 and approved the April 28, 2017 meeting minutes; amendments to add several new projects to the 2040 LRTP Cost Feasible Plan; and revisions to the TSMO Bylaws. Committee members also had a presentation from Ms. Crystal Mercedes, MetroPlan Orlando staff, on TSMO activities, a project update on the Work Zone Impact Strategies Estimator (WISE) by Dr. Essam Radwan, UCF, and Mr. Charlie Wetzel and Mr. Michael Blinn, Seminole County staff provided a follow-up report on a pilot program on technology for maintaining pavement marking reflectivity.

## **VII. PUBLIC COMMENTS ON ACTION ITEMS**

None.

## **VIII. CONSENT AGENDA**

**A. Approval of Minutes from May 10, 2017 Board meeting**

**B. Approval of April 2017 Monthly Financial Report; Acknowledgement of May 2017 Travel Report**

C. Approval of FY'18 Budget Amendment #1

D. Approval of Contract Award for General Planning Consultants

E. Travel Authorization for Mr. Michael Skipper, Executive Director of Nashville Regional Council

F. TIGER Grant Guidance

**MOTION:** Mayor Gary Bruhn moved approval of Consent Agenda, Action Items A-F  
Commissioner Lee Constantine seconded the motion, which passed unanimously.

**IX. OTHER ACTION ITEMS**

**A. Approval of Proposed Amendments to MetroPlan Orlando's Year 2040 Long Range Transportation Plan; Report from Public Hearing held June 5, 2017**

Mr. Nick Lepp, MetroPlan Orlando staff, requested approval of amendments to add several new projects to the 2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan. He noted that the projects requested in the amendment would not impact cost feasibility. Mr. Lepp reviewed the six projects that were included in the request.

**MOTION:** Commissioner Lee Constantine moved approval of the amendments to MetroPlan Orlando's Year 2040 Long Range Transportation Plan Commissioner Pete Clarke seconded the motion, which passed unanimously. (Roll Call Vote conducted)

**X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)**

**A. Correspondence**

- Letter from Senator Nelson to USDOT Secretary Elaine Chao dated May 10, 2017 in support of Positive Train Control (PTC) grant funding for SunRail and Tri-Rail
- Memo from Mr. Barley to Central Florida Commuter Rail Commission Members, Subject: SunRail Phase II-North Funding

**B. Status Updates**

- MetroPlan Orlando's Air Quality Monitoring Report – May 2017
- FDOT Monthly Construction Status Report – May 2017

**C. General Information**

- Close-out report on the 2017 state legislative session
- The President's Proposed 2018 Federal Budget: Fact Sheet on the Infrastructure Initiative

- Combined Meeting of the Central Florida MPO Alliance and the West Central Florida Chairman's Coordinating Committee (Tampa Bay) hosted by MetroPlan Orlando – June 16, 2017

#### **D. Featured Articles and Research**

- “No free bridge: Why public-private partnerships or other innovative financing of infrastructure will not save taxpayers money,” Economic Policy Institute, March 2017  
<http://www.epi.org/publication/no-free-bridge-why-public-private-partnerships-or-other-innovative-financing-of-infrastructure-will-not-save-taxpayers-money/>
- “Rethinking Transportation 2020-2030: the Disruption of Transportation and the Collapse of the internal Combustion Vehicle and Oil Industries,” RethinkX, May 2017  
[https://static1.squarespace.com/static/585c3439be65942f022bbf9b/t/591a2e4be6f2e1c13df930c5/1494888038959/RethinkX+Report\\_051517.pdf](https://static1.squarespace.com/static/585c3439be65942f022bbf9b/t/591a2e4be6f2e1c13df930c5/1494888038959/RethinkX+Report_051517.pdf)
- “Analyzing the Impact of Public Transit Usage on Obesity,” Sheldon J. Jacobson, Zhaowei She, Douglas M. King, Journal of Preventive Medicine, June 2017  
<https://www.sciencedaily.com/releases/2017/05/170516124020.htm>

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

#### **XI. OTHER BUSINESS**

##### **A. Preview of the FY 2017/2018-2021/2022 Transportation Improvement Program (TIP)**

Mr. Keith Caskey, MetroPlan Orlando staff, presented a preview of the new FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). Copies of the highway, TSMO, bicycle and pedestrian, and transit sections of the TIP were provided. A copy of the FY 2021/22 – 2039/40 Prioritized Project List (PPL) that was adopted last year and has been updated to show the latest project phases that have been funded based on the new TIP was also provided. The TIP will be presented for approval at the July 12<sup>th</sup> Board meeting. Mr. Caskey reviewed the projects that have had changes from the previous TIP. He reported that major toll roads are not included on the Prioritized Project List due to being funded by toll revenue. Mr. Caskey called attention to the MetroPlan Orlando policy for the past two years that allowed up to 30% of District Dedicated Revenue (DDR) funds to be allocated for premium transit projects. This is now under review by FDOT Central office.

Mr. Harry Barley called attention to two major projects, the I-4 Ultimate and the Wekiva Parkway. He told Board members that the I-4 Ultimate project originally was to terminate at Kirkman Road, however, additional funding will allow the project to extend to SR 528. Eventually, he added, the project will be extended to US 27. Mr. Barley called attention to the Wekiva Parkway which for many years was considered impossible to do. He told Board members that the region should feel good about the progress that has been made. Mr. Barley added that traffic volumes are already higher than expected on the section of the Wekiva Parkway that has already opened and another section is scheduled to open on July 27, 2017. Mayor Kilsheimer called attention to the Martin Road project that recently opened in Apopka.

## **B. Preview of the FY 2022/2023-2039-2040 Prioritized Project List**

Mr. Nick Lepp, MetroPlan Orlando staff, presented a preview of the new FY 2022/23 – 2039/40 Prioritized Project List (PPL). This year he noted the new Off-System Complete Street category that had been added. Mr. Lepp reviewed the purpose of the Prioritized Project List, the SU funding policy, the project application tool, and the top projects in the various categories. He told Board members that the project application tool does not prioritize projects so new projects currently are added to the bottom of the list. Mr. Lepp noted that the Local Agency Program (LAP) certification was important in moving projects forward with Federal funding.

## **XII. BOARD MEMBER COMMENTS**

Commissioner Dallari commented on the need for funding for SunRail Phase II North. He reported that there is an expected announcement from USDOT regarding another round of TIGER Grants. Commissioner Dallari noted that a past TIGER Grant application for SunRail Phase II North, which had been requested to be the only local application, had been unsuccessful. He asked for Board member input if the request was made to submit only one TIGER Grant application locally for SunRail Phase II North again. Commissioner Grieb commented that request would need to go to the Osceola County Board of County Commissioners and they would want to know what had changed to help SunRail Phase II North move forward at this time. Mr. Harry Barley told Board members that another round of TIGER Grants was expected within the Federal fiscal year this year, however, it is uncertain whether these grants would be offered in the future. Input from the Board was requested to see how to support a possible TIGER Grant application and how it would affect other local applications, especially in light of transit not doing well in terms of the grant awards. Commissioner Dallari suggested meeting with the County Manager and SunRail representatives to see if cost for SunRail Phase II North could be reduced. Mayor Dyer commented that the 2015 TIGER Grant application made it all the way to the USDOT Secretary's office, however, no grant awards were made for very large funding requests, such as the one submitted. It was suggested that a new local application may fare better this time. A Commuter Rail Commission Workshop is planned for July 19<sup>th</sup> and will include discussion on the SunRail funding issues. Consensus was to allow other local agencies and jurisdictions to apply for TIGER Grants if they wished to, with the option still open for a SunRail Phase II North TIGER Grant submission. Commissioner Dallari reiterated that there was a need to look into lowering the cost for the project.

## **XIII. PUBLIC COMMENTS (GENERAL)**

Mr. David Bottomley commented on the widening of SR 50 and the condition of the bus stops along that corridor. He suggested that it was a good time to assess the stops and make them ADA compliant, while construction was going on and Metro Bench benches were being updated.

## **XIV. NEXT MEETING: Wednesday, July 12, 2017**

**XV. ADJOURNMENT**

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

Approved this 12th day of July 2017.

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Commissioner Bob Dallari, Chairman

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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 5/31/17**

**ASSETS**

Operating Cash in Bank	\$	2,578,658.55
Petty Cash	\$	125.00
SBA Investment Account	\$	2,117,348.30
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	28,456.30
Accounts Receivable - Grants	\$	194,192.42
Fixed Assets-Equipment	\$	633,574.37
Accumulated Depreciation	\$	(305,985.68)

<b>TOTAL ASSETS:</b>	<b>\$</b>	<b>5,266,369.26</b>
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**LIABILITIES**

Accrued Personal Leave	\$	292,465.05
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<b>TOTAL LIABILITIES:</b>	<b>\$</b>	<b>292,465.05</b>
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**EQUITY**

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	28,456.30
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Deposits	\$	20,000.00
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Unassigned:	\$	4,925,447.91
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<b>TOTAL EQUITY:</b>	<b>\$</b>	<b>4,973,904.21</b>
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<b>TOTAL LIABILITIES &amp; EQUITY:</b>	<b>\$</b>	<b>5,266,369.26</b>
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Net difference to be reconciled:	\$	-
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**METROPLAN ORLANDO**  
**AGENCYWIDE REVENUES & EXPENDITURES**  
For Period Ending 05/31/17

REVENUES	Current		Y-T-D		Budget	Variance Un/(Ovr)	% OF BUDGET
					@ B/E #4		
Federal Revenue	\$	134,154.07	\$	2,370,281.64	\$	4,786,552.00	\$ 2,416,270.36 49.52%
State Revenue	\$	3,549.92	\$	150,408.06	\$	262,083.00	\$ 111,674.94 57.39%
Local Revenue	\$	25,000.00	\$	1,126,815.00	\$	1,126,815.00	\$ - 100.00%
Interest Income	\$	2,001.04	\$	17,516.56	\$	17,500.00	\$ (16.56) 100.09%
Other	\$	0.00	\$	11,076.96	\$	12,500.00	\$ 1,423.04 88.62%
Contributions	\$	0.00	\$	40,000.00	\$	45,000.00	\$ 5,000.00 88.89%
Cash Carryforward	\$	0.00	\$	0.00	\$	401,002.00	\$ 401,002.00 0.00%
Local Match - Transfers In	\$	3,549.92	\$	79,550.70	\$	163,670.00	\$ 84,119.30 48.60%
<b>TOTAL REVENUES:</b>	<b>\$</b>	<b>168,254.95</b>	<b>\$</b>	<b>3,795,648.92</b>	<b>\$</b>	<b>6,815,122.00</b>	<b>\$ 3,019,473.08 55.69%</b>
<b>EXPENDITURES</b>							
Salaries	\$	139,875.15	\$	1,305,231.88	\$	1,580,964.00	\$ 275,732.12 82.56%
Fringe Benefits	\$	41,242.30	\$	391,888.68	\$	490,422.00	\$ 98,533.32 79.91%
Local Match - Transfers Out	\$	3,549.92	\$	79,550.70	\$	163,670.00	\$ 84,119.30 48.60%
Audit Fees	\$	0.00	\$	27,500.00	\$	42,000.00	\$ 14,500.00 65.48%
Computer Operations	\$	1,888.95	\$	49,632.28	\$	62,970.00	\$ 13,337.72 78.82%
Dues & Memberships	\$	0.00	\$	13,601.50	\$	13,312.00	\$ (289.50) 102.17%
Equipment & Furniture	\$	0.00	\$	13,995.56	\$	38,700.00	\$ 24,704.44 36.16%
Graphic Printing/Binding	\$	1,219.58	\$	9,567.00	\$	33,925.00	\$ 24,358.00 28.20%
Insurance	\$	1,678.08	\$	24,098.41	\$	28,700.00	\$ 4,601.59 83.97%
Legal Fees	\$	8,747.50	\$	41,264.60	\$	40,000.00	\$ (1,264.60) 103.16%
Office Supplies	\$	1,961.86	\$	27,915.47	\$	45,750.00	\$ 17,834.53 61.02%
Postage	\$	599.46	\$	3,099.91	\$	5,089.00	\$ 1,989.09 60.91%
Books, Subscrips/Pubs	\$	289.90	\$	6,003.69	\$	7,668.00	\$ 1,664.31 78.30%
Exec. Dir 457 Def. Comp.	\$	0.00	\$	26,000.00	\$	26,000.00	\$ - 100.00%
Rent	\$	24,592.88	\$	234,290.90	\$	267,470.00	\$ 33,179.10 87.60%
Equipment Rent/Maint.	\$	1,134.07	\$	22,140.31	\$	26,740.00	\$ 4,599.69 82.80%
Seminar & Conf. Regist.	\$	3,583.50	\$	16,362.18	\$	23,785.00	\$ 7,422.82 68.79%
Telephone	\$	236.58	\$	4,823.13	\$	7,290.00	\$ 2,466.87 66.16%
Travel	\$	3,550.33	\$	27,717.70	\$	42,210.00	\$ 14,492.30 65.67%
Small Tools/Office Mach.	\$	583.82	\$	1,046.60	\$	1,200.00	\$ 153.40 87.22%
HSA/FSA Annual Contrib.	\$	0.00	\$	9,362.50	\$	12,500.00	\$ 3,137.50 74.90%
Computer Software	\$	39.99	\$	16,539.99	\$	19,500.00	\$ 2,960.01 84.82%
Contingency	\$	0.00	\$	0.00	\$	1,000.00	\$ 1,000.00 0.00%
Contractual/Temp Svcs.	\$	232.00	\$	2,552.00	\$	3,200.00	\$ 648.00 79.75%
Pass-Thru Expenses	\$	0.00	\$	142,004.62	\$	649,903.00	\$ 507,898.38 21.85%
Consultants	\$	43,746.46	\$	966,618.90	\$	2,954,060.00	\$ 1,987,441.10 32.72%
Repair & Maintenance	\$	0.00	\$	555.00	\$	650.00	\$ 95.00 85.38%
Advertising/Public Notice	\$	373.75	\$	9,022.43	\$	14,655.00	\$ 5,632.57 61.57%
Other Misc. Expense	\$	259.05	\$	6,678.61	\$	13,390.00	\$ 6,711.39 49.88%
Contributions	\$	0.00	\$	135,808.92	\$	186,209.00	\$ 50,400.08 72.93%
Educational Reimb.	\$	0.00	\$	0.00	\$	1,690.00	\$ 1,690.00 0.00%
Comm. Rels. Sponsors	\$	0.00	\$	8,500.00	\$	10,500.00	\$ 2,000.00 80.95%
Indirect Expense Carryfwd.	\$	0.00	\$	0.00	\$	0.00	\$ - 0.00%
<b>TOTAL EXPENDITURES:</b>	<b>\$</b>	<b>279,385.13</b>	<b>\$</b>	<b>3,623,373.47</b>	<b>\$</b>	<b>6,815,122.00</b>	<b>\$ 3,191,748.53 53.17%</b>
<b>AGENCY BALANCE:</b>	<b>\$</b>	<b>(111,130.18)</b>	<b>\$</b>	<b>172,275.45</b>			



## Travel Summary - May - June 2017

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Traveler: Gary Huttman  
Dates: May 5-9, 2017  
Destination: New York, NY  
Purpose of trip: National APA Conference  
Cost: \$2,622.48  
Paid By: MetroPlan Orlando funds

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Traveler: Virginia Whittington  
Dates: May 16-21, 2017  
Destination: New York, NY  
Purpose of trip: WTS Conference  
Cost: \$2,364.41  
Paid By: MetroPlan Orlando funds

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Traveler: Lisa Smith  
Dates: May 23, 2017  
Destination: Sarasota, FL  
Purpose of trip: FRMA Conference  
Cost: \$281.15  
Paid By: MetroPlan Orlando funds

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Traveler: Elizabeth Whitton  
Dates: May 23-25, 2017  
Destination: St. Louis, MO  
Purpose of trip: AMPO Planning Tools & Training Conference  
Cost: \$851.94  
Paid By: MetroPlan Orlando funds

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Traveler: Commissioner Robert Dallari  
Dates: May 24, 2017 - June 8, 2017  
Destination: Monterey, CA  
Purpose of trip: NARC 2017 Annual Conference  
Cost: \$2,317.74  
Paid By: MetroPlan Orlando funds

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Traveler: Cynthia Lambert  
Dates: June 3-8, 2017  
Destination: Monterey, CA  
Purpose of trip: NARC 2017 Annual Conference  
Cost: \$2,228.08  
Paid By: MetroPlan Orlando funds

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Traveler: Elizabeth Whitton  
Dates: June 3-11, 2017  
Destination: Monterey, CA  
Purpose of trip: NARC 2017 Annual Conference  
Cost: \$2,339.60  
Paid By: MetroPlan Orlando funds

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Traveler: Harold Barley  
Dates: June 4-8, 2017  
Destination: Monterey, CA  
Purpose of trip: NARC 2017 Annual Conference  
Cost: \$2,143.53  
Paid By: MetroPlan Orlando funds

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Traveler: Gary Huttman  
Dates: June 4-7, 2017  
Destination: Monterey, CA  
Purpose of trip: NARC 2017 Annual Conference  
Cost: \$2,142.36  
Paid By: MetroPlan Orlando funds

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## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.C. (Tab 1)

**Roll Call Vote:** No

**Action Requested:** Approval for the Board Chairman to approve FY'17 Budget Amendment #5 with Board ratification of the amendment at the September 13, 2017 meeting.

**Reason:** To prevent issues with year-end grant billing and budget

**Summary/Key Information:** The MetroPlan Orlando fiscal year ends on June 30 and closes by August 15 including year-end grant billings. To prevent issues with year-end grant billings including over-spent UPWP tasks, it is requested that the board allow the Chairman to approve a budget amendment after the year end. This amendment will be brought back to the full board for ratification at the September 13, 2017 meeting.

**MetroPlan Budget Impact:** Individual line items and UPWP tasks will be amended for items that are over budget. The total agency wide budget and individual grant/project total budgets will not be affected.

**Local Funding Impact:** None

**Committee Action:** CAC: N/A  
TSMO: N/A  
TAC: N/A  
MAC: N/A

**Staff Recommendation:** Recommends approval

**Supporting Information:** None



## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.D. (Tab 1)

**Roll Call Vote:** No

**Action Requested:** Approval is requested to award a sole source contract to the University of Florida to update MetroPlan Orlando's Web-based Crash Database.

**Reason:** This is a continuing project with the University of Florida to update the database through 2018. This provides web-based access to crash data and analytical tools to MetroPlan Orlando staff and partners. It is currently hosted at the University of Florida's Geoplan Center.

**Summary/Key Information:** Improvement in access to crash data and analysis contribute to the fulfillment of the requirement to include safety as a planning factor that a metropolitan planning organization must address in its transportation planning process and will support MetroPlan Orlando's mission to make the roadways safer. This request is being handled in compliance with the Board-approved procedures for awarding sole source contracts. The sole source contract, which is permitted under our procurement rules since the contractor is another public entity, will be for a total amount of \$35,000. Funds are included in our approved FY 2017/2018 budget for this purpose.

**MetroPlan Budget Impact:** N/A

**Local Funding Impact:** None

**Committee Action:**

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

**Staff Recommendation:** Recommends approval

**Supporting Information:** At Tab 1

Scope of Services

## EXHIBIT A

### FY 2017/2018 UPDATE OF THE METROPLAN ORLANDO CRASH GEOSPATIAL DATABASE

#### 1. PROJECT PURPOSE

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

The METROPLAN ORLANDO regional crash database is housed at University of Florida under *Signal Four Analytics* - a statewide crash data system, hosted at the University of Florida's GeoPlan Center. The development and maintenance of Signal Four Analytics is funded by the State through a grant from Florida Traffic Records Coordinating Committee. The state funding covers daily acquisition of the crash data from DHSMV and FHP, processing and loading of crash data daily, automated geocoding, new features and software updates, training and site hosting. While these are valuable services for METROPLAN ORLANDO users, there are several items of a local nature that are not covered in the scope of work of the state grant. First, about 55-60% of crashes will require *interactive geocoding*, as the success rate of batch geocoding Navteq GIS streets is only about 40-44% depending on the quality of the crash data. Second, the regional database will need to be updated with *traffic volumes on local roads* (AADT) necessary to calculate crash rates and vehicle miles traveled (VMT). Additionally, the University of Florida team will assist METROPLAN ORLANDO staff with custom statistics and analysis to support METROPLAN ORLANDO's mission to improve traffic safety.

#### 2. PROJECT TASKS

##### *TASK 1 - INTERACTIVE GEOCODING OF CRASH DATA*

The purpose of this task is to continue to *interactively* geocode long and short form crashes on public roads. Based on last year's data it is estimated that about 32,000 to 34,000 crashes will require interactive geocoding for next year. These are crashes that fail automatic geocoding for both long and short forms. The UF team will conduct interactive geocoding of crashes daily. UF team will continue to work on improving the geocoding tools to shorten the geocoding time and will seek to obtain FDOT geocoded long form crashes to use as reference when possible. Additional efforts will be made to also coordinate with local engineering agencies in the METROPLAN ORLANDO area that may be geocoding crashes independently to avoid duplications and to reduce geocoding effort by the UF team. In terms of overall geocoding success rate (both automatic and interactive), it is expected that about 95-96% of all the crashes on public roads will be geocoded successfully. The other 4-5% is typically impossible to geocode due to insufficient location information on the crash form.

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

The purpose of this task is to provide usable products to METROPLAN ORLANDO.

1. The UF team will support the METROPLAN ORLANDO staff with custom queries and analysis including VMT and other analysis types that METROPLAN ORLANDO staff may

need. This will include supporting staff with quarter reporting on crash data; critical reporting on nuances in the data; and an annual crash data analysis report to support staff recommendations.

2. Second, UF team will update the local traffic volume which is required for calculation of crash rates on local roads and can be used to develop vehicle miles traveled. The local traffic volume will be obtained from the local traffic engineering agencies and it will be mapped to the Florida unified roadway basemap.
3. The crash database will be enriched by the addition of citations issued by local and state law enforcement agencies. The addition of this data can be cross-referenced with crash to help understand patterns associated with risky driver behavior that result in crashes.
4. Support staff efforts to achieve Vision Zero, a multi-national road traffic safety project that aims to achieve a transportation system with no fatalities or serious injuries. The UF team will assist staff with analytical support to advocate for traffic safety initiatives to reduce fatalities and recommendations on tangible projects for funding through federal, state and local funding programs. Several cities have launched Vision Zero programs and are pursuing the use of data analytics to examine crashes, determine the types of behavior exhibited by motorists, bicyclists and pedestrians involved in crashes and predict the likelihood of crashes. Alternatively, this product may lead to policies and practices that improve road behavior that reduces the probability of crashes.

### 3. BUDGET

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

**Table 1 - Estimated Budget**

PEOPLE	ANNUAL SALARY	FTE	HOURS	LABOR	FRINGE	TOTAL
<b>STAFF/STUDENTS</b>						
Senior Software Engineer III	\$ 95,014	0.040	83	\$ 3,800.58	\$ 250.84	\$ 4,051
Student OPS	\$ 24,960	0.330	686	\$ 8,236.80	\$ 49.42	\$ 8,286
Student OPS	\$ 24,960	0.330	686	\$ 8,236.80	\$ 49.42	\$ 8,286
<b>TOTAL STAFF/STUDENTS</b>						<b>\$ 20,623</b>
<b>FACULTY/OTHER</b>						
Ilir Bejleri	\$ 114,275	0.030	62	\$ 3,363.36	\$ 921.56	\$ 4,285
OPS Staff Support	\$ 34,720	0.030	34	\$ 991.20	\$ 65.42	\$ 1,057
<b>TOTAL FACULTY/OTHER</b>						<b>\$ 5,342</b>
<b>TOTAL SALARIES</b>						<b>\$ 25,965</b>
<b>OTHER</b>						
Geoplan CPU Services	\$25/hour		68 hours			\$ 1,700
Travel						\$ 335
<b>TOTAL OTHER</b>						<b>\$ 2,035</b>
<b>SUBTOTAL PROJECT</b>						<b>\$ 28,000</b>
UF Overhead (25%)						\$ 7,000
<b>TOTAL BUDGET</b>						<b>\$ 35,000</b>

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

- Senior Software Engineer III will provide the necessary support to run various custom queries and analysis as needed by the Metroplan staff, as well as to administer local data upload and quality control.
- Two OPS students will be responsible for conducting interactive geocoding and for updating local data as well as assist with quality assurance and testing.
- Faculty member will devote his time to oversee the entire project. He will provide direction and leadership and coordinate all components of the project.
- The OPS support staff will be responsible for the Geoplan grant management.

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

**Travel:** Travel is required to meet with the METROPLAN ORLANDO staff to discuss project progress. Two trips are estimated.

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

#### **4. PAYMENT SCHEDULE**

METROPLAN ORLANDO will be billed quarterly in lump sums of \$8,750 each. Progress reports are due with each invoice.



## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.E.

**Roll Call Vote:** No

**Action Requested:**

Approval of revisions to the advisory committee bylaws.

**Reason:**

The committee bylaws are currently reviewed every other year

**Summary/Key Information:**

The Community Advisory Committee (CAC), Municipal Advisory Committee (MAC), Technical Advisory Committee (TAC), Transportation Disadvantaged Local Coordinating Board (TDLCB) and Transportation Systems Management & Operations Committee (TSMO) each appointed Bylaws Review Subcommittees to discuss revisions to their respective bylaws. In each case, some changes were minor, including formatting adjustments or wording changes for clarity. There are also several recommendations that are more substantive as outlined below:

- **Removal From Office:**

- The Bylaws Subcommittees recommended new wording be added to all MetroPlan Orlando advisory committee bylaws which outlines a process for removing members for cause. This type of process previously was not detailed in the bylaws.
- The CAC also recommended a stricter attendance policy. Currently, a member receives a letter after three consecutive absences to encourage better attendance. The new subcommittee recommendation is for members to be removed after three consecutive absences. They would receive an attendance notification from MetroPlan Orlando staff after two consecutive absences.

- **Bylaws Review Cycle**

The CAC recommends their bylaws be reviewed every five years instead of every other year as currently stated. In either case, the bylaws can always be reviewed at any time if the committee deems necessary.

**MetroPlan Budget Impact:**

None

**Local Funding Impact:**

None

**Committee Action:**

CAC, MAC, TAC, TDLCB and TSMO recommended approval

**Staff Recommendation:**

Recommends approval

**Supporting Information:**

CAC, MAC, TAC, TDLCB and TSMO bylaws with recommended revisions as noted



## **COMMUNITY ADVISORY COMMITTEE BYLAWS**

### ***Section 1. Authority, Creation***

In accordance with Federal and State law requiring that transportation planning must be comprehensive, cooperative and continuing in nature and provide for private citizen input, an advisory committee known as the "MetroPlan Orlando Community Advisory Committee (CAC)" is hereby created.

### ***Section 2. Definition***

For the purpose of these Bylaws, the term "the committee" shall mean the MetroPlan Orlando Community Advisory Committee.

For the purposes of these bylaws, the term "stakeholders" shall mean the residents, ~~citizens~~visitors, bicycle and pedestrian community, transportation system, transit users. This includes representation from user advocacy groups and those representing the underserved and disadvantaged (see section 4-A-2).

For the purposes of these bylaws, the term "multimodal" shall mean various transportation options such as bicycle, pedestrian, roadway, and transit (including buses and passenger rail).

### ***Section 3. Purpose***

The purpose of the committee shall be to involve the stakeholders of the Central Florida area in the transportation planning process by (1) assessing reaction to planning proposals (2) providing comment to MetroPlan Orlando with respect to the concerns of various segments of the population in regard to various transportation needs, as well as (3) recommend and advise on roadway, bicycle, pedestrian, freight, and transit issues.

It is the mission of the committee to:

- A. Advise MetroPlan Orlando on public opinion related to transportation issues from a diverse range of perspectives.
- B. Address stakeholder interests ~~related to all modes of transportation (including, but not limited to private motor vehicles, bicycling, walking, freight, and transit)~~ so that proper study and evaluation of transportation needs shall result in a safe, balanced and multimodal transportation system plan.
- C. Provide an effective, stakeholders' review of the preliminary findings and recommendations of MetroPlan Orlando's plans, studies and issues.



- D. Participate in the amendment process to the Long Range Transportation Plan by providing ~~comment~~input.
- E. Assist in other missions/functions as deemed desirable by MetroPlan Orlando, including member appointments to ad hoc subcommittees that may be formed from time to time for the purpose of specifically addressing roadways, bicycle, pedestrian, and/or transit-related issues.
- F. Committee meetings shall be publicly noticed in accordance with guidelines in the organization's Public Involvement Plan.

#### **Section 4. Membership, Appointments, Terms of Office, Vacancies, Removal from Office**

##### **A. Membership**

The 31 member committee shall consist of representatives from Orange, Seminole, and Osceola counties. Fifteen (15) shall be geographic seats appointed at-large from the jurisdictions as indicated below, and sixteen (16) shall be appointed by the MetroPlan Orlando Board:

##### **1. Geographic Appointees**

Orange County	3 seats
Osceola County	3 seats
Seminole County	3 seats
Orange County municipalities	2 seats
Osceola County municipalities	2 seats
Seminole County municipalities	2 seats

Municipal appointments shall be from the two largest municipalities in each county as determined by the most recent University of Florida or U.S. Census population figures, whichever is most recent.

All geographic appointees shall reside in and be appointed by their respective county or municipality. In selecting new members for appointment, the appointing jurisdiction should consider the personal qualifications of the individuals as lay people in the community, outside the transportation industry, and should strive to include ethnic, social, and economic diversity. MetroPlan Orlando supports diversity and encourages jurisdictions to consider the makeup of their communities when appointing representatives.

##### **2. MetroPlan Orlando Board Appointees**

Multimodal Advocates	10 seats
Underserved	3 seats
Transportation Disadvantaged	2 seats (disabled or elderly)
Business Community	1 seat

MetroPlan Orlando Board appointees must apply for membership through a process established by MetroPlan Orlando. The Community Advisory Committee shall review

the applications and make recommendations to the MetroPlan Orlando Board for approval.

3. In addition, a representative from LYNX, and Florida Department of Transportation District Five, shall serve as a non-voting advisors.

Alternate members may be appointed by the appointing authority as necessary. These alternates will serve in the absence of the primary member and have the same right to vote and comment on agenda items. Designated alternates shall not be elected officials and must also be lay persons outside of the transportation industry. Each alternate designated by a county or municipality shall also reside within the geographic boundaries of that city or county so as to be familiar with the general citizenry's needs and desires of that city or county.

Neither voting members of the committee nor their alternate members shall be elected officials.

All members (designated or alternate) shall avoid any professional conflict of interest ~~and prevent the appearance of undue influence.~~ Any committee member who becomes aware of any type of conflict ~~or attempt to influence~~ shall make it known to the staff liaison and either excuse himself/herself from the proceedings, or file a conflict of interest form into the record.

From time to time, committee meetings may be held at various locations throughout the region to encourage wider public involvement.

#### B. Appointments, Terms of Office

1. Representatives shall assume their responsibilities as of the next committee meeting after their appointment.
2. The term of office for a committee member in good standing will be for a period of four (4) years. At the discretion of the appointing authority, a member in good standing can be reappointed to a succeeding term(s).
3. Should a member resign or cease to be a member for any reason before the expiration of his/her term, a successor will be appointed by the designating authority.

#### C. Membership Vacancies, Replacement Process

1. The committee should maintain its ~~continuity~~ continuing nature by reporting the vacancies on the membership roster to the appointing authority as soon as possible after the vacancy occurs. The supporting MetroPlan Orlando staff person will maintain a continuing oral and written dialog with the appointing authority until the vacancy is filled.
2. Each nominee suggested for a vacant geographic position shall reside within the jurisdictional boundaries of that city or county so as to be familiar with the general citizenry's needs and desires of that city or county.
3. ~~The Chairperson shall, in coordination with the supporting MetroPlan Orlando staff person, be responsible for the proper management of the committee.~~ Problems

arising out of filling vacancies will be resolved between the appointing authority and MetroPlan Orlando.

3.4. The Chairperson shall, in coordination with the supporting MetroPlan Orlando staff person, be responsible for the proper management of the committee.

#### D. Removal From Office

- ~~1. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.~~
- ~~2. If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.~~
- ~~3. Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board or appointing authority.~~

1. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

#### 2. Grounds for Removal

##### a. Removal for excessive absenteeism

- i. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.
- ii. If a member has two (2) consecutive absences from the meetings, MetroPlan Orlando staff shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.
- iii. Members with three (3) consecutive absences will be recommended for removal to the MetroPlan Orlando Board and appointing authority.

##### b. Removal for cause

- i. A member may be removed for cause for:
  - a) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which adversely affects, lowers, or destroys the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;
  - b) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;
  - c) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
  - d) Conviction of a felony.

ii. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.

3. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.

## **Section 5. Officers, Terms of Office**

- A. The last regular monthly meeting of the year shall be known as the Annual Meeting of the committee, and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The Community Advisory Committee shall elect from its membership the following officers, with the following responsibilities:
  - 1. Chairperson
    - a. Preside at all Committee meetings.
    - b. Sign any documents authorized by the Committee.
    - c. Serve as ex-officio member of all subcommittees that may be formed for specific purpose and/or appoint another committee member to do so.
    - d. Form and appoint subcommittees and subcommittee chairpersons according to the needs of the committee.
    - e. Represent the committee on the MetroPlan Orlando Board, Regional Leadership Council, and at community functions.
  - 2. Vice-Chairperson
    - a. Preside at all Committee meetings in the absence of the Chairperson.
    - b. Represent the committee on the Regional Leadership Council.
    - c. Exercise all other duties and responsibilities of the Chairperson in his/her absence. These functions shall be performed not longer than the next annual election of the Chairperson.
- B. Each officer so elected shall serve for one (1) year or until said officer is re-elected or a successor is elected, except that the Chairperson's term of office shall be limited to two (2) consecutive one (1) year terms and said officer shall not be eligible again until two (2) additional years have elapsed, nor shall said officer be succeeded by an officer from the same county or jurisdiction within.
- C. Newly elected officers shall be declared installed following their election, and shall assume the duties of the office at the conclusion of the Annual Meeting.
- D. Should the Chairperson resign from committee service, the Vice-Chairperson will assume the position of Chairperson. A new Vice-Chairperson will be elected at the next regularly scheduled meeting.
- E. The successors will fill the unexpired terms and be eligible for reelection to full terms as stated in Section 5, Paragraph B above.

## **Section 6. Rules of Procedure**

- A. The committee shall meet according to the approved annual schedule, and at such other times as the Chairperson or the Committee may determine necessary. A monthly meeting may be waived by the Chairperson but two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. Special meetings may be called by the Chairperson as necessary to deal with immediate issues.
- B. Committee members or their designated alternates must be present to cast a vote. A quorum shall consist of the majority of those members entitled to vote. Any business transacted by the Committee must be approved by not less than a majority of votes cast. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof. The minutes of the Committee's proceedings and official actions shall be public record.
- C. Voting shall be by voice, but a member shall have an individual vote recorded in the minutes if said member so desires. A roll call vote shall be held upon request or as required. All questions or procedures shall be governed by the most current edition of "Robert's Rules of Order," unless superseded by law.
- D. Meeting agendas shall include two public comment periods, one at the beginning of the meeting for action items and again at the end of the meeting for general comments. ~~Public requests for committee action or recommendation shall be placed on the agenda as a scheduled business item.~~

## Section 7. General Policy

- A. MetroPlan Orlando consists of five (5) committees, including the Board;
  - 1. MetroPlan Orlando Board
  - 2. Community Advisory Committee
  - 3. Municipal Advisory Committee
  - 4. Technical Advisory Committee
  - 5. Transportation Systems Management & Operations Committee
- B. All Committees and studies shall follow the intent and further the Mission Statement adopted by the MetroPlan Orlando Board, which is as follows:

To provide leadership in transportation planning by engaging the public and  
fostering effective partnerships.
- C. All committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multimodal transportation system plan, balanced with respect to areawide needs and properly related to areawide comprehensive plans, goals and objectives.

D. Reports, studies, plans, programs and databases shall be approved or endorsed by the MetroPlan Orlando Board after review and recommendation by the Community ~~Advisory~~Stakeholders Committee and such other committees as may be interested or affected.

~~D-E.~~ A recommendation may be noted as officially adopted by the committee and placed into effect immediately~~without waiting for the minutes of the previous meeting to be officially approved at the next committee meeting.~~

### ***Section 8. Procedures for Amending Adopted Studies, Plan, or Programs***

- A. The procedures for amending the Orlando Urban Area Long Range Transportation Plan, the Transportation Improvement Program, and the Urban Boundary are established in the MetroPlan Orlando Board Rule 35I-1.009 which is incorporated by reference herein.
- B. The Community Advisory Committee shall review the proposed change and shall recommend approval or disapproval to the MetroPlan Orlando Board.
- C. The MetroPlan Orlando Board shall have final approval or disapproval disposition action of the requested change or changes.

### ***Section 9. Ad hoc Subcommittees or Task Force***

- A. Ad hoc subcommittees or task forces may be appointed by the Chairman to address specific issues or investigate and report on specific subject areas of interest to the Community Advisory Committee including, but not limited to the following:
  - 1. Nominating Subcommittee
  - 2. Bylaws Review Subcommittee
  - 3. Membership Application Review Subcommittee
- B. Each ad hoc subcommittee may appoint a chairman who will report the subcommittee's findings to the Community Advisory Committee. In the absence of a chairman, a temporary chairman shall be appointed by the subcommittee in accordance with Robert's Rules of Order.
- C. Each meeting shall be recorded and if requested, minutes of a meeting shall be provided.

### ***Section 10. Bylaws Review and Amendment***

- A. A bylaws review subcommittee shall review these bylaws every five years at least every other year on odd numbered years~~or as may be deemed necessary. These bylaws can be amended at any regular meeting of the CAC by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the members with proper notification of the meeting.~~

B. These Bylaws may be altered, amended, or added to by vote of the committee provided that:

1. Notice of the proposed changes shall ~~normally~~ contain a full statement of the proposed amendments.
2. The proposed amendment(s) is/are placed on the agenda for the next scheduled meeting following such presentation.
3. The proposed written changes shall be forwarded to all CAC members at least five (5) business days prior to the meeting at which a vote will be held.
4. CAC members may propose relevant changes from the floor to any proposed amendment under consideration on the agenda.
5. The CAC adopts the proposed amendment(s) by a majority vote of the members present at the CAC meeting.

*Approved by the MetroPlan Orlando Board on July 8, 2015*

*Effective January 1, 2016*

*Reviewed May 24, 2017 (bylaws amendments to be considered for action by CAC on June 28, 2017)*



## **BYLAWS**

### **Municipal Advisory Committee**

#### **Introduction**

Within the MetroPlan Orlando area, there are 22 cities and towns. The legislation that created MetroPlan Orlando apportions Board membership among the various jurisdictions within the Orlando Urbanized Area on the basis of an equitable population ratio and geographic factors. This criterion ensures that municipalities with significant populations are represented in the transportation planning process for Central Florida. Smaller municipalities rely on County Commissioners, some participation on MetroPlan Orlando's advisory committees and MetroPlan Orlando staff to represent their interests in matters that come before the MetroPlan Orlando Board.

The Municipal Advisory Committee (MAC) was established to strengthen ties with the region's cities and towns that do not have direct representation on the MetroPlan Orlando Board. The Committee consists of the Mayors or appointees of the municipalities that are not directly represented on the MetroPlan Orlando Board. The MAC ensures their views are considered in the decision-making process, generate broad-based support and raise awareness among elected officials of the functions of MetroPlan Orlando. A 2014 legislative action increased the MPO governing board maximum voting membership from 19 to 25 members, and authorized general purpose local governments serving on an MPO to include one member who represents a group of general purpose local governments through an entity created by an MPO for that purpose. This change, and approval by the MetroPlan Orlando Board, authorized one voting seat for the MAC. The elected Chairperson of the MAC shall serve as a voting member on the MetroPlan Orlando Board representing the collective interests of the MAC members.



The following municipalities are not directly represented on the MetroPlan Orlando Board and are therefore eligible for representation on the MAC:

Orange County		Osceola County	Seminole County
Bay Lake*	Oakland	St. Cloud	Casselberry
Belle Isle	Ocoee		Lake Mary
Eatonville	Windermere		Longwood
Edgewood	Winter Garden		Oviedo
Lake Buena Vista*	Winter Park		Winter Springs
Maitland			

*\* Declined participation as of last update to these bylaws.*

Pursuant to MetroPlan Orlando's Internal Operating Procedures, the MAC was created as an amendment to the Purpose, Functions and Procedures.

## Committee Procedures

The committee described above functions by standard operating procedures to assist them in their work. These procedures are listed as follows:

1. The committee generally meets once a month with minutes of each meeting being recorded. A monthly meeting may be canceled by the Chairman, however two consecutive meetings may not be cancelled and business to have been conducted at the cancelled meeting shall be considered at the next successive monthly meeting.
2. All committee meetings are open to the public, but only committee members may vote or make motions.
3. A quorum will be deemed constituted by one-third of the participating municipalities being represented at meetings.
4. Votes taken at committee meetings require a majority of those members present for passage.
5. Should a quorum not be present, business requiring action of the Committee will be tabled until the next meeting where a quorum is present. Other items such as presentations and items presented for information only may be presented without a quorum.

6. The committee maintains a broad perspective in addressing all modes of transportation in the various plans and programs in order to develop a balanced multi-modal transportation system plan that meets the needs of the area and is properly related to the goals and objectives of local comprehensive plans.
7. All reports, studies, plans and programs must be adopted by the MetroPlan Orlando Board before they are considered official transportation documents for the Orlando Urbanized Area.

### ***Section 1. Authority, Creation***

In accordance with Federal and State laws requiring that transportation planning be comprehensive, cooperative, and continuing in nature, an advisory committee known as the "MetroPlan Orlando Municipal Advisory Committee or MAC" is hereby created.

### ***Section 2. Definition***

For the purpose of these Bylaws, the term "the Committee" shall mean the MetroPlan Orlando Municipal Advisory Committee.

### ***Section 3. Purpose***

The municipalities of the area shall be involved in the transportation planning process by establishment of the Municipal Advisory Committee. The purpose of the Committee is to assess reaction to planning proposals and to provide comment to MetroPlan Orlando with respect to transportation concerns of the various municipalities not directly participating on the MetroPlan Orlando Board.

It shall be the function of the Committee to:

- A. Advise the MetroPlan Orlando Board as to the opinion of municipalities in formulating goals and objectives for shaping the urban environment.
- B. Conduct public information programs through open public meetings.

- C. Provide an effective review of the preliminary findings and recommendations of all transportation studies, reports, plans and/or programs and making recommendations to the MetroPlan Orlando Board.
- D. Participate in the development and review of the Orlando Urban Area Long Range Transportation Plan.
- E. Assist in other functions as deemed desirable by the MetroPlan Orlando Board.

#### ***Section 4. Membership, Appointments, Terms of Office, Vacancies***

##### **A. Committee Membership**

1. Membership of the Committee shall be comprised of representatives from municipalities not participating directly on the MetroPlan Orlando Board.
2. All members shall be the Mayor or municipality's appointee. Every effort should be made for the Mayor or a member of the City Commission or Council to represent the membership on the Committee. However, where this is not feasible, a senior staff may be designated to serve. In addition, Mayors should consider the personal qualifications of the individuals relative to transportation. In all cases, an official correspondence should communicate the Mayor's desire to serve or appoint a designee. An alternate may also be designated to serve in the absence of the Mayor or designee.
3. Each year, in December, municipalities will be asked to reaffirm their intent to continue participating as a member of the Municipal Advisory Committee in writing. Those wishing to opt in or opt out may do so without penalty. Subsequently, an annual funding agreement, effective July 1, 20XX-June 30, 20XX must be executed to reaffirm or separate. A representative of the Florida Department of Transportation, Central Florida Regional Transportation Authority (Lynx), and the Florida Turnpike Enterprise may also serve as non-voting advisors to the Committee.
4. Committee meetings shall be properly noticed in accordance with applicable Florida Government in the Sunshine laws. At the discretion of the Chairperson of the Committee,

committee meetings may be held at various locations throughout the region to encourage public involvement.

**B. Appointments, Terms of Office**

1. Members shall assume the responsibilities of their appointment as of the next Committee meeting.
2. The term of office for a Committee member in good standing will be for a period of four (4) years or until election, or the appointment of a successor.

**C. Vacancies in Membership**

It is anticipated that membership on the Committee may change due to elections, resignation, and personal time demands upon representatives. The Committee should maintain its continuing nature, however, by endeavoring to fill vacancies within two (2) meetings after a vacancy occurs.

***Section 5. Officers, Terms of Office, Removal from Office***

- A. After the initial establishment of the Municipal Advisory Committee, the regular June monthly meeting shall be known as the Annual Meeting of the Committee, and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The Municipal Advisory Committee shall elect from its membership the following officers (each of which must be an elected official):
1. Chairperson
  2. Vice-Chairperson
- B. Each member so elected shall serve a two (2) year term. An officer, or slate of officers, may be re-elected to serve an additional term, or until a successor is elected. Following which, said member(s) shall not be eligible again until two (2) consecutive years have elapsed.

- C. The Chairperson shall preside at all meetings of the Municipal Advisory Committee and perform all duties as may be prescribed by the Municipal Advisory Committee.
- D. The Chairperson shall represent the Municipal Advisory Committee as a voting member on the MetroPlan Orlando Board. The Chairperson's vote should reflect the position taken by the Committee on action items coming before the MetroPlan Orlando Board.
- E. The Vice-Chairperson shall assume the duties and responsibilities of the Chairperson in his or her absence and shall serve as the alternate to the Chairperson on the MetroPlan Orlando Board with all voting rights and privileges when serving in the absence of the Chairperson. Should both Chairperson and Vice-Chairperson be absent, the Immediate-past Chairperson shall assume the duties and responsibilities and may be asked to attend MetroPlan Orlando Board meetings in the absence of the Chairperson.
- F. A representative may attend a meeting in the absence of an officer, however that representative shall not perform the duties of the officer such as preside over a meeting.
- G. An officer who is absent from three (3) consecutive meetings in a calendar year may be subject to removal from office. Additionally, an officer who appoints a representative to attend in his or her absence for three (3) consecutive meetings in a calendar year may be asked to appoint a designated member consistent with Section 4.A.2.
- H. Every other year, in the month of May, the Chairperson shall appoint a Nominating Committee whose responsibility is to recommend a slate of officers for election at the June meeting. Nominations may also be accepted from the floor.
- I. Newly elected officers shall be declared installed following their election, and shall assume the duties of office at the first regularly scheduled meeting following July 1st.

## ***Section 6. Removal for Cause***

A. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

B. Grounds for Removal

1. Removal for cause:

a) A member may be removed for cause for:

(1) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which would adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;

(2) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;

(3) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or

(4) Conviction of a felony.

b) Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.

C. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.

**Section 7. Rules of Procedure**

- A. An annual meeting schedule will be adopted in November/December for the following year. The Chairperson of the Committee may waive a monthly meeting, however two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. When necessary, the Chairperson may call special meetings to deal with immediate issues.
- B. Committee members or their appointees must be present to cast a vote. Actions taken by the Committee will require a majority of the votes of those members who are present. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof. The minutes of the Committee's proceedings and official actions shall be public record.
- C. Voting shall be by voice, but a member may have an individual vote recorded in the minutes if said member so desires. A roll call vote shall be held upon request. The most current edition of "Robert's Rules of Order" shall govern all questions or procedures unless superseded by law.

| ***Section ~~78~~. General Policy***

- A. The Committee shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs, so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area-wide needs and properly related to area-wide comprehensive plan goals and objectives.

## ***Section 8. Subcommittees***

- A. Ad hoc subcommittees or Task Forces may be designated, as needed, to investigate and report on specific subject areas of interest to the Committee.

## ***Section 9. Bylaws Review and Amendment***

- A. A subcommittee shall review these Bylaws at least every other year on odd numbered years or as may be deemed necessary. These Bylaws can be amended at any regular meeting of the MAC by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the MAC members with the proper notification of the meeting.

*Established: September 6, 2001*

*Reviewed: 11/1//06; 05/17/06; 05/27/08; 06/04/09; 05/24/13; 01/08/2015; 07/07/2016*

*Updated: 03/25/02; 06/24/04; 05/05/05, 06/05/08; 08/06/09; 06/06/13; 01/08/2015; 09/08/2016*





## **TECHNICAL ADVISORY COMMITTEE BYLAWS**

### ***Section 1. Authority, Creation***

In accordance with the 1962 Federal Aid Highway Act requiring that transportation planning be comprehensive, cooperative, and continuing in nature, a transportation technical committee known as the "MetroPlan Orlando Technical Advisory Committee" is hereby created.

### ***Section 2. Definitions***

For the purpose of these Bylaws, the term "Technical Committee" or use of the acronym "TAC" shall mean the MetroPlan Orlando Technical Advisory Committee.

### ***Section 3. Purpose***

The purpose shall be to develop, coordinate and/or review transportation studies, plans, and programs to provide a balanced, multimodal transportation system. The committee shall also provide comments and recommendations based on the technical sufficiency, accuracy, and completeness of said studies, plans, and programs. It shall be the function of the Technical Committee to:

- A. Be responsible for the development and review of all transportation studies, reports, plans and/or programs and recommending action pertinent to the subject documents to MetroPlan Orlando.
- B. Develop priority recommendations to the MetroPlan Orlando Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by technical studies.
- C. Be responsible for assisting MetroPlan Orlando with coordinating public information concerning the studies.
- D. Serve as an advisory committee for the completion of all required transportation studies, plans development, and programming recommendations required under the public laws pertaining to all modes of transportation and transportation support facilities.
- E. Serve as an advisory committee to any and all duly constituted area-wide transportation authorities and/or boards, as well as area-wide planning boards or councils for physical development, health, social or comprehensive planning upon direct request of such authorities, boards or councils.

- F. Annually review and revise the MetroPlan Orlando Prioritized Project List. This list will be the source of candidate highway, Transportation System Management and Operations (TSMO), bicycle and pedestrian and transit projects, and other categories of projects as necessary, to be implemented for the region and each county; for projects meeting state and federal eligibility, and any new funds identified at the local, state or federal level.
- G. Assist in other functions as deemed desirable by the MetroPlan Orlando Board.

***Section 4. Membership, Appointments, Term of Office, Vacancies, Removal from Office***

**A. Membership**

Planning, engineering, and/or management specialists shall represent the various public governmental bodies, authorities, and agencies of Central Florida and shall be involved in the transportation planning process by the establishment of a technical advisory committee.

1. The intent of the membership composition of the Technical Committee is to represent planning and engineering expertise from federal, state, regional or local agencies. Municipalities within Orange, Seminole and Osceola Counties are eligible for representation. Voting representation for each jurisdiction will be determined by population, according to the latest census and/or the University of Florida population estimates. The MetroPlan Orlando Board may authorize additional voting representatives to the Technical Committee, upon written petition through the Technical Committee.
2. The allocation of voting representation of the Technical Committee shall be based on the following criteria:
  - (a) Local jurisdictions with a population of 100,000 or more shall be allocated three (3) votes each.
  - (b) Local jurisdictions with a population between 50,000 and 99,999 shall be allocated two (2) votes each.
  - (c) Local jurisdictions with a population between 5,000 and 49,999 shall be allocated one (1) vote each.
  - (d) Local jurisdictions with population less than 5,000 shall be allocated one (1) non-voting seat each.
  - (e) Local transportation agencies/authorities and school districts shall be allocated one (1) vote each.
3. The voting representation is three (3) voting representatives from each of the following:
  - (a) Orange County
  - (b) Osceola County
  - (c) Seminole County
  - (d) City of Orlando

4. The voting representation is two (2) voting representatives from each of the following:
  - (a) City of Kissimmee
  - (b) City of Sanford
5. The voting representation is one (1) voting representative from each of the following:
  - (a) City of Altamonte Springs
  - (b) City of Apopka
  - (c) City of Belle Isle
  - (d) City of Casselberry
  - (e) City of Lake Mary
  - (f) City of Longwood
  - (g) City of Maitland
  - (h) City of Ocoee
  - (i) City of Oviedo
  - (j) City of St. Cloud
  - (k) City of Winter Garden
  - (l) City of Winter Park
  - (m) City of Winter Springs
6. The non-voting representation is one (1) from each of the following:
  - (a) Town of Eatonville
  - (b) City of Edgewood
  - (c) Town of Oakland
  - (d) Town of Windermere
7. The voting representation is one (1) voting representative from each of the following transportation agencies/authorities and school districts:
  - (a) Central Florida Regional Transportation Authority/LYNX
  - (b) East Central Florida Regional Planning Council
  - (c) Greater Orlando Aviation Authority
  - (d) Kissimmee Gateway Airport
  - (e) Central Florida Expressway Authority
  - (f) Reedy Creek Improvement District
  - (g) Sanford Airport Authority
  - (h) Seminole County Public School District
  - (i) Orange County Public School District
  - (j) Osceola County Public School District
  - (k) Osceola County Expressway Authority
8. Upon written petition to the Technical Advisory Committee, additional advisory, non-voting members may be appointed to the Technical Committee with the recommendation of the Technical Committee and the concurrence of the MetroPlan Orlando Board.

9. In addition, there shall be non-voting advisors from each of the following agencies: the Florida Department of Transportation District V and the Florida's Turnpike Enterprise.

B. Appointments

1. Each represented agency shall appoint one primary and one designated alternate voting member from each of the membership agencies listed in Section 4 A for which it is eligible. These appointments shall be made in writing by the County Commission Chair/Mayor, City Mayor, County Administrator, City Administrator, City Manager, School Superintendent and the Executive Director of other members' agencies. The failure of an agency to appoint a primary representative will result in that agency losing its voting authority on the Technical Committee.
2. The appointed representatives, both primary and alternates, shall be selected from the agency membership listing under Section 4 A.
3. In the absence of the primary member, the alternate member shall have the same privileges as the primary member and may serve on a subcommittee.

C. Term of Office

The term of office for a Technical Committee member shall be for an indefinite period, or until reappointment, or until the appointment of a successor. Separation from employment of the jurisdiction or agency represented constitutes the end of an appointment.

D. Vacancies and Membership Revisions

Any vacancies in membership shall be filled in the same manner as the initial appointment. The Technical Committee membership may be revised if justified by the most recent University of Florida or U.S. Census population figures.

E. Removal from Office

~~Each representative is expected to demonstrate his or her interest in the Technical Committee's activities through attendance of the regularly scheduled meetings except for reasons of an unavoidable nature. In said case of unavoidable nature, each representative should ensure that his or her alternate attends. If a representative and/or designated alternate have three (3) consecutive absences from the meetings or have missed a majority of meetings during the year, the agency or government will be notified.~~

1. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.
2. Grounds for Removal

- a. Removal for excessive absenteeism
  - i. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.
  - ii. If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.
  - iii. Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.
- b. Removal for cause:
  - i. A member may be removed for cause for:
    - a) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which has a tendency to adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;
    - b) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;
    - c) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
    - d) Conviction of a felony.
  - ii. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.
- 3. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.

#### ***Section 5. Officers, Term of Office***

- A. The November/December meeting shall be known as the Annual Meeting of the Technical Committee and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The Technical Committee shall elect from its membership the following officers:

1. Chairman
  2. Vice-Chairman
- B. Each officer shall be from a different jurisdiction/agency.
  - C. Each elected officer shall serve for one (1) year or until that officer is re-elected or until that officer's successor is elected. The newly elected officers shall be declared installed following their election and shall assume the duties of office upon adjournment of the Annual Meeting.
  - D. Neither the position of chairman or vice-chairman shall be given individual votes. In order for either the chairman or vice-chairman to cast a vote, they must do so as a representative of an agency listed in Section 4 A.
  - E. In the absence of the Chairman, the Vice-Chairman shall assume the duties and responsibilities of the Chairman. Should both Chairman and Vice-Chairman be absent, the Technical Committee shall elect a temporary chairman to chair the meeting.
  - F. The Chairman and Vice-Chairman shall represent the TAC on the Regional Leadership Council (RLC). Should both the Chairman and Vice-Chairman be unavailable, the TAC shall elect an alternative TAC member to serve as a temporary representative.
  - G. The Chairman shall represent the Technical Committee as a non-voting advisor on the MetroPlan Orlando Board. In the absence of the Chairman, the Vice-Chairman is the designated alternate.

#### ***Section 6. Rules of Procedure***

- A. An annual meeting schedule will be adopted in November/December for the following year. The Chairman of the Committee may waive a monthly meeting, however two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. When necessary, the Chairperson may call special meetings to deal with immediate issues.
- B. Technical Committee members or their designated alternates must be present to cast a vote. A quorum shall consist of the majority of those appointed members entitled to vote, and any business transacted by the Technical Committee must be approved by not less than a majority of the votes cast. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof.
- C. Minutes shall be kept of the Technical Committee's proceedings and official actions, which shall be of public record.

- D. Voting shall be by voice, but a member shall have his or her vote recorded in the minutes if he or she so desires. A roll call vote shall be held upon request. All other questions or procedures shall be guided by Robert's Rules of Order, Revised.
- E. Meeting agendas shall include two Public Comment periods, one at the beginning of the meeting for action items and again at the end of the meeting for general comments. Public requests for Technical Committee action or recommendation shall be placed on the agenda as a scheduled business item.

***Section 7. General Policies***

- A. MetroPlan Orlando consists of ~~six (6)~~ five (5) committees, including the Board;
  - 1. MetroPlan Orlando Board
  - ~~2. Bicycle/Pedestrian Advisory Committee~~
  - 2. Citizens' Community Advisory Committee
  - 3. Municipal Advisory Committee
  - 4. Technical Advisory Committee
  - 5. Transportation Systems Management & Operations Committee
- B. All Committees and studies shall follow the intent and further the Mission Statement adopted by the MetroPlan Orlando Board, which is as follows:

To provide leadership in transportation planning by engaging the public and fostering effective partnerships.
- C. All Committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area-wide needs and properly related to area-wide comprehensive plans, goals and objectives.
- D. Reports, studies, plans, programs and databases shall be approved or endorsed by the MetroPlan Orlando Board after review and recommendation by the Technical Committee and such other committees as may be interested or affected. A recommendation may be noted as officially adopted by the Technical Committee and placed into effect upon signature by the Technical Committee Chairman without waiting for the minutes of the previous meeting to be officially approved at the next Technical Committee meeting.

- E. Reports, studies, plans, programs or databases that have been approved or endorsed by the MPO are, by definition, public records and shall be available to the public for inspection and copying upon request. This may be limited however by the custodian of the records, to that time necessary to review the records and excise the information which is deemed to be exempt from the Public Records Act, as stipulated by Florida Law. A reasonable fee may be charged for copying costs.
- F. Reports, studies, plans, programs or databases that are working papers or draft documents and have therefore not been approved by the MetroPlan Orlando Board shall also be releasable upon request as public records. The receiver of the information however shall be cautioned that it has not been formally approved and is therefore subject to change and may only be used at their own risk.
- G. The release of databases shall be reported to the Technical Committee at their next scheduled meeting.
- H. Databases, computer software or other information that has been access-limited through contractual agreement shall be protected from disclosure, as authorized by Florida Statutes.

***Section 8. Procedures for Amending Adopted Studies, Plans, or Programs***

- A. The procedures for amending the Orlando Urban Area Long Range Transportation Plan, the Transportation Improvement Program, and the Urban Boundary are established in the MetroPlan Orlando Board Rule 35I-1.009 which is incorporated by reference herein.
- B. The Technical Committee shall review the proposed change based on a technical evaluation of its merit and shall recommend approval or disapproval to the MetroPlan Orlando Board.
- C. The MetroPlan Orlando Board shall have final approval or disapproval disposition action of the requested change or changes.

***Section 9. Ad hoc Subcommittees or Task Force***

- A. Ad hoc subcommittees or task forces may be appointed by the Chairman to address specific issues or investigate and report on specific subject areas of interest to the Technical Committee.
- B. Designation of representatives to each of the subcommittees shall be made by Technical Committee members representing that jurisdiction or agency. In the case of multiple Technical Committee members, the designation of subcommittee representatives shall be made by caucus of the members. To be a designated subcommittee representative, it is not necessary to be a Technical Committee member.



- C. Each ad hoc subcommittee may appoint a chairman who will report the subcommittee's findings to the Technical Committee. In the absence of a chairman, a temporary chairman shall be appointed by the subcommittee in accordance with Robert's Rules of Order.
- D. Subcommittees or Task Forces may include, but not be limited to:
  - 1. Long Range Transportation Plan (LRTP) Subcommittee
  - 2. Project Prioritization Subcommittee
  - 3. Nominating and Bylaws Review Subcommittee
  - 4. Air Quality
  - 5. Freight and Goods Movement
- E. Each meeting shall be recorded and if requested, minutes of a meeting shall be provided.

#### ***Section 10. Bylaws Review and Amendment***

- A. A bylaws review subcommittee shall review these bylaws at least every other year on odd numbered years or as may be deemed necessary. These bylaws can be amended at any regular meeting of the Technical Committee by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the Technical Committee members with the proper notification of the meeting.
- B. These Bylaws may be altered, amended, or added to by vote of the Technical Committee provided that:
  - 1. Notice of the proposed changes shall normally contain a full statement of the proposed amendments.
  - 2. The proposed amendment(s) is/are placed on the agenda for the next scheduled meeting following such presentation.
  - 3. The proposed written changes shall be forwarded to all Technical Committee members at least five (5) business days prior to the meeting at which a vote will be held.
  - 4. Technical Committee members may propose relevant changes from the floor to any proposed amendment under consideration on the agenda.
  - 5. The Technical Committee adopts the proposed amendment(s) by a majority vote of the members present at the Technical Committee meeting.

***Draft Update - May 2017***



**THE JOINT ORANGE, OSCEOLA AND SEMINOLE COUNTIES  
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD BYLAWS**

**ARTICLE I: Preamble**

The following sets forth the bylaws which shall serve to guide the proper functioning of the coordination of transportation services provided to the transportation disadvantaged through the Transportation Disadvantaged Local Coordinating Board. The intent is to provide procedures and policies for fulfilling the requirements of Chapter 427, Florida Statutes and Rule 41-2, Florida Administrative Code, and subsequent laws setting forth requirements for the coordination of transportation services to the transportation disadvantaged.

**ARTICLE II: Name and Purpose**

**Section 1: Name**

The name of the Coordinating Board shall be the JOINT ORANGE, OSCEOLA, AND SEMINOLE COUNTIES TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD, hereinafter referred to as the TDLCB.

**Section 2: Purpose**

The purpose of each TDLCB is to develop local service needs and to provide information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged within their local service area. In general, the TDLCB is considered an advisory body. (Section 427.0157, Florida Statutes).

**ARTICLE III: Local Coordinating Board Membership**

**Section 1: Voting Members**

In accordance with Chapter 427.0111, Florida Statutes, all members of the TDLCB shall be appointed by the designated official planning agency which is the Orlando Urban Area Metropolitan Planning Organization (MPO) dba MetroPlan Orlando.

The following agencies or groups shall be represented on the TDLCB as voting members:

1. An elected official from each service area, appointed by the planning agency;
2. A local representative of the Florida Department of Transportation;
3. A local representative of the Florida Department Children and Family Services;
4. A representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible;
5. In areas where they exist, a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;

6. A person who is recognized by the Veterans Service Office representing the veterans in the county;
7. A person who is recognized by the Florida Association for Community Action (President) representing the economically disadvantaged in the service area;
8. A person over sixty representing the elderly in the service area;
9. A person with a disability representing the disabled in the service area;
10. Two citizen advocate representatives in the county; one who must be a person who uses the transportation service(s) as their primary means of transportation;
11. A local representative for children at risk;
12. A local representative of the Florida Department of Elder Affairs;
13. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed except where said representative is also the CTC. In cases where no private for-profit or private non-profit representatives are available in the service area, this position will not exist on the TDLCB;
14. A local representative of the Florida Agency for Health Care Administration;
15. A representative of the Regional Workforce Development Board established in Chapter 445, Florida Statutes; and
16. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, etc.

#### **Section 2: Alternate Members**

Agency alternates are to be appointed in writing to the Planning Agency by an agency representative. Non-agency alternates may be appointed by the Planning Agency.

1. Each alternate may vote only in the absence of that member on a one-vote-per-member basis.
2. Alternates for a TDLCB member who cannot attend a meeting must be a representative of the same interest as the primary member.

#### **Section 3: Technical Advisors - Non-Voting Members**

Upon a majority vote of a quorum of the TDLCB, technical advisors may be approved for the purpose of providing the TDLCB with technical advice as necessary.

The following agencies or individuals shall be represented on the TDLCB as non-voting members:

1. The chairperson or designee of the selected Community Transportation Coordinator (CTC);
2. The Chair or other elected designee from the LYNX Transit Advisory Committee; and
3. A representative from Orange County Emergency Medical Services

#### **Section 4: Terms of Appointment**

Except for the Chairperson and state agency representatives, the members of the TDLCB shall be appointed for three year staggered terms with initial memberships being appointed equally for one, two and three years to avoid a significant turnover during a particular period (41-2.012(4) FAC). The Chairperson shall serve until their elected term of office has expired or otherwise replaced by the Designated Official Planning Agency.

## Section 5: Termination of Membership

Any member of the TDLCB may resign at any time, by notice in writing, to the Planning Agency. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Planning Agency.

## Section 6: Removal from Office

### 1. Removal from Office

a. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

#### b. Grounds for Removal

##### i. Removal for excessive absenteeism

a) Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.

b) If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.

c) Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.

##### ii. Removal for cause:

a) A member may be removed for cause for:

i. Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which has a tendency to adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;

ii. Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;

iii. Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or

iv. Conviction of a felony.

c. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.

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**d. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.**

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**Section 7: Attendance**

The Planning Agency shall review, and consider rescinding, the appointment of any member of the TDLCB who fails to attend three consecutive meetings without representation. The TDLCB shall notify the TD Commission if any state agency voting member or their alternate fails to attend three consecutive meetings. The Planning Agency must complete attendance roster for each local coordinating board meeting.

TDLCB Members can participate (and vote) in meetings via conference call, however, a physical quorum must be present to vote on action items.

**ARTICLE IV: Officers and Duties**

**Section 1: Appointments**

The Planning Agency shall appoint an elected official to serve as the official Chairperson and Vice Chairperson for all TDLCB meetings.

**Section 2: Chairperson**

The Planning Agency shall appoint one of its members, who is an elected official, to serve as the official Chairperson to preside at all TDLCB meetings. The Chairperson shall be an elected official from one of the counties involved. The Chairperson shall preside at all meetings, and in the event of his/her absence; the Vice Chairperson shall assume the powers and duties of the Chairperson.

The Chairperson shall serve until their elected term of office has expired or otherwise replaced by the Designate Official Planning Agency. The Planning Agency shall replace or reappoint the Chairperson at the end of his/her term.

**Section 3: Vice Chairperson**

The TDLCB shall hold an annual organizational meeting for the purpose of electing a Vice-Chairperson (41-2.012(2) FAC). The Vice Chairperson shall be elected by a majority vote of a quorum of the members of the TDLCB. The Vice Chairperson shall serve a term of one year starting with the first meeting after the election. For a multi-county board, an elected official, not serving as the Chairperson, shall serve as Vice Chairperson. In the event of the Chairperson's absence, the Vice Chairperson shall assume the duties of the Chairperson and conduct the meeting. The Vice Chairperson may serve more than one term.

In the absence of all the TDLCB's elected officials, the Quality Assurance Task Force (QATF) Chairperson would conduct the meeting.

**ARTICLE V: Administration of the Local Coordinating Board**

**Section 1: Regular Meetings**

The TDLCB shall meet at least quarterly. All meetings, including committee meetings, will function under the "Government in the Sunshine Law." All meetings will provide opportunity for public comments on their agenda.

TDLCB Members can participate (and vote) in meetings via conference call, however, a physical quorum must be present to vote on action items.

#### **Section 2: Meeting Notices**

All TDLCB meetings, public hearings, committee meetings, etc., shall be advertised, at a minimum, in the largest general circulation newspaper in the designated service area prior to the meeting.

Meeting notice shall include date, time, and location, general nature/subject of the meeting, and a contact person and number to call for additional information and/or to request meeting information in accessible formats.

Planning Agency staff shall provide the agenda and meeting package to the TD Commission, TDLCB members and all other interested parties prior to the meeting. Special consideration to the advanced delivery time of certain technical or detailed documents, such as the Transportation Disadvantaged Service Plan (TDSP), shall be given for additional review time. The agenda shall include a public participation opportunity.

#### **Section 3: Quorum**

At all meetings of the TDLCB, the presence in person of a majority of the voting members shall be necessary and sufficient to constitute a quorum for the transaction of business.

In situations where a quorum is not obtained, the members present may elect to either

1. Cancel the meeting and reschedule the meeting at a later date, or,
2. Continue to meet and discuss agenda items for informational purposes only. Agenda items that need formal action shall be presented at a future meeting where a quorum is present.

#### **Section 4: Voting**

At all meetings of the TDLCB at which a quorum is present, all matters, except as otherwise expressly required by law or these Bylaws, shall be decided by the vote of a majority of the members of the TDLCB present.

#### **Section 5: Bylaws and Parliamentary Procedures**

The TDLCB shall develop and adopt a set of bylaws. The bylaws shall state that the TDLCB will conduct business using parliamentary procedures according to Robert's Rules of Order, unless stated otherwise in the bylaws. The bylaws shall be reviewed, updated (if necessary), and adopted annually. Approved bylaws shall be submitted to the TD Commission.

#### **Section 6: Planning Agency Responsibilities**

The metropolitan planning organization (MPO) shall provide the TDLCB with sufficient staff support and resources to enable the TDLCB to fulfill its responsibilities as set forth in Chapter 427, Florida Statutes. These responsibilities include providing sufficient staff to manage and oversee the duties of the TDLCB. This includes, but is not limited to, assistance in the scheduling of meetings; training board members; evaluating cost effectiveness; reviewing the local Transportation Disadvantaged Service Plan (TDSP); preparing, duplicating, and distributing meeting packets; and other necessary administrative duties and costs, as appropriate.

### **ARTICLE VII: Local Coordinating Board Duties**

## Section 1: Board Duties

The TDLCB shall:

- A. Review and make recommendations regarding the approval of the Memorandum of Agreement between the newly recommended CTC and the TD Commission.
- B. Annually review, make recommendations and approve the Transportation Disadvantaged Service Plan (TDSP). The TDLCB shall ensure that the TDSP has been developed by involving all appropriate parties in the process.
- C. Annually, provide the MPO with an evaluation of the CTC's performance in general and relative to Insurance, Safety Requirements and Standards as referenced in Rule 41-2.006, FAC, and the performance results of the most recent TDSP (41-2.012(5)(b) FAC). As part of the CTC's performance, the TDLCB shall also set an annual percentage goal increase (or establish a percentage) for the number of trips provided within the system to be on public transit. The TDLCB shall utilize the TD Commission's Quality Assurance Performance Evaluation Tool to evaluate the performance of the CTC. This evaluation Tool and Summary will be submitted to the TD Commission upon approval by the TDLCB.
- D. In cooperation with the CTC, review and provide recommendations to the TD Commission and the MPO on all applications for local government, state or federal funds relating to transportation of the transportation disadvantaged in the designated service area to ensure that any expenditures within the designated service area are provided in the most cost effective and efficient manner (427.0157(3), FS). The accomplishment of this requirement shall include the development and implementation of a process by which the TDLCB and CTC have an opportunity to become aware of any federal, state or local government funding requests and provide recommendations regarding the expenditure of such funds. Such funds may include expenditures for operating, capital or administrative needs. The process should include at least:
  1. The review of applications to ensure that they are consistent with the TDSP. This review shall consider:
    - a) The need for the requested funds or services;
    - b) Consistency with local government comprehensive plans;
    - c) Coordination with local transit agencies, including the CTC;
    - d) Consistency with the TDSP;
    - e) Whether such funds are adequately budgeted amounts for the services expected; and,
    - f) Whether such funds will be spent in a manner consistent with the requirements of coordinated transportation laws and regulations.
  2. Notify the TD Commission of any unresolved funding requests without delays in the application process.
- E. When requested, assist the CTC in establishing eligibility guidelines and trip priorities.
- F. Review coordination strategies or service provision to the transportation disadvantaged in the designated service area to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours and types of service in an effort to increase ridership to a broader population (427.0157(5) FS). Such strategies should include:

1. Supporting inter- and intra-county agreements to improve coordination as a way to reduce costs for service delivery, maintenance, insurance, or other identified strategies; and
  2. Seeking the involvement of the private and public sector, volunteers, public transit, school districts, elected officials and others in any plan for improved service delivery.
- G. Annually review coordination contracts to advise the CTC whether the continuation of said contract provides the most cost effective and efficient transportation available (41-2.008(3) FAC).
- H. Annually hold at a minimum, one Public Hearing for the purpose of receiving input regarding unmet needs or any other areas that relate to the local transportation services. The public hearing will be held at a place and time that is convenient and accessible to the general public. In order that additional funding is not used or needed to accommodate this requirement, it is recommended that the public hearing be held in conjunction with a regular business meeting of the Coordinating Board (immediately following or prior to the TDLCB meeting). A public hearing held jointly with the TD Commission will satisfy this annual requirement.
- I. All coordinating board members should be trained on and comply with the requirements of Section 112.3143, Florida Statutes, concerning voting conflicts of interest (41-2.012(5)(d) FAC).
- J. Work cooperatively with regional workforce boards established in chapter 445 to provide assistance in the development of innovative transportation services for participants in the welfare transition program (427.0157(7), FS).
- K. Evaluate multi county or regional transportation opportunities (427.0157(6), FS).

#### **ARTICLE VIII: Committees**

##### **Section 1: Quality Assurance Task Force**

Appoint a Committee represented by at least five (5) members from the TDLCB to discuss TD issues or any other problems related to service quality. Member alternates may serve on the QATF, however may only vote if the regular member is not present at the meeting. This Task force will review and develop recommendations concerning the CTC Evaluation process. It shall ensure that the most cost-effective, non-duplicated, efficient and accountable transportation service is offered to the Transportation Disadvantaged population. The Task Force may also consider, under its purview, activities that support the improvement of TD operations such as limited research or studies. The Task Force will also select new or replacement members for vacancies from eligible applicants within the tri-county region for non-agency mandated position. A Chairperson shall be selected by the members appointed to the Task Force.

##### **Section 2: Grievance Committee**

When needed, appoint a Grievance Committee to serve as a mediator to hear and investigate grievances, from agencies, users, transportation operators, potential users of the system, and the CTC in the designated service area, and make recommendations for the local Coordinating Board or to the TD Commission, when local resolution cannot be found, for improvement of service.



The TDLCB shall establish a process and procedure to provide regular opportunities for issues to be brought before such committee and to address them in a timely manner in accordance with the TD Commission's Local Grievance Guidelines. Members appointed to the committee shall be voting members of the TDLCB. (41-2.012(5)(c), FAC).

### **Section 3: Others**

Other Committees shall be designated by the Chairman, as necessary, to investigate and report on specific subject areas of interest to the TDLCB and to deal with administrative and legislative procedures. Members appointed to the committees shall be voting members of the Coordinating Board. Committee members shall elect all committee chairpersons each calendar year.

## **ARTICLE IX: Communication with Other Agencies and Entities**

### **Section 1: General**

The Local Coordinating Board may communicate directly with other agencies and entities, as necessary, to carry out its duties and responsibilities in accordance with Rule 41-2 Florida Administrative Code.

## **ARTICLE X: Amendments**

### **Section 1: General**

The Bylaws may be amended by a two-thirds vote of members present, if a quorum exists, providing the proposed change(s) is/are mailed to all members at least seven (7) days in advance of the meeting.

## **ARTICLE XI: Certification**

The undersigned hereby certifies that he/she is the Chairperson of the Joint Orange, Osceola, and Seminole Counties Transportation Disadvantaged Local Coordinating Board and that the foregoing is a full, true and correct copy of the Bylaws of this Board as adopted by the Joint Orange, Osceola and Seminole Counties Transportation Disadvantaged Local Coordinating Board on the 9<sup>th</sup> day of February 2017.

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Honorable Pete Clarke, Chairperson,  
Joint Orange, Osceola, and Seminole Counties  
Transportation Disadvantaged Local Coordinating Board



## ORLANDO URBANIZED AREA TRANSPORTATION STUDY TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS COMMITTEE BYLAWS

### *Section 1. Authority, Creation*

In accordance with the 1962 Federal Aid Highway Act requiring that transportation planning be comprehensive, cooperative, and continuing in nature, a transportation systems management and operations committee known as the "Orlando Urbanized Area Transportation Systems Management and Operations Committee" is hereby created.

### *Section 2. Definitions*

For the purpose of these Bylaws, the acronym "TSMO" shall mean the Orlando Urbanized Area Transportation Systems Management and Operations Committee.

For the purpose of these Bylaws, TSMO shall mean: an integrated program to optimize performance of infrastructure through implementation of systems, services, and projects to preserve capacity and improve the safety, security, enforcement, education, and reliability of a multimodal surface transportation system.

For the purpose these Bylaws, a TSMO program may include but not be limited to the following strategies: traffic signal retiming, transportation improvements, traffic incident management, traveler information, data management, and Intelligent Transportation Systems (ITS). Additionally, the following disciplines shall be included: traffic engineering, transportation planning, information technology, public safety, emergency management, fire and rescue.

### *Section 3. Purpose*

Transportation Systems Management and Operations specialists shall represent the various public governmental bodies, authorities, agencies, and safety-related organizations of the Orlando Urbanized Area and shall be involved in the process of integrating various strategies to optimize performance and safety of the region's surface transportation system by the establishment of a TSMO advisory committee. It shall be the function of the TSMO Committee to:

- A. Serve the MPO in an advisory capacity on TSMO matters relating to the update of the MPO's Congestion Management Process (CMP) of the MPO's Long Range Transportation Plan (LRTP) and the coordination of TSMO with the regional ITS architecture.

- B. Be responsible for the development and review of all studies, reports, plans and/or programs germane to TSMO and to recommend action pertinent to the subject documents to MetroPlan Orlando.
- C. Develop priority recommendations to the MetroPlan Orlando Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by TSMO studies and project applications.
- D. Advise staff in the development of an Annual Congestion Management System Report as called for in the Congestion Management Process (CMP) Element of the MPO's LRTP, and subsequently revise the CMP Element as needed to ensure that it functions efficiently and effectively.
- E. Annually review and revise the TSMO Prioritized Project List. This list will be the source of candidate projects to be implemented with the MPO's Congestion Management System (CMS) Box funds for the region and each County; for projects meeting state and federal eligibility, and any new funds identified at the local, state or federal level. In addition, the list can be a resource for local governments looking for traffic operations improvements to be implemented by developers as part of a Development Order.
- F. Develop and recommend a list of traffic operations and TSMO project priorities to be implemented with CMS Box funds and/or MetroPlan Orlando's share of District Five Allocated STP and State funds. Projects may include improvements including, but not limited to, studies, plans, installing or synchronizing traffic control devices, safety and/or evacuation efficiency improvements, adding or extending turn lanes at intersections, TSMO deployments, system maintenance projects, operations, and projects that shift automobile congestion to other modes and change or reduce single occupant vehicle trip demand.
- G. When appropriate, review state Project Development and Environmental (PD&E) studies and design plans to ensure that adequate provisions for ITS, traffic operations and flow are included in the planning and design of new and reconstructed highways, and consistent with any specific committee recommendations that may have come out of the TSMO prioritized project list and consistent with the list of recommended TSMO projects. MetroPlan Orlando staff or any committee member may bring design plans to the committee for review at the discretion of the committee.
- H. Participate in updates to the regional ITS architecture; and coordinate with the MPO's other advisory committees.

**Section 4.     *Membership, Appointments, Term of Office, Vacancies, Removal from Office***

**A.     Membership**

The intent of the membership composition of the TSMO Committee is to represent planning and engineering expertise from Federal, State, regional or local agencies.

1. The following jurisdictions are eligible to appoint voting members as indicated. Appointees should have an interest or active involvement in TSMO related activities:

- (a) Orange County (2)
- (b) Osceola County (2)
- (c) Seminole County (2)
- (d) City of Orlando (2)
- (e) City of Belle Isle (1)
- (f) City of Kissimmee (1)
- (g) City of Sanford (1)
- (h) City of Altamonte Springs (1)
- (i) City of Apopka (1)
- (j) City of Casselberry (1)
- (k) City of Lake Mary (1)
- (l) City of Longwood (1)
- (m) City of Maitland (1)
- (n) City of Ocoee (1)
- (o) City of Oviedo (1)
- (p) City of St. Cloud (1)
- (q) City of Winter Garden (1)
- (r) City of Winter Park (1)
- (s) City of Winter Springs (1)

2. Municipalities whose population is less than 5,000 may each appoint one (1) non-voting member. These municipalities would include:

- (a) Town of Eatonville
- (b) City of Edgewood
- (c) Town of Oakland
- (d) Town of Windermere

3. The following transportation agencies/authorities are also eligible for voting representation. Each agency may appoint one (1) voting representative:

- (a) Central Florida Regional Transportation Authority/LYNX
- (b) Central Florida Expressway Authority
- (c) Osceola Expressway Authority
- (d) Reedy Creek Improvement District
- (e) Greater Orlando Aviation Authority

- (f) Kissimmee Gateway Airport
- (g) Orlando Sanford Airport
- (h) MetroPlan Orlando appointee, such as a community advocate that is not serving on a MetroPlan Orlando Advisory Committee.

4. In addition, representatives from the following shall serve as non-voting advisors or members:
  - a. Florida Department of Transportation, District Five, non-voting advisor
  - b. Florida's Turnpike Enterprise, non-voting advisor
  - c. University of Central Florida, non-voting member
  - d. Orange County Community Traffic Safety Team (Chair or designee), non-voting member
  - e. Seminole County Community Traffic Safety Team (Chair or designee), non-voting member
  - f. Osceola County Community Traffic Safety Team (Chair or designee), non-voting member

B. Appointments

1. Each eligible jurisdiction and agency shall appoint voting members and one designated alternate from each of the membership agencies listed in Section 4 A for which it is eligible. Voting members and their designated alternates must be employees of the jurisdiction or agency represented. These appointments shall be made in writing by the County Commission Chair/Mayor, City Mayor, County Administrator, City Administrator or Manager, or the Executive Director of other agencies. The failure of an agency to appoint a primary representative will result in that agency losing its voting authority on the TSMO Committee until such time as the vacancy is filled.
2. The appointed representatives, both primary and alternates, shall be selected from the agency membership listing under Section 4 A.
3. In the absence of the primary member, the alternate member shall have the same privileges as the primary member and may serve on a subcommittee or task force.

C. Term of Office

The term of office for a TSMO Committee member shall be for an indefinite period, or until reappointment, or until the appointment of a successor. Separation from employment of the jurisdiction or agency represented constitutes the end of an appointment. The MetroPlan Orlando appointee may serve four (4) years or until reappointed or until the appointment of a successor.

D. Vacancies and Membership Revisions

Any vacancies in membership shall be filled in the same manner as the initial appointment.

E. Removal from Office

~~Each representative is expected to demonstrate his or her interest in the TSMO Committee's activities through attendance of the regularly scheduled meetings except for reasons of an unavoidable nature. If a representative and designated alternate have three (3) consecutive absences from the meetings or have missed a majority of meetings during the year, the agency or government will be notified.~~

1. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

2. Grounds for Removal

a. Removal for excessive absenteeism

i. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.

ii. If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.

iii. Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.

b. Removal for cause:

i. A member may be removed for cause for:

a) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which has a tendency to adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;

b) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;

- c) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
- d) Conviction of a felony.
- ii. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.
- 3. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.

***Section 5. Officers, Term of Office***

- A. The November/December meeting shall be known as the Annual Meeting of the TSMO Committee and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The TSMO Committee shall elect from its membership the following officers:
  - 1. Chairman
  - 2. Vice-Chairman
- B. Each officer shall be from a different jurisdiction or agency.
- C. Each elected officer shall serve for one (1) year or until that officer is re-elected or until a successor is elected. The newly elected officers shall be declared installed following their election and shall assume the duties of office upon adjournment of the Annual Meeting.
- D. Neither the position of chairman or vice-chairman shall be given individual votes. In order for either the chairman or vice-chairman to cast a vote, they must do so as a representative of an agency listed in Section 4 A.
- E. In the absence of the Chairman, the Vice-Chairman shall assume the duties and responsibilities of the Chairman. Should both Chairman and Vice-Chairman be absent, the TSMO Committee shall elect a temporary chairman to chair the meeting.
- F. The Chairman and Vice-Chairman shall represent the TSMO on the Regional Leadership Council (RLC). Should both the Chairman and Vice-Chairman be unavailable, the TSMO shall elect an alternative TSMO member to serve as a temporary representative.

- G. The Chairman shall represent the TSMO as a non-voting advisor on the MetroPlan Orlando Board. In the absence of the Chairman, the Vice-Chairman is the designated alternate.

#### ***Section 6. Rules of Procedure***

- A. An annual meeting schedule will be adopted in November/December for the following year. The Chairman of the Committee may waive a monthly meeting, however two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. When necessary, the Chairperson may call special meetings to deal with immediate issues.
- B. TSMO Committee members or their designated alternates must be present to cast a vote. A quorum shall consist of the majority of those appointed members entitled to vote, and any business transacted by the TSMO Committee must be approved by not less than a majority of the votes cast. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof.
- C. Minutes shall be kept of the TSMO Committee's proceedings and official actions, which shall be public record-
- D. Voting shall be by voice, but a member shall have his or her vote recorded in the minutes if he or she so desires. A roll call vote shall be held upon request and whenever an opposing vote is recorded. All other questions or procedures shall be guided by Robert's Rules of Order, Revised.
- E. Meeting agendas shall include two Public Comment periods, one at the beginning of the meeting for action items and again at the conclusion of the scheduled business items which shall be for discussion purposes only. Public requests for TSMO Committee action or recommendation shall be placed on the agenda as a scheduled business item.

#### ***Section 7. General Policies***

- A. MetroPlan Orlando and the Orlando Urbanized Area Transportation Study consists of six (6) committees, including the Board;
  - 1. MetroPlan Orlando Board
  - 2. ~~Bicycle/Pedestrian Advisory Committee~~
  - 3. ~~Citizens'~~ Community Advisory Committee
  - 4. Municipal Advisory Committee



5. Technical Advisory Committee

6. Transportation Systems Management & Operations Committee

- B. All Committees and studies shall follow the intent and further the Mission Statement adopted by the MetroPlan Orlando Board, which is as follows:

“MetroPlan Orlando’s mission is to provide leadership in transportation planning by engaging the public and fostering effective partnerships.”

- C. All Committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to areawide needs and properly related to areawide comprehensive plans, goals and objectives.
- D. Reports, studies, plans, programs and databases shall be approved or endorsed by the MetroPlan Orlando Board after review and recommendation by the TSMO Committee and such other committees as may be interested or affected. A recommendation may be noted as officially adopted by the TSMO Committee and placed into effect upon signature by the TSMO Committee Chairman without waiting for the minutes of the previous meeting to be officially approved at the next TSMO Committee meeting.
- E. Reports, studies, plans, programs or databases that have been approved or endorsed by the MPO are, by definition, public records and shall be available to the public for inspection and copying upon request. This may be limited however by the custodian of the records, to that time necessary to review the records and excise the information which is deemed to be exempt from the Public Records Act, as stipulated by Florida Law. A reasonable fee may be charged for copying costs.
- F. Reports, studies, plans, programs or databases that are working papers or draft documents and have therefore not been approved by the MetroPlan Orlando Board shall also be releasable upon request as public records. The receiver of the information however shall be cautioned that it has not been formally approved and is therefore subject to change and may only be used at their own risk.
- G. The release of databases shall be reported to the TSMO Committee at their next scheduled meeting.
- H. Databases, computer software or other information that has been access-limited through contractual agreement shall be protected from disclosure, as authorized by Florida Statutes.

***Section 8. Procedures for Amending Adopted Studies, Plan, or Programs***

- A. The procedures for amending the Orlando Urban Area Long Range Transportation Plan, the Transportation Improvement Program, and the Urban Boundary are established in the MetroPlan Orlando Board Rule 35I-1.009 which is incorporated by reference herein.
- B. The TSMO Committee shall review the proposed change based on a TSMO evaluation of its merit and shall recommend approval or disapproval to the MetroPlan Orlando Board.
- C. The MetroPlan Orlando Board shall have final approval or disapproval disposition action of the requested change or changes.

***Section 9. Ad hoc Subcommittees or Task Force***

- A. An ad hoc subcommittee or task force may be appointed by the Chairman to address specific issues or investigate and report on specific subject areas of interest to the TSMO Committee.
- D. Designation of representatives to each of the ad subcommittee or task force shall be made by TSMO Committee members representing that jurisdiction or agency. In the case of multiple TSMO Committee members, the designation of representatives shall be made by caucus of the members. To be a designated representative, it is not necessary to be a TSMO Committee member.
- E. Each ad hoc subcommittee or task force may appoint a chairman who will report the subcommittee's findings to the TSMO Committee. In the absence of a chairman, a temporary chairman shall be appointed in accordance with Robert's Rules of Order.
- F. Each meeting shall be recorded. Minutes of a meeting shall be provided upon request. A written record of actions taken shall be provided to any member or the public upon request.

***Section 10. Bylaws Review and Amendment***

- A. A bylaws review subcommittee shall review these bylaws at least every other year on odd numbered years or as may be deemed necessary. These bylaws can be amended at any regular meeting of the TSMO by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the TSMO members with the proper notification of the meeting.

- B. These Bylaws may be altered, amended, or added to by vote of the TSMO Committee provided that:
1. Notice of the proposed changes shall normally contain a full statement of the proposed amendments.
  2. The proposed amendment(s) is/are placed on the agenda for the next scheduled meeting following such presentation.
  3. The proposed written changes shall be forwarded to all TSMO Committee members at least five (5) business days prior to the meeting at which a vote will be held.
  4. TSMO Committee members may propose relevant changes from the floor to any proposed amendment under consideration on the agenda.
  5. The TSMO Committee adopts the proposed amendment(s) by a majority vote of the members present at the TSMO Committee meeting.

Established: January 23, 2015  
Rev.



## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.F. (Tab 1)

**Roll Call Vote:** No

**Action Requested:**

Approval is requested to make a contribution of \$10,000 to the National Association of Regional Councils (NARC) to assist with hosting their 2018 annual conference here in Central Florida.

**Reason:**

Central Florida was selected to host NARC's next annual meeting. It will be held on June 4-8, 2018 at the Wyndham Lake Buena Vista Hotel. This will attract elected officials, senior staff and their family members from across the county.

MetroPlan Orlando is the host agency for this conference. One of the host's responsibilities is to secure contributions and sponsorships to ensure the success of the conference.

**Summary/Key Information:**

NARC is a Washington-based national membership organization representing metropolitan planning organizations, regional planning councils, councils of government and economic development entities. Commissioner Dallari is currently serving as NARC's President.

MetroPlan Orlando's contribution will be helpful with approaching other public entities and private sector prospects about becoming sponsors of the conference.

It should be noted that MetroPlan Orlando does not provide regular financial support to NARC. Instead, the Florida MPO Advisory Council pays a fee that covers membership for all MPOs in the state. Therefore, the proposed contribution is not in addition to any membership fees that we pay on a regular basis.

**MetroPlan Budget Impact:**

\$10,000. Funds are available in our FY2018 budget to cover this expense.

**Local Funding Impact:**

Hosting this conference will have a positive impact on the region's economy.

**Committee Action:**

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

**Staff Recommendation:**

Recommends approval

**Supporting Information:**

None



## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.G. (Tab 1)

**Roll Call Vote:** No

<b>Action Requested:</b>	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.
<b>Reason:</b>	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.
<b>Summary/Key Information:</b>	<p>MetroPlan Orlando has provided financial support to Bike/Walk Central Florida for several years, along with other agencies and local governments.</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>Earlier this year, the Board established four top priorities. One of these was to improve pedestrian and bicycle safety. The Best Foot Forward program is an important component for this effort.</p> <p>Our 2016 contribution to Bike/Walk Central Florida included a requirement that the program be expanded to include Osceola and Seminole Counties.</p>
<b>MetroPlan Budget Impact:</b>	\$100,000. Funds are available in our FY2018 budget to cover this expense.
<b>Local Funding Impact:</b>	None
<b>Committee Action:</b>	CAC: N/A TSMO: N/A TAC: N/A MAC: N/A
<b>Staff Recommendation:</b>	Recommends approval
<b>Supporting Information:</b>	Information on Bike/Walk Central Florida can be found at: <a href="http://www.bikewalkcentralflorida.org">www.bikewalkcentralflorida.org</a>



## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** VIII.H. (Tab 1)

**Roll Call Vote:** No

**Action Requested:** Endorsement of the Central Florida Partnership's Transportation Task Force Recommendations.

**Reason:**

(1) These recommendations will be reported out at the Regional Leadership Conference/Transportation Summit sponsored by the Central Florida Partnership on August 24, 2017.

(2) MetroPlan Orlando will be working closely with the Central Florida Partnership (which is being merged with the new Orlando Economic Partnership) in support of these Transportation Task Force recommendations.

**Summary/Key Information:** The Central Florida Partnership's Transportation Task Force has been working for about two years to learn about the region's transportation system, to exchange ideas about future needs and to identify challenges and opportunities.

The Task Force was comprised of people from a variety of backgrounds and was chaired by Ms. Tracey Stockwell, Senior Vice President & Chief Financial Officer for Universal Orlando Resort. Leaders from the region's transportation agencies were not Task Force members but, instead, served as resources to support the Task Force effort. Activities were reviewed on a regular basis and findings were fully coordinated.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

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

**Staff Recommendation:** Recommends approval

**Supporting Information:** Recommendation #1: Championing and Advancing – "Supporting Regional Projects"

Recommendation #2: Addressing Future Needs – "Responding to Growth"

Recommendation #3: Responding to Concerns – "Safety, Cybersecurity & Counter Terrorism"



# ORLANDO ECONOMIC PARTNERSHIP

## CENTRAL FLORIDA TRANSPORTATION TASK FORCE

### **FINAL RECOMMENDATIONS**

Presented for Discussion – Friday, June 23, 2017

Final Approval Requested—Friday, June 30, 2017

#### **#1 — Championing and Advancing — “Supporting Regional Projects”**

The Central Florida Transportation Task Force recommends to the Board of Directors of the Orlando Economic Partnership the creation of an Alliance for Regional Transportation (ART); with its purpose being to champion and advance an improved multi-modal regional transportation system; understanding it will help to build more vibrant and sustainable communities—adding to our global competitiveness—helping to create high wage jobs—creating a greater level of prosperity for all families living, working and learning in Central Florida.

Knowing the Central Florida Region is entering an environment of unprecedented business growth, with new levels of job creation and with increased levels of investment; resulting in the need for a renewed emphasis on strategy, sustainable funding and a commitment to communicate the values and measures of regional connectivity and access; it is hoped that ART will serve as a place to convene business and civic leaders around ways to focus their support for projects critical to advancing prosperity and our quality of life.

In addition, it is also hoped the Alliance for Regional Transportation (ART) will also serve as a place to convene business and civic leaders around ways to improve Central Florida’s multi-modal regional transportation system; foster more effective engagement of business and civic leaders; and be a resource for business and civic champions to champion and advance the Regional Transportation Vision in partnership with entities that have implementing authority by employing strategies and recognizing the Central Florida Region is at a critical moment where alignment and accountability across jurisdictions, organizations and projects is essential to our shared success.





# ORLANDO ECONOMIC PARTNERSHIP

## CENTRAL FLORIDA TRANSPORTATION TASK FORCE

### **#2 — Addressing Future Needs — “Responding to Growth”**

When viewed as a single market; Brevard, Lake, Orange, Osceola, Polk, Seminole and Volusia Counties represent the 19th largest regional economy in the country—knowing Central Florida will soon be home to 6 million permanent residents—and will shortly welcome 75 million visitors a year—knowing this unprecedented growth will require our 86 cities and 7 counties to find new ways to fund existing and future transportation needs—while advancing our prosperity and our quality of life.

The Central Florida Transportation Task Force recommends to the Board of Directors of the Orlando Economic Partnership the creation of a “Committee for Change,” inviting representatives from businesses, chambers of commerce, economic development agencies, trade associations, business organizations and various civic groups to serve as members of the Committee, asking for the “Organizational Meeting” of the “Committee for Change” be held sometime in 2018; with the Final Report of the “Committee for Change” published by the end of 2019.

It is recommended for the “Committee for Change” to inventory and certify all revenue opportunities for cities and counties; verifying existing and anticipated yields from various tax streams for each governmental jurisdiction, e.g., Local Option Gas Tax, Infrastructure Sales Tax, Charter County and Regional Transportation System Surtax, School Infrastructure Tax, Dedicated Ad Valorem Tax (DAT), Tax Increment Property Tax (TIF), Local Option Sales Tax, Transaction Tax, Tourist Development Tax; especially as these and other taxes relate to funding existing and future infrastructure needs. In so doing, the “Committee for Change” will provide meaningful information to the authorizing environment—helping our government and civic leaders to chart a path forward when it comes to how we will finance the infrastructure necessary to advance our prosperity and our quality of life.





## ORLANDO ECONOMIC PARTNERSHIP

### CENTRAL FLORIDA TRANSPORTATION TASK FORCE

#### **#3 — Responding to Concerns — “Safety, Cybersecurity & Counter Terrorism”**

Members of the Central Florida Transportation Task Force understand safe streets and safe neighborhoods are important to our “family of communities” and contribute to our quality of life and to our economic prosperity. Toward this end, the Central Florida Transportation Task Force recommends the 7 counties and 86 cities of the Central Florida Region provide their full support for the implementation of the “Complete Streets Program,” with a particular emphasis on pedestrian and bicycle safety, knowing this positive change in public policy, advanced by the Florida Department of Transportation, is designed to “promote safety, quality of life, and economic development.”

And, too, the Central Florida Transportation Task Force commends the early work and support by MetroPlan Orlando regarding the “Complete Streets Program,” inviting the 7 counties and 86 cities of the Central Florida Region to provide their support of the Pedestrian Safety Action Plan and other outreach programs now being advanced by MetroPlan Orlando, e.g., Best Foot Forward, and the Bicycle and Pedestrian Plan.

In addition, the Central Florida Transportation Task Force encourages the work of the Bike/Walk Central Florida; promoting walkable and bikeable communities through raising public awareness and advocating for safe, active transportation.

Finally, members of the Central Florida Transportation Task Force recognize in today’s world, safety on our streets and in our neighborhoods must also include the development of cybersecurity and counter-terrorism protocols. Toward this end, the Central Florida Transportation Task Force recommends the members of the Central Florida Council of “Great Transportation Thinkers” explore ways to enhance their individual and collective efforts to protect our residents and visitors; knowing passenger and employee safety should be embedded into every project and instilled into all procedures; ensuring globally relevant measures and enduring community support; so as to distinguish Central Florida on the “global stage.”

**TAB 2**





## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** IX.A (Tab 2)

**Roll Call Vote:** Yes

**Action Requested:** Board approval is requested for the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP) and Resolution No. 17-04.

**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 2017/18 - 2021/22 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 \$525 million in funding for Florida's Turnpike Enterprise projects, including managed toll express lanes on Florida's Turnpike and PD&E studies for the Colonial Parkway
- Nearly \$33 million in federal and state funds for Transportation System Management & Operations (TSMO) projects
- Over \$92 million in federal and state funds for bicycle and pedestrian projects, including segments of Shingle Creek Trail in Orange and Osceola Counties
- Nearly \$1 billion in federal and state funds for transit projects
- Nearly \$300 million in federal and state funds for commuter rail projects
- Over \$200 million in federal and state funds for aviation projects

**MetroPlan Budget Impact:** None

**Local Funding Impact:** Over \$2.7 billion in locally funded projects included in the TIP

**Committee Action:**

CAC:	Recommends approval
TSMO:	Recommends approval
TAC:	Recommends approval
MAC:	To be taken up on July 6, 2017

**Staff Recommendation:** Recommends approval

**Supporting Information:** These documents are provided at Tab 2:

Draft FY 2017/18 - 2021/22 TIP

Proposed Board Resolution No. 17-04

Comments from TIP public hearing

**RESOLUTION NO. 17-04****SUBJECT:**  
**ENDORSEMENT OF FY 2017/18 - 2021/22**  
**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 2017/18 - 2021/22 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 12<sup>th</sup> day of July, 2017.

**CERTIFICATE**

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

---

Honorable Bob Dallari, Chairman

Attest:

---

Cathy Goldfarb, Sr. Board Services Coordinator  
and Recording Secretary



**FY 2017/18-2021/22 TRANSPORTATION IMPROVEMENT PROGRAM/  
2040 LONG RANGE TRANSPORTATION PLAN AMENDMENTS**

**PUBLIC HEARING  
SUMMARY OF COMMENTS**

**DATE:** Monday, June 5, 2017      **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 Turnpike Enterprises  
Ms. Kellie Smith, Florida Department of Transportation  
Mr. Steven Sukon, II, Florida Hospital  
Mr. Jignesh Patel, RNV, LLC  
Ms. Beverly Sanchez, UCF Graduate Student  
Mr. Hector Guerrero, Tran Systems  
Ms. Veronica Brezina, Orlando Business Journal  
Mr. Rob Best, OM Engineering Services  
Mr. Renzo Nastasi, Orange County  
Mr. John Hancoth, Orange Tech  
Ms. Teresa Price, Jacobs Engineering Group  
Mr. Scott Stewart, WBQ Design and Engineering  
Ms. Kayla Mitchell  
Mr. Gordon Spears  
Ms. Adilia Richmond, UCF  
Ms. Sarah Elbadri, MetroPlan Orlando CAC member

**Staff in attendance:**

Mr. Keith Caskey, MetroPlan Orlando Staff  
Mr. Nick Lepp, MetroPlan Orlando Staff  
Mr. Eric Hill, 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 2017/18-2021/22 Transportation Improvement Plan. The plan includes highway, transit, aviation and bicycle/pedestrian projects that are programmed for funding over the next five years. Mr. Caskey also reviewed local toll road projects, which normally are not included due to the projects being self-funded through toll revenue.

Mr. Nick Lepp, MetroPlan Orlando staff, provided an overview of the Long Range Transportation Plan (LRTP). He explained that the LRTP is the vision document for all modes of transportation planned out to the year 2040. Mr. Lepp discussed the six projects that will be added to the cost feasible plan. He explained that in order to be compliant with federal legislation, the cost feasible table was revised and now gives project costs in year of expenditure for each phase of a project in the plan. Following the presentation, Mr. Lepp opened the floor for public comments on both the proposed draft of the FY 2017/18-2021/22 Transportation Improvement Plan and the 2040 LRTP.

### **The following comments were received:**

**Verbal Comments at Public Hearing:** Mr. Gordon Spears, 1626 Baltimore Avenue, Orlando, FL 32803. Mr. Spears stated that there is a real need for protected bike lanes that are totally separate from vehicle lanes for safety and life-saving purposes. He expressed support of the northern extension of Lymmo. Mr. Spears opposed the planned expressway for east Orange County that parallels Highway 50. He did not feel that it is warranted by the current traffic; would compromise the rural character of the area by opening up unwanted development; and is contrary to the longstanding Orange County moratorium on extending the urban service area east of the Econ.

**Verbal Comments at Public Hearing:** Ms. Sarah Elbadri, 335 North Magnolia Avenue, Suite 1509, Orlando, FL. Ms. Elbadri expressed concern that \$200,000 was vetoed from the state budget for context sensitive improvements to Pine Hills and Silver Star Roads. She questioned staff as to how the loss of that funding would affect the project in the Transportation Improvement Plan or in the Long Range Transportation Plan. Mr. Lepp responded that if the project is on the Prioritized Project List (PPL) and out of the state budget, the project could still be funded by MetroPlan Orlando and that staff would have to check on the current status of the project.

### **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 6:35 p.m.

Transcribed and recorded by Lisa Smith, Recording Secretary

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**Draft**

**FY 2017/18 - 2021/22**

**Orlando Urban Area**

**Transportation Improvement Program**



metroplan orlando

*A REGIONAL TRANSPORTATION PARTNERSHIP*



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**FY 2017/18-2021/22  
Orlando Urban Area**

**Transportation Improvement Program**

Prepared By

MetroPlan Orlando

To be presented to the MetroPlan Orlando Board for approval on July 12, 2017

*This report was prepared under the FY 2016/17 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 2017/18 - 2021/22 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 September 2016, and were forwarded to FDOT to be used in developing their FY 2017/18 - 2021/22 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 2021/22 - 2039/40 PPL, which was adopted by MetroPlan Orlando in September 2016, was used by FDOT in developing the FY 2017/18 - 2021/22 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 2021/22 - 2039/40 PPL, the MetroPlan Orlando Board and its subsidiary committees developed two 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 the Surface Transportation Program (STP) projects, which are improvements to major arterials within the urban area, primarily on the state road system). These projects 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

### ***TRIP Projects***

A list of candidate projects for Transportation Regional Incentive Program (TRIP) funds is also included in the PPL. TRIP funds are state funds provided for the purpose of improving growth management planning and increasing available funding for regionally significant transportation facilities in regional transportation areas. Under this program, FDOT will provide up to 50% of the total cost of selected regional transportation projects, with the balance coming from local match funds. *(Some projects on the TRIP list are also on the STP list, and these projects are highlighted on both lists.)* The TRIP projects in the PPL include highway and transit projects.

### ***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 2021/22 - 2039/40 PPL, MetroPlan Orlando's policy was to divide the SU funding allocation for the transportation improvements for FY 2021/22 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 5, 2017, the FY 2017/18 - 2021/22 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. Certification**

The latest federal certification review of the transportation planning process in the Orlando Urban Area by FHWA and FTA was conducted in February 2015. It is anticipated that MetroPlan Orlando's next federal certification review will occur in 2019. The latest annual FDOT certification review for MetroPlan Orlando was also conducted in January 2017.

## **X. Congestion Management Process**

MetroPlan Orlando has included a Congestion Management Process (CMP) component in the Year 2040 Long Range Transportation Plan, which was 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.

## **XI. 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.

## **XII. 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.

### **XIII. 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 2017/18 (if applicable), the funding programmed during the FY 2017/18 - 2021/22 timeframe of the TIP, and estimates of any future costs after FY 2021/22 (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 the state’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.

### **XIV. 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 1<sup>st</sup> through September 30<sup>th</sup>). The information for the FY 2015/16 document can be found at this link:

[https://www.metroplanorlando.com/wp-content/uploads/federally\\_funded\\_transportation\\_projects\\_fy\\_2015\\_16.pdf](https://www.metroplanorlando.com/wp-content/uploads/federally_funded_transportation_projects_fy_2015_16.pdf)

## **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 2016/17-2020/21 TIP
<b><i>Orange County</i></b>						
2424847	I-4	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	Add 4 Managed Lanes	IV-2	Construction added for 2019/20
2424848	I-4	E of Osceola Pkwy.	W of SR 528/Beachline Expy.	Add 4 Managed Lanes	IV-2	ROW added for 2017/18 to 2021/22
<b><i>Osceola County</i></b>						
4314561	I-4	Polk/Osceola Co. Line	Orange/Osceola Co. Line	Add 4 Managed Lanes	IV-2	ROW added for 2017/18 to 2021/22
<b><i>Seminole County</i></b>						
2425924	I-4	E of SR 434	E of SR 15/600/US 17/92	Add 4 Managed Lanes	IV-2	Partial ROW added for 2021/22
<b><i>Orange &amp; Seminole Counties</i></b>						
4321931	I-4	W of SR 435/Kirkman Rd.	E of SR 434	Add 4 Managed Lanes	IV-3	No change

**State Highway Projects**

<b><i>Orange County</i></b>						
2392033	SR 50	E of SR 417	Dean Rd.	Widen to 6 Lanes	V-2	No change
2392034	SR 50	Dean Rd.	E of Old Cheney Hwy.	Widen to 6 Lanes	---①	Construction underway
2392037	SR 50	E. Old Cheney Hwy.	Chuluota Rd.	Widen to 6 Lanes	V-2	Construction added for 2021/22
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	No change
2394963	SR 423/John Young Pkwy.	SR 50	Shader Rd.	Widen to 6 Lanes	V-2	Construction moved from 2020/21 to 2017/18
2395353	SR 50	SR 429/Western Expy.	E of West Oaks Mall	Widen to 6 Lanes	V-2	No change
4071434	SR 482/Sand Lake Rd.	Turkey Lake Rd.	Universal Blvd.	Widen to 6 Lanes	V-2	No change
4071435	SR 482/Sand Lake Rd.	Universal Blvd.	W of John Young Pkwy.	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 2016/17-2020/21 TIP but are not included in the FY 2017/18-2021/22 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**

<b>Project Number</b>	<b>Project Name</b>	<b>From</b>	<b>To</b>	<b>Work Description</b>	<b>TIP Page #</b>	<b>Changes from FY 2016/17-2020/21 TIP</b>
<b><i>Osceola County</i></b>						
2396821	US 192	Aeronautical Blvd.	Buddinger/Columbia Ave.	Widen to 6 Lanes	V-6	No change
2396831	US 192	Eastern Ave.	CR 532/Nova Rd.	Widen to 6 Lanes	V-6	No change
2397141	SR 600/US 17/92	W of Poinciana Blvd.	CR 535/Ham Brown Rd.	Widen to 4 Lanes	V-6	Construction moved from 2017/18 to 2018/19
4184032	John Young Pkwy.	Portage St.	SR 530/US 192	Widen to 6 Lanes	V-6	No change
4184033	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	Widen to 6 Lanes	V-6	ROW moved from 2019/20 to 2020/21
4283284/4283285	Hoagland Blvd.	US 17/92	5th St.	Widen to 4 Lanes/Realign	V-6	No change
4332041	Carroll St.	E of John Young Pkwy.	Michigan Ave.	Widen to 4 & 6 Lanes	V-6	No change
4336931	Poinciana Pkwy.	Florida's Turnpike	Pleasant Hill Rd.	PD&E Study	V-6	No change
4371741	SR 535	US 192	Orange/Osceola Co. Line	PD&E Study	V-6	No change
4372001	US 17/92	Polk/Osceola Co. Line	W of Poinciana Blvd.	PD&E Study	V-6	No change
4374821	CR 530/Simpson Rd.	Myers Rd.	Boggy Creek Rd.	Widen to 4 Lanes	V-7	Construction added for 2021/22
<b><i>Seminole County</i></b>						
2401961	US 17/92	Shepard Rd.	Lake Mary Blvd.	Widen to 6 Lanes	V-8	No change
2402002	SR 429/46 (Wekiva Pkwy.)	Wekiva River Rd.	Orange Blvd.	New Road Construction	V-8	No change
2402003	SR 46/Wekiva Pkwy.	W of Center Rd.	I-4	Widen to 6 Lanes	V-8	No change
2402004	SR 429/46 (Wekiva Pkwy.)	Orange Blvd.	W of I-4	New Road Construction	V-8	No change
2402162	SR 46	Mellonville Ave.	SR 415	Widen to 4 Lanes	V-8	No change
2402168	SR 46	SR 415	CR 426	Widen to 4 Lanes	V-8	Design moved from 2020/21 to 2021/22
4150305	SR 434	Smith St.	Franklin St.	Widen to 4 Lanes	---	Construction underway

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

**State Highway Projects**

<u>Project Number</u>	<u>Project Name</u>	<u>From</u>	<u>To</u>	<u>Work Description</u>	<u>TIP Page #</u>	<u>Changes from FY 2016/17-2020/21 TIP</u>
<b><i>Seminole County</i></b>						
4150306	SR 426/CR 419	Pine Ave.	Avenue B	Widen to 4 Lanes	V-9	No change
4366791	SR 15/600/US 17/92	N of Lake Mary Blvd.	N of Airport Blvd.	Continuous Right Turn Lanes	V-9	Construction moved from 2017/18 to 2019/20

**Turnpike Projects**

<b><i>Orange County</i></b>						
4336631	Florida's Turnpike	at Sand Lake Rd.		New Interchange	VI-2	No change
4357841	Florida's Turnpike	SR 50	Orange/Lake Co. Line	Variable Toll Express Lanes	VI-2	No change
4371561	SR 528/Beachline Expy.	Florida's Turnpike	McCoy Rd.	Variable Toll Express Lanes	---	Construction underway
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	PD&E added for 2017/18
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.	New Road Construction	VI-3	PD&E added for 2021/22
<b><i>Osceola County</i></b>						
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	No change
<b><i>Seminole County</i></b>						
4175451	SR 417	Aloma Ave.	SR 434	Variable Toll Express Lanes	---	Project removed from TIP
4379521	SR 417	SR 434	N of CR 427	Variable Toll Express Lanes	---	Project removed from TIP

**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)***

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>Federal Funding Categories</i></b>						
<b>Congestion Mitigation (CM)</b>						
<i>Orange Co.</i>	1,386	2,893	2,948	0	0	7,227
<i>Seminole Co.</i>	<u>1,458</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,458</u>
<b>Total</b>	<b>2,844</b>	<b>2,893</b>	<b>2,948</b>	<b>0</b>	<b>0</b>	<b>8,685</b>
<b>Pass-Through Funds from FTA (DFTA)</b>						
<i>Region (SunRail)</i>	17,495	8,503	8,760	0	0	<b>34,758</b>
<b>State Primary/Federal Reimbursement (DU)</b>						
<i>Orange Co.</i>	1,268	1,305	1,360	1,140	1,180	<b>6,253</b>
<b>Federal Aviation Administration (FAA)</b>						
<i>Orange Co.</i>	7,528	3,629	1,361	0	0	12,518
<i>Osceola Co.</i>	<u>0</u>	<u>3,510</u>	<u>0</u>	<u>2,808</u>	<u>1,800</u>	<u>8,118</u>
<b>Total</b>	<b>7,528</b>	<b>7,139</b>	<b>1,361</b>	<b>2,808</b>	<b>1,800</b>	<b>20,636</b>
<b>Federal Transit Administration (FTA)</b>						
<i>Orange Co.</i>	54,004	53,300	53,300	51,400	43,000	<b>255,004</b>
<b>FHWA Transfer to FTA (FTAT)</b>						
<i>Orange Co.</i>	7,107	7,334	7,102	7,191	8,911	<b>37,645</b>
<b>Highway Safety Program (HSP)</b>						
<i>Orange Co.</i>	870	4,688	485	8,898	149	15,090
<i>Osceola Co.</i>	1,223	753	643	1,324	0	3,943
<i>Seminole Co.</i>	<u>245</u>	<u>0</u>	<u>160</u>	<u>0</u>	<u>0</u>	<u>405</u>
<b>Total</b>	<b>2,338</b>	<b>5,441</b>	<b>1,288</b>	<b>10,222</b>	<b>149</b>	<b>19,438</b>

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>Federal Funding Categories (cont'd)</i></b>						
<b>National Highway Performance Program (NHPP, NHRE)</b>						
<i>Orange Co.</i>	0	0	10,776	0	0	<b><i>10,776</i></b>
<i>Seminole Co.</i>	<u>1,408</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<b><i>1,408</i></b>
<b>Total</b>	<b>1,408</b>	<b>0</b>	<b>10,776</b>	<b>0</b>	<b>0</b>	<b><i>12,184</i></b>
<b>Planning (PL)</b>						
<i>Orange Co.</i>	1,592	1,642	1,697	1,697	1,697	<b><i>8,325</i></b>
<b>Rail Highway Crossings (RHH, RHP)</b>						
<i>Orange Co.</i>	945	0	0	0	0	<b><i>945</i></b>
<b>STP, Any Area (SA)</b>						
<i>Orange Co.</i>	0	14,074	10,269	49	0	24,392
<i>Osceola Co.</i>	5	0	0	0	0	5
<i>Seminole Co.</i>	<u>30,294</u>	<u>7,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>37,294</u>
<b>Total</b>	<b>30,299</b>	<b>21,074</b>	<b>10,269</b>	<b>49</b>	<b>0</b>	<b><i>61,691</i></b>
<b>STP over 200,000 Pop. (SU)</b>						
<i>Orange Co.</i>	30,021	19,744	23,421	25,706	21,314	120,206
<i>Osceola Co.</i>	3,506	5,539	4,534	2,764	1,682	18,025
<i>Seminole Co.</i>	<u>2,947</u>	<u>2,303</u>	<u>781</u>	<u>278</u>	<u>5,749</u>	<u>12,058</u>
<b>Total</b>	<b>36,474</b>	<b>27,586</b>	<b>28,736</b>	<b>28,748</b>	<b>28,745</b>	<b><i>150,289</i></b>
<b>Transportation Alternative Program (TALT, TALU)</b>						
<i>Orange Co.</i>	1,979	2,324	4,521	2,723	2,323	13,870
<i>Seminole Co.</i>	<u>347</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>347</u>
<b>Total</b>	<b>2,326</b>	<b>2,324</b>	<b>4,521</b>	<b>2,723</b>	<b>2,323</b>	<b><i>14,217</i></b>
<b><i>Total Federal Funds</i></b>						
<i>Orange Co.</i>	106,700	110,933	117,240	98,804	78,574	512,251
<i>Osceola Co.</i>	4,734	9,802	5,177	6,896	3,482	30,091
<i>Seminole Co.</i>	36,699	9,303	941	278	5,749	52,970
<i>Region (SunRail)</i>	<u>17,495</u>	<u>8,503</u>	<u>8,760</u>	<u>0</u>	<u>0</u>	<u>34,758</u>
<b>Total</b>	<b>165,628</b>	<b>138,541</b>	<b>132,118</b>	<b>105,978</b>	<b>87,805</b>	<b><i>630,070</i></b>

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><u>State Funding Categories</u></b>						
<b>Advance Construction Bridge Replacement on-system (ACBR)</b>						
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	0	0	0	14,685	14,685	<b><i>29,370</i></b>
<b>Advance Construction Bridge Replacement off-system (ACBZ)</b>						
<i>Orange Co.</i>	0	0	0	0	665	<b><i>665</i></b>
<b>Advance Construction Principal Arterials (ACNH, ACNP)</b>						
<i>Orange Co.</i>	22,766	77,589	285,278	61,404	6,986	454,023
<i>Osceola Co.</i>	100	10,600	12,475	4,295	0	27,470
<i>Seminole Co.</i>	66,561	124,780	0	0	0	191,341
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	<u>130,264</u>	<u>83,486</u>	<u>7,500</u>	<u>9,500</u>	<u>3,000</u>	<u>233,750</u>
<b>Total</b>	<b>219,691</b>	<b>296,455</b>	<b>305,253</b>	<b>75,199</b>	<b>9,986</b>	<b><i>906,584</i></b>
<b>Advance Construction SS, HSP (ACSS)</b>						
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	11,000	11,000	11,000	11,000	0	<b><i>44,000</i></b>
<b>Advance Construction STP, Urban Area &gt;200k (ACSU)</b>						
<i>Orange Co.</i>	19,537	0	0	0	0	<b><i>19,537</i></b>
<b>State Bond Funds (BNBR, BNCA, BNDS, BNIR, BNPK)</b>						
<i>Orange Co.</i>	11,593	1,250	103,762	0	37,532	154,137
<i>Osceola Co.</i>	<u>6,674</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6,674</u>
<b>Total</b>	<b>18,267</b>	<b>1,250</b>	<b>103,762</b>	<b>0</b>	<b>37,532</b>	<b><i>160,811</i></b>
<b>Bridge Repair and Rehabilitation (BRP, BRRP, RBRP)</b>						
<i>Orange Co.</i>	800	0	0	0	0	800
<i>Osceola Co.</i>	<u>249</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>249</u>
<b>Total</b>	<b>1,049</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b><i>1,049</i></b>
<b>County Incentive Grant Program (CIGP)</b>						
<i>Osceola Co.</i>	5,941	0	0	0	8,278	14,219
<i>Seminole Co.</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7,740</u>	<u>0</u>	<u>7,740</u>
<b>Total</b>	<b>5,941</b>	<b>0</b>	<b>0</b>	<b>7,740</b>	<b>8,278</b>	<b><i>21,959</i></b>

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>State Funding Categories (cont'd)</i></b>						
<b>Unrestricted State Primary (D)</b>						
Orange Co.	10,048	6,399	6,599	6,789	7,380	37,215
Osceola Co.	787	851	867	877	878	4,260
Seminole Co.	2,300	1,752	1,718	1,968	2,025	9,763
Orange & Seminole Co. (I-4 Managed Lanes)	3,277	3,345	0	11,809	3,703	22,134
Region (SunRail)	<u>6,840</u>	<u>6,855</u>	<u>6,875</u>	<u>6,890</u>	<u>0</u>	<u>27,460</u>
<b>Total</b>	<b>23,252</b>	<b>19,202</b>	<b>16,059</b>	<b>28,333</b>	<b>13,986</b>	<b>100,832</b>
<b>District Dedicated Revenue (DDR, DDRF)</b>						
Orange Co.	28,568	24,739	31,437	13,607	36,921	135,272
Osceola Co.	6,783	21,877	13,258	16,737	1,660	60,315
Seminole Co.	43,657	29,574	33,140	10,529	9,451	126,351
Orange & Seminole Co. (I-4 Managed Lanes)	<u>0</u>	<u>0</u>	<u>675</u>	<u>28,439</u>	<u>38,155</u>	<u>67,269</u>
<b>Total</b>	<b>79,008</b>	<b>76,190</b>	<b>78,510</b>	<b>69,312</b>	<b>86,187</b>	<b>389,207</b>
<b>Inter/Intrastate Highway (DI)</b>						
Orange Co.	0	0	0	100	0	<b>100</b>
Seminole Co.	0	0	3,809	0	7,931	11,740
Orange & Seminole Co. (I-4 Managed Lanes)	0	8,460	0	0	0	8,460
Region (SunRail)	<u>7,500</u>	<u>7,500</u>	<u>7,000</u>	<u>2,315</u>	<u>0</u>	<u>24,315</u>
<b>Total</b>	<b>7,500</b>	<b>15,960</b>	<b>10,809</b>	<b>2,415</b>	<b>7,931</b>	<b>44,615</b>
<b>In-House Product Support (DIH)</b>						
Orange Co.	498	1,016	66	552	57	2,189
Osceola Co.	694	344	34	0	0	1,072
Seminole Co.	2,036	1,902	562	0	677	5,177
Region (SunRail)	<u>50</u>	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>100</u>
<b>Total</b>	<b>3,278</b>	<b>3,312</b>	<b>662</b>	<b>552</b>	<b>734</b>	<b>8,538</b>
<b>Strategic Intermodal System (DIS)</b>						
Orange Co.	526	541	556	8,593	0	10,216
Osceola Co.	173	0	0	0	0	173
Orange & Seminole Co. (I-4 Managed Lanes)	<u>300</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>450</u>
<b>Total</b>	<b>999</b>	<b>691</b>	<b>556</b>	<b>8,593</b>	<b>0</b>	<b>10,839</b>



<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>State Funding Categories (cont'd)</i></b>						
<b>Statewide ITS (DITS)</b>						
Orange Co.	762	100	100	0	100	1,062
Osceola Co.	173	0	0	0	0	173
Seminole Co.	<u>695</u>	<u>557</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,252</u>
<b>Total</b>	<b>1,630</b>	<b>657</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>2,487</b>
<b>State Public Transportation Office (DPTO)</b>						
Orange Co.	17,995	12,373	10,825	11,208	11,746	64,147
Osceola Co.	250	456	206	352	0	1,264
Seminole Co.	2,200	115	158	106	125	2,704
Region (SunRail)	<u>9,925</u>	<u>8,485</u>	<u>8,853</u>	<u>4,062</u>	<u>468</u>	<u>31,793</u>
<b>Total</b>	<b>30,370</b>	<b>21,429</b>	<b>20,042</b>	<b>15,728</b>	<b>12,339</b>	<b>99,908</b>
<b>Primary Highways and PTO (DS)</b>						
Orange Co.	3,436	7,475	0	0	4,039	14,950
Osceola Co.	7,640	651	9,545	0	0	17,836
Seminole Co.	2,776	0	1,425	0	4,161	8,362
Orange & Seminole Co. (I-4 Managed Lanes)	6,569	9,452	7,500	1,325	200	25,046
Region (SunRail)	<u>13,263</u>	<u>15,176</u>	<u>18,229</u>	<u>0</u>	<u>0</u>	<u>46,668</u>
<b>Total</b>	<b>33,684</b>	<b>32,754</b>	<b>36,699</b>	<b>1,325</b>	<b>8,400</b>	<b>112,862</b>
<b>I-4 Toll Capacity Improvement (DSBH)</b>						
Orange Co.	0	0	29,228	300	444	29,972
<b>Growth Management for SIS (GMR)</b>						
Osceola Co.	0	0	0	0	1,500	1,500
<b>New Starts Transit Program (NSTP)</b>						
Osceola Co.	1,200	0	0	0	0	1,200
Region (SunRail)	<u>0</u>	<u>5,903</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,903</u>
<b>Total</b>	<b>1,200</b>	<b>5,903</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,103</b>
<b>State Toll Road/Turnpike Funds (PKBD, PKBR, PKED, PKM1, PKYI, PKYO, PKYR)</b>						
Orange Co.	133,518	34,780	36,025	87,088	6,429	297,840
Osceola Co.	34,924	119,271	31,536	9,387	0	195,118
Seminole Co.	37,043	28,778	21,148	3,356	2,507	92,832
Orange & Seminole Co. (I-4 Managed Lanes)	<u>0</u>	<u>0</u>	<u>0</u>	<u>10,928</u>	<u>0</u>	<u>10,928</u>
<b>Total</b>	<b>205,485</b>	<b>182,829</b>	<b>88,709</b>	<b>110,759</b>	<b>8,936</b>	<b>596,718</b>

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>State Funding Categories (cont'd)</i></b>						
<b>State Infrastructure Bank Loan (SIB1)</b>						
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	0	0	0	180,000	50,000	<b><i>230,000</i></b>
<b>Strategic Intermodal System (SIWR)</b>						
<i>Orange Co.</i>	10,000	0	0	0	0	<b><i>10,000</i></b>
<b>SunRail Revenues for Operations &amp; Maintenance (SROM)</b>						
<i>Orange Co.</i>	232	254	550	0	0	1,036
<i>Region (SunRail)</i>	<u>7,429</u>	<u>9,337</u>	<u>9,697</u>	<u>10,478</u>	<u>0</u>	<u>36,941</u>
<b>Total</b>	<b>7,661</b>	<b>9,591</b>	<b>10,247</b>	<b>10,478</b>	<b>0</b>	<b>37,977</b>
<b>Strategic Economic Corridors (STED)</b>						
<i>Orange Co.</i>	0	0	51,143	0	0	<b><i>51,143</i></b>
<i>Seminole Co.</i>	16,468	0	0	0	0	16,468
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	<u>130,708</u>	<u>50,000</u>	<u>33,204</u>	<u>8,376</u>	<u>2,660</u>	<u>224,948</u>
<b>Total</b>	<b>147,176</b>	<b>50,000</b>	<b>84,347</b>	<b>8,376</b>	<b>2,660</b>	<b>292,559</b>
<b>CFX System Funds (TM11, TO11)</b>						
<i>Orange Co.</i>	12,907	12,957	12,957	12,958	12,958	<b><i>64,737</i></b>
<b>I-4 Managed Lanes Toll Operations (TOBH)</b>						
<i>Orange &amp; Seminole Co. (I-4 Managed Lanes)</i>	0	0	4,418	14,019	23,305	<b><i>41,742</i></b>
<b>SB2514A Trail Network (TLWR)</b>						
<i>Orange Co.</i>	0	2,172	0	0	0	<b><i>2,172</i></b>
<b>Transportation Regional Incentive Program (TRIP, TRWR)</b>						
<i>Orange Co.</i>	232	254	20,903	1,750	0	23,139
<i>Osceola Co.</i>	3,369	0	0	0	5,723	9,092
<i>Seminole Co.</i>	0	0	0	3,644	0	3,644
<i>Region (SunRail)</i>	<u>7,679</u>	<u>9,587</u>	<u>9,947</u>	<u>250</u>	<u>16,250</u>	<u>43,713</u>
<b>Total</b>	<b>11,280</b>	<b>9,841</b>	<b>30,850</b>	<b>5,644</b>	<b>21,973</b>	<b>79,588</b>
<b>2012 SB1998-Repayment OOC Debt (WKOC)</b>						
<i>Seminole Co.</i>	9,863	120,833	0	0	0	<b><i>130,696</i></b>

<b>Funding Category (Funding Code)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>Totals</b>
<b><i>State Funding Categories (cont'd)</i></b>						
<b><i>Total State Funds</i></b>						
Orange Co.	273,418	181,899	589,429	204,349	125,257	1,374,352
Osceola Co.	68,957	154,050	67,921	31,648	18,039	340,615
Seminole Co.	183,599	308,291	61,960	27,343	26,877	608,070
Orange & Seminole Co. (I-4 Managed Lanes)	282,118	165,893	64,297	290,081	135,708	938,097
Region (SunRail)	<u>52,686</u>	<u>62,893</u>	<u>60,601</u>	<u>23,995</u>	<u>16,718</u>	<u>216,893</u>
<b>Total</b>	<b>860,778</b>	<b>873,026</b>	<b>844,208</b>	<b>577,416</b>	<b>322,599</b>	<b>3,478,027</b>
<b><i>Local Funding Categories</i></b>						
<b>Local Funds for Federal/State Projects (LF, LFD, LFF, LFP, LFR, LFRF)</b>						
Orange Co.	144,228	132,231	132,546	139,235	128,212	676,452
Osceola Co.	17,961	479	82	110	18,240	36,872
Seminole Co.	4,713	2,714	2,710	2,934	1,043	14,114
Orange & Seminole Co. (I-4 Managed Lanes)	75,000	75,000	80,000	0	0	230,000
Region (SunRail)	<u>0</u>	<u>9,581</u>	<u>0</u>	<u>4,885</u>	<u>0</u>	<u>14,466</u>
<b>Total</b>	<b>241,902</b>	<b>220,005</b>	<b>215,338</b>	<b>147,164</b>	<b>147,495</b>	<b>971,904</b>
<b>Other Local Funds</b>						
Orange Co.	674,659	604,841	478,665	385,649	228,098	2,371,912
Osceola Co.	300	7,199	23,058	19,079	294,459	344,095
Seminole Co.	9,000	16,050	10,500	5,000	17,850	58,400
<b>Total</b>	<b>683,959</b>	<b>628,090</b>	<b>512,223</b>	<b>409,728</b>	<b>540,407</b>	<b>2,774,407</b>
<b><i>Total Local Funds</i></b>						
Orange Co.	818,887	737,072	611,211	524,884	356,310	3,048,364
Osceola Co.	18,261	7,678	23,140	19,189	312,699	380,967
Seminole Co.	13,713	18,764	13,210	7,934	18,893	72,514
Orange & Seminole Co. (I-4 Managed Lanes)	75,000	75,000	80,000	0	0	230,000
Region (SunRail)	<u>0</u>	<u>9,581</u>	<u>0</u>	<u>4,885</u>	<u>0</u>	<u>14,466</u>
<b>Total</b>	<b>925,861</b>	<b>848,095</b>	<b>727,561</b>	<b>556,892</b>	<b>687,902</b>	<b>3,746,311</b>
<b>Total Programmed Funds</b>	<b>1,952,267</b>	<b>1,859,662</b>	<b>1,703,887</b>	<b>1,240,286</b>	<b>1,098,306</b>	<b>7,854,408</b>
<b>Total Non-Programmed Candidate Funds</b>	<b>11,188</b>	<b>16,052</b>	<b>35,043</b>	<b>10,504</b>	<b>25,255</b>	<b>98,042</b>
<b>Grand Total Funding</b>	<b>1,963,455</b>	<b>1,875,714</b>	<b>1,738,930</b>	<b>1,250,790</b>	<b>1,123,561</b>	<b>7,952,450</b>

**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 2017/18-2021/22 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 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			
2424847 <i>SIS Project</i>	I-4	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.60	Add 4 Managed Lanes	Tech. Rep. 3 page 47		50 0 17,330 0 0 0 0 0 0 0	550 0 10,875 0 0 1,056 0 0 0	2,850 600 8,302 6,200 0 0 267,047 29,228 51,143	30 0 4,399 0 4,700 300 0 0 0	30 0 0 0 6,956 444 0 0 0	ACNP DDR ACNP ACNP ACNP DSBH ACNP DSBH STED	PE PE ROW RRU INC INC DSB DSB DSB			FDOT
							9,128	17,380	12,481	365,370	9,429	7,430	Total		0	421,218	
2424848 <i>SIS Project</i>	I-4	E of SR 522/Osceola Pkwy.	W of SR 528/Beachline Expy.	5.65	Add 4 Managed Lanes	Tech. Rep. 3 page 47		200 11,593	63,350 1,250	878 103,762	52,275 0	0 37,532	ACNP BNIR	ROW ROW			FDOT
							25,786	11,793	64,600	104,640	52,275	37,532	Total		301,200	597,826	
4084161 <i>SIS Project</i>	I-4 Master Plan	Orange/Osceola Co. Line	Orange/Seminole Co. Line	24.67	Advance Right-of-Way Acquisition	Tech. Rep. 3 page 47		5,186 10	0 0	0 0	0 0	0 0	ACNP DIH	ROW ROW			FDOT
							366,438	5,196	0	0	0	0	Total		0	371,634	
4409471 <i>SIS Project</i>	I-4	W of SR 528	W of SR 435/Kirkman Rd.	3.60	Landscaping	Overview page 9		0 0	0 0	0 0	100 100	0 0	DI Total	PE			FDOT
							0	0	0	0	100	0	Total		4,263	4,363	

Osceola County

4314561 <i>SIS Project</i>	I-4	W of CR 532	E of SR 522/Osceola Pkwy.	7.89	Add 4 Managed Lanes	Tech. Rep. 3 page 47		100 6,674	10,600 0	12,475 0	4,295 0	0 4,283	ACNP BNBR	ROW ROW			FDOT
							24,128	6,774	10,600	12,475	4,295	4,283	Total		70,930	133,485	

Seminole County

2425924 <i>SIS Project</i>	I-4	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 0 250	0 0 0 0	0 0 0 0	0 0 0 0	3,356 7,931 200 0	DDR DI DIH DDR	ROW ROW ROW ENV			FDOT
							12,241	250	0	0	0	11,487	Total		688,046	712,024	
4396823 <i>SIS Project</i>	I-4			6.45	Eastbound Hard Shoulder Special Use Lane	Overview page 7		1,000 10 0 0	0 0 0 0	0 0 10,938 11	0 0 0 0	0 0 0 0	DDR DIH DDR DIH	PE PE CST CST			FDOT
							0	1,010	0	10,949	0	0	Total		0	11,959	

MetroPlan Orlando  
Transportation Improvement Program  
Interstate Highway Projects  
Orange & Seminole Counties

FDOT Financial Management 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			
4321931 <i>SIS Project</i>	I-4	W of SR 435/Kirkman Rd.	E of SR 434	20.58	Add 4 Managed Lanes	Tech. Rep. 2 page 11		0	0	675	0	0	DDR	PE			FDOT
								300	150	0	0	0	DIS	PE			
								842	992	450	1,325	200	DS	PE			
								0	0	7,050	0	0	DS	INC			
								2,752	2,821	0	11,809	3,703	D	OPS			
								0	0	0	9,213	18,087	TOBH	OPS			
								0	0	0	14,685	14,685	ACBR	DSB			
								130,264	83,486	7,500	9,500	3,000	ACNP	DSB			
								11,000	11,000	11,000	11,000	0	ACSS	DSB			
								0	0	0	28,439	38,155	DDR	DSB			
								0	8,460	0	0	0	DI	DSB			
								5,727	8,460	0	0	0	DS	DSB			
								75,000	75,000	80,000	0	0	LF	DSB			
								0	0	0	10,928	0	PKYI	DSB			
								0	0	0	180,000	50,000	SIB1	DSB			
								130,708	50,000	33,204	8,376	2,660	STED	DSB			
								0	0	4,418	4,806	5,218	TOBH	OPS			
								525	524	0	0	0	D	MNT			
								1,095,482	357,118	240,893	144,297	290,081	135,708	Total			

**Note:** The estimated future cost of \$3.321 billion for the I-4 ultimate project from west of Kirkman Road to east of SR 434 is for availability payments to the concessionaire to operate and maintain the facility from FY 2022/23 through FY 2053/54.

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**Section V**  
**MetroPlan Orlando**  
**Transportation Improvement Program**  
***State Highway Projects***



**MetroPlan Orlando**  
**Transportation Improvement Program**  
**State Highway Projects**  
**Orange County**

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 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			
2392033	SR 50	0.3 mi. E of SR 417	Dean Rd.	1.04	Widen to 6 Lanes	Tech. Rep. 3 page 5		7,401	0	0	0	0	DDR	Payback			FDOT
							31,888	7,401	0	0	0	0	Total		0	39,289	
2392037	SR 50	E of Old Cheney Hwy. (Avalon Park Blvd.)	Chuluota Rd.	2.15	Widen to 6 Lanes	Tech. Rep. 3 page 48		0	0	0	0	23,759	DDR	CST			FDOT
								0	0	0	0	57	DIH	CST			
								0	0	0	0	4,039	DS	CST			
							6,729	0	0	0	0	27,855	Total		0	34,584	
2392663	SR 15/Hoffner Ave.	N of Lee Vista Blvd.	W of SR 436	2.68	Widen to 4 Lanes	Tech. Rep. 3 page 48		77	110	0	0	0	DS	CST			FDOT
							34,790	77	110	0	0	0	Total		0	34,977	
2392664	SR 15/Hoffner Ave.	W of SR 436	Conway Rd.	1.13	Widen to 4 Lanes	Tech. Rep. 3 page 48		77	47	0	0	0	DS	CST			FDOT
							14,161	77	47	0	0	0	Total		0	14,285	
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		1,000	0	0	0	0	DDR	PE			FDOT
								1,386	176	0	0	0	CM	ROW			
								0	0	2,948	0	0	CM	CST			
								0	0	87	0	0	DDR	CST			
								0	0	8	0	0	DIH	CST			
								0	0	6,826	0	0	SA	CST			
							4,339	2,386	176	9,869	0	0	Total		0	16,770	
2394963	SR 423/John Young Pkwy.	SR 50	Shader Rd.	2.28	Widen to 6 Lanes	Tech. Rep. 3 page 48		19,537	0	0	0	0	ACSU	CST			FDOT
								758	0	0	0	0	DDR	CST			
								10,940	0	0	0	0	SU	CST			
							4,190	31,235	0	0	0	0	Total		0	35,425	
2395353	SR 50	SR 429/Western Expy.	E of West Oaks Mall	2.56	Widen to 6 Lanes	Tech. Rep. 3 page 5		853	0	0	0	0	DS	CST			FDOT
							67,480	853	0	0	0	0	Total		0	68,333	
4071434	SR 482/Sand Lake Rd.	W of International Dr.	Universal Blvd.	0.37	Widen to 6 Lanes	Tech. Rep. 3 page 5		0	0	23	0	0	DDR	CST			FDOT
							14,368	0	0	23	0	0	Total		0	14,391	
4071435	SR 482/Sand Lake Rd.	Universal Blvd.	W of John Young Pkwy.	2.13	Widen to 6 Lanes	Tech. Rep. 3 page 5		42	0	0	0	0	DDR	CST			FDOT
							46,508	42	0	0	0	0	Total		0	46,550	
4071436	John Young Pkwy.	at SR 482/Sand Lake Rd.		2.07	Flyover	Tech. Rep. 3 page 5		0	0	47	0	0	DDR	CST			FDOT/ Orange Co.
							27,672	0	0	47	0	0	Total		0	27,719	
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	1.39	Widen to 6 Lanes	Tech. Rep. 3 page 48		0	10	7	0	0	DDR	ROW			FDOT
								15	15	0	0	0	DIH	ROW			
								488	1,500	822	822	0	LF	ROW			
								1,527	0	0	0	0	SU	ROW			
								0	2,717	0	0	0	CM	CST			
								0	1,232	0	0	0	DDR	CST			
								0	53	0	0	0	DIH	CST			
								0	7,928	0	49	0	SA	CST			
							3,516	2,030	13,455	829	871	0	Total		0	20,701	
4371751	SR 535	Orange/Osceola Co. Line	I-4	2.31	Project Development & Environment Study	Tech. Rep. 3 page 48		0	0	1,400	0	0	DDR	PD&E			FDOT
								0	0	14	0	0	DIH	PD&E			
							114	0	0	1,414	0	0	Total		0	1,528	

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 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			
4373301	SR 527/Orange Ave.	Southbound Bifurcation	Grant Street	2.28	Resurfacing	Overview page 7		0	296	0	0	0	DDR	CST			FDOT
								0	3,398	0	0	0	DS	CST			
								0	358	0	0	0	LF	CST			
								0	358	0	0	0	SU	CST			
							1,290	0	4,410	0	0	0	Total		0	5,700	
4373311	SR 500/US 441	N of Jones Ave.	S of Wadsworth Rd.	3.05	Resurfacing	Overview page 7		0	296	0	0	0	DDR	CST			FDOT
								0	3,921	0	0	0	DS	CST			
							700	0	4,217	0	0	0	Total		0	4,917	
4373381	SR 500/US 441	E of Lake Doe Cove	SR 429 Connector Rd.	1.89	Resurfacing	Overview page 7		3,142	0	0	0	0	DDR	CST			FDOT
								439	0	0	0	0	DIH	CST			
								2,429	0	0	0	0	DS	CST			
							978	6,010	0	0	0	0	Total		0	6,988	
4373411	SR 435/Kirkman Rd.	N of SR 482/Sand Lake Rd.	S of SR 408	6.56	Resurfacing	Overview page 7		0	5,369	0	0	0	DDR	CST			FDOT
								0	860	0	0	0	DIH	CST			
								0	6,146	0	0	0	SA	CST			
							1,527	0	12,375	0	0	0	Total		0	13,902	
4374581	N. Fort Christmas Rd.	Lake Pickett Rd.	NW of Lake Pickett Rd.	0.40	Pave Shoulders	Overview page 7		0	430	0	0	0	HSP	CST			FDOT
							172	0	430	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		772	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	DIH	PE			
								0	0	3,410	0	0	DDR	CST			
								0	0	5	0	0	DIH	CST			
							0	777	0	3,415	0	0	Total		0	4,192	
4376341	SR 551/Goldenrod Rd.	SR 408	SR 50	1.80	Safety Project	Overview page 10		0	500	485	229	149	HSP	ROW			FDOT
								0	0	0	552	0	DIH	CST			
								0	0	0	8,669	0	HSP	CST			
							1,710	0	500	485	9,450	149	Total		0	12,294	
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		850	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	DIH	PE			
								0	0	1,107	0	0	DDR	CST			
								0	0	5	0	0	DIH	CST			
								0	0	10,776	0	0	NHRE	CST			
							0	855	0	11,888	0	0	Total		0	12,743	
4392351	SR 551/Goldenrod Rd.	S of SR 408 off-ramp	SR 426/Aloma Ave.	2.51	Resurfacing	Overview page 7		940	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	DIH	PE			
								0	0	1,676	0	0	DDR	CST			
								0	0	5	0	0	DIH	CST			
								0	0	3,189	0	0	SA	CST			
							0	945	0	4,870	0	0	Total		0	5,815	

**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 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
4392361	SR 50	Tampa Ave.	SR 500/US 441	0.62	Resurfacing	Overview page 7		300 5 0 0	0 0 0 0	0 0 1,532 5	0 0 0 0	0 0 0 0	DDR DIH DDR DIH	PE PE CST CST			FDOT
							0	305	0	1,537	0	0	Total		0	1,842	
4392371	SR 535	N of Lake Bryan Beach Blvd.	Lake Bryan Dr.	0.75	Resurfacing	Overview page 7		465 5 0 0	0 0 0 0	0 0 2,654 5	0 0 0 0	0 0 0 0	DDR DIH DDR DIH	PE PE CST CST			FDOT
							0	775	0	4,196	0	0	Total		0	4,971	
4392761	SR 414/Maitland Blvd.	over US 17/92		0.14	Bridge Repair/Rehabilitation	Overview page 7		800 2	0 0	0 0	0 0	0 0	BRRP DIH	CST CST			FDOT
							72	802	0	0	0	0	Total		0	874	
4393591	Wilshire Rd.	over retention pond		0.19	Bridge Repair/Rehabilitation	Overview page 7		0 0	0 0	0 0	0 0	665 182	ACBZ LF	CST CST			Orlando
							33	0	0	0	0	847	Total		0	880	
4398801	Orange Co. Pedestrian Lighting - Bundle A			7.44	Lighting at 16 Intersections	Overview page 7		0 170	558 558	0 0	0 0	0 0	HSP Total	CST			FDOT
4398802	Orange Co. Pedestrian Lighting - Bundle B			28.42	Lighting at 82 Intersections	Overview page 7		385 870 0 0	0 0 0 0	0 0 3,994 11	0 0 0 0	0 0 0 0	DDR HSP DDR DIH	PE PE CST CST			FDOT
							0	1,255	0	4,005	0	0	Total		0	5,260	
4398803	Orange Co. Pedestrian Lighting - Bundle C			7.65	Lighting at 12 Intersections	Overview page 7		0 210	642 642	0 0	0 0	0 0	HSP Total	CST			FDOT
4398804	Orange Co. Pedestrian Lighting - Bundle D			32.93	Lighting at 85 Intersections	Overview page 7		0 0	3,894 11	0 0	0 0	0 0	DDR DIH	CST CST			FDOT
							1,255	0	3,905	0	0	0	Total		0	5,160	
4398805	Orange Co. Pedestrian Lighting - Bundle E			6.37	Lighting at 17 Intersections	Overview page 7		0 270	833 833	0 0	0 0	0 0	HSP Total	CST			FDOT
4398806	Orange Co. Pedestrian Lighting - Bundle F			3.75	Lighting at 13 Intersections	Overview page 7		0 175	558 558	0 0	0 0	0 0	HSP Total	CST			FDOT
4398807	Orange Co. Pedestrian Lighting - Bundle G			11.69	Lighting at 24 Intersections	Overview page 7		0 370	1,168 1,168	0 0	0 0	0 0	HSP Total	CST			FDOT
4406071	Railroad Crossing	at Mott Ave. in Orlando			Railroad Signal Safety Project	Overview page 7		203 0	0 0	0 0	0 0	0 0	RHH Total	RRU			FDOT
4406101	Railroad Crossing	at Shader Rd. in Apopka			Railroad Signal Safety Project	Overview page 7		175 0	0 0	0 0	0 0	0 0	RHH Total	RRU			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 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
4406111	Railroad Crossing	at Wastewater Rd. in Ocoee			Railroad Signal Safety Project	Overview page 7		213	0	0	0	0	RHH Total	RRU	0	213	FDOT
4408551	Railroad Crossing	at Edgewater Dr. in Orlando			Railroad Signal Safety Project	Overview page 7		354	0	0	0	0	RHH Total	RRU	0	354	FDOT

**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 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			
2396821	SR 500/US 192	Aeronautical Blvd.	Budinger/Columbia Ave.	3.97	Widen to 6 Lanes	Tech. Rep. 3 page 7	<div>55,743</div>	<div>0</div> <div>0</div>	<div>165</div> <div>165</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>DS</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>55,908</div>	FDOT
2396831	SR 500/US 192	Eastern Ave.	CR 532/Nova Rd.	3.18	Widen to 6 Lanes	Tech. Rep. 3 page 7	<div>24,548</div>	<div>127</div> <div>127</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>DS</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>24,675</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>7,634</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>1,895</div> <div>325</div> <div>18,430</div> <div>148</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>78</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>DDR</div> <div>LF</div> <div>DDR</div> <div>DIH</div> <div>Total</div>	<div>RRU</div> <div>RRU</div> <div>CST</div> <div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>28,510</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>22,696</div>	<div>0</div> <div>0</div>	<div>55</div> <div>55</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>DDR</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>22,751</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 48	<div>6,997</div>	<div>0</div> <div>132</div> <div>132</div>	<div>0</div> <div>120</div> <div>120</div>	<div>7,540</div> <div>0</div> <div>7,540</div>	<div>16,536</div> <div>0</div> <div>16,536</div>	<div>700</div> <div>0</div> <div>700</div>	<div>DDR</div> <div>DIH</div> <div>Total</div>	<div>ROW</div> <div>ROW</div> <div></div>	<div></div> <div>39,500</div>	<div></div> <div>71,525</div>	FDOT
4283284	Hoagland Blvd.	US 17/92	N of Shingle Creek	0.94	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 48	<div>0</div>	<div>203</div> <div>3,932</div> <div>3,369</div> <div>7,504</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>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>CIGP</div> <div>LFP</div> <div>TRWR</div> <div>Total</div>	<div>CST</div> <div>CST</div> <div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>7,504</div>	Osceola Co.
4283285	Hoagland Blvd.	N of Shingle Creek	5th St.	1.77	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 48	<div>0</div>	<div>5,738</div> <div>5,738</div> <div>11,476</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>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>CIGP</div> <div>LF</div> <div>Total</div>	<div>CST</div> <div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>11,476</div>	Osceola Co.
4332041	Carroll St.	E of John Young Pkwy.	Michigan Ave.	1.52	Widen to 4 & 6 Lanes	Tech. Rep. 3 page 35	<div>3,151</div>	<div>6,728</div> <div>5</div> <div>6,733</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>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>LFP</div> <div>SA</div> <div>Total</div>	<div>ROW</div> <div>ROW</div> <div></div>	<div></div> <div>21,824</div>	<div></div> <div>31,708</div>	Osceola Co.
4336931	Poinciana Pkwy./ Southport Connector	Florida's Turnpike	Pleasant Hill Rd.		Project Development & Environment Study	Tech. Rep. 3 page 40	<div>3,645</div>	<div>15</div> <div>15</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>SU</div> <div>Total</div>	<div>PD&amp;E</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>3,660</div>	FDOT
4344061	SR 15/US 441	E of Bridge over Turnpike	N of Tyson Creek Bridge	16.95	Resurfacing	Overview page 7	<div>1,313</div>	<div>3,989</div> <div>550</div> <div>6,013</div> <div>10,552</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>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>	<div>DDR</div> <div>DIH</div> <div>DS</div> <div>Total</div>	<div>CST</div> <div>CST</div> <div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>11,865</div>	Osceola Co.
4363641	US 192	Bradley Dr.	Sapling Ln.	25.18	Signing/Pavement Markings	Overview page 7	<div>117</div>	<div>8</div> <div>836</div> <div>844</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>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>DDR</div> <div>HSP</div> <div>Total</div>	<div>CST</div> <div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>961</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>114</div>	<div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>550</div> <div>5</div> <div>555</div>	<div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>DDR</div> <div>DIH</div> <div>Total</div>	<div>PD&amp;E</div> <div>PD&amp;E</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>669</div>	FDOT
4372001	US 17/92	Polk/Osceola Co. Line	W of Poinciana Blvd.	5.56	Project Development & Environment Study	Tech. Rep. 3 page 38	<div>184</div>	<div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>1,000</div> <div>8</div> <div>1,008</div>	<div>0</div> <div>0</div> <div>0</div>	<div>0</div> <div>0</div> <div>0</div>	<div>DDR</div> <div>DIH</div> <div>Total</div>	<div>PD&amp;E</div> <div>PD&amp;E</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>1,192</div>	FDOT

**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 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			
4374821	CR 530/Simpson Rd.	Myers Rd.	Boggy Creek Rd.	0.79	Widen to 4 Lanes	Tech. Rep. 3 page 52		0	0	0	0	8,278	CIGP	CST			Osceola Co.
								0	0	0	0	16,500	LF	CST			
								0	0	0	0	2,158	TRIP	CST			
								0	0	0	0	3,565	TRWR	CST			
							0	0	0	0	0	30,501	Total		0	30,501	
4375431	SR 15/US 441	N of Tyson Creek Rd.	SR 500/US 192	14.95	Resurfacing	Overview page 7		1,000	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	DIH	PE			
								0	0	972	0	0	DDR	CST			
								0	0	5	0	0	DIH	CST			
								0	0	5	0	0	DS	CST			
							0	1,005	0	10,522	0	0	Total		0	11,527	
4391221	SR 500/US 192	W of Arthur J. Gallagher Blvd.	E of Harmony Square Dr.	0.92	Resurfacing	Overview page 7		315	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	DIH	PE			
								0	0	1,693	0	0	DDR	CST			
								0	0	5	0	0	DIH	CST			
							0	320	0	1,698	0	0	Total		0	2,018	
4392721	US 192	Bridge #920014 over C-57 Canal		0.05	Bridge Repair/Rehabilitation	Overview page 7		249	0	0	0	0	BRRP	CST			FDOT
								2	0	0	0	0	DIH	CST			
							10	251	0	0	0	0	Total		0	261	
4398251	Pleasant Hill Rd.	at Eagle Lake Rd./Oak Point Blvd.		0.02	Safety Project	Overview page 7		0	0	498	0	0	HSP	CST			Osceola Co.
							0	0	0	498	0	0	Total		0	498	
4398851	Osceola Co. Pedestrian Lighting - Bundle A			14.84	Lighting at 32 Intersections	Overview page 7		0	1,123	0	0	0	DDR	CST			FDOT
								0	315	0	0	0	HSP	CST			
							460	0	1,438	0	0	0	Total		0	1,898	
4398852	Osceola Co. Pedestrian Lighting - Bundle B			15.16	Lighting at 27 Intersections	Overview page 7		385	0	0	0	0	HSP	PE			FDOT
								0	0	1,222	0	0	DDR	CST			
								0	0	11	0	0	DIH	CST			
							0	385	0	1,233	0	0	Total		0	1,618	
4407151	US 192	SR 429	Oren Brown Rd.	11.09	Landscaping	Overview page 9		1,500	0	0	0	0	DS	CST			FDOT
							500	1,500	0	0	0	0	Total		0	2,000	

**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 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				
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes	Tech. Rep. 3 page 48		0	154	0	0	0	0	DDR	CST			FDOT
							66,235	0	154	0	0	0	0	Total		0	66,389	
2402002 <i>SIS Project</i>	SR 46/429/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	3.53	New Road Construction	Tech. Rep. 3 page 47		9,338	2,296	4,462	0	0	0	DDR	ROW			FDOT
								500	0	0	0	0	0	DIH	ROW			
								4,517	0	0	0	0	0	SA	ROW			
								3,024	11,087	0	0	0	0	WKOC	ROW			
								66,561	0	0	0	0	0	ACNP	CST			
								1,458	0	0	0	0	0	CM	CST			
								901	1,200	0	0	0	0	DDR	CST			
								895	0	0	0	0	0	DIH	CST			
								34,136	0	0	0	0	0	PKED	CST			
								23,563	0	0	0	0	0	SA	CST			
								16,468	0	0	0	0	0	STED	CST			
								6,089	0	0	0	0	0	WKOC	CST			
							65,992	167,450	14,583	4,462	0	0	0	Total		0	252,487	
2402003 <i>SIS Project</i>	SR 46/Wekiva Pkwy.	W of Center Rd.	I-4	1.88	Widen to 6 Lanes	Tech. Rep. 3 page 47		0	21,611	0	0	0	0	ACNP	CST			FDOT
								0	79	0	0	0	0	DDR	CST			
								0	238	0	0	0	0	DIH	CST			
							2,008	0	21,928	0	0	0	0	Total		0	23,936	
2402004 <i>SIS Project</i>	SR 46/429/Wekiva Pkwy.	Orange Blvd.	W of I-4	2.64	New Road Construction	Tech. Rep. 3 page 47		2,472	0	0	0	0	0	DDR	PE			FDOT
								25,400	5,412	2,819	3,775	0	0	DDR	ROW			
								0	0	3,809	0	0	0	DI	ROW			
								30	29	0	0	0	0	DIH	ROW			
								750	1,800	0	0	0	0	WKOC	ROW			
								0	103,169	0	0	0	0	ACNP	DSB			
								0	0	1,800	0	0	0	DDR	DSB			
								0	1,498	0	0	0	0	DIH	DSB			
								0	24,399	0	0	0	0	PKED	DSB			
								0	107,947	0	0	0	0	WKOC	DSB			
							49,287	28,652	244,254	8,428	3,775	0	0	Total		0	334,396	
2402162	SR 46	Mellonville Ave.	SR 415	2.83	Widen to 4 Lanes	Tech. Rep. 3 page 48		0	115	0	0	0	0	DDR	CST			FDOT
								103	0	0	0	0	0	DS	CST			
								0	590	0	0	0	0	DDR	INC			
								0	15,460	0	0	0	0	DDR	Payback			
							35,308	103	16,165	0	0	0	0	Total		0	51,576	
2402168	SR 46	SR 415	CR 426	8.56	Widen to 4 Lanes	Tech. Rep. 3 page 48		0	0	0	0	0	5,175	DDR	PE			FDOT
								0	0	0	0	0	30	DIH	PE			
							0	0	0	0	0	0	5,205	Total		TBD	TBD	
4150303	SR 426/CR 419	Pine Ave.	Avenue B	1.41	Widen to 4 Lanes	Tech. Rep. 3 page 48		3,749	700	5,500	2,679	0	0	DDR	ROW			FDOT
								0	115	0	0	0	0	DIH	ROW			
								1,217	150	60	0	0	0	LF	ROW			
								0	7,000	0	0	0	0	SA	ROW			
							11,151	4,966	7,965	5,560	2,679	0	0	Total			32,321	

**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 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			
4150306	SR 426/CR 419	Pine Ave.	Avenue B	1.41	Widen to 4 Lanes	Tech. Rep. 3 page 48		0	0	0	7,740	0	CIGP	CST			Seminole Co.
							0	0	0	1,116	0	DDR	CST				
							0	0	0	115	0	TRIP	CST				
							0	0	0	3,529	0	TRWR	CST				
							0	0	0	12,500	0	Total			12,500		
4150307	SR 434	Smith St.	Franklin St.	0.56	Landscaping	Overview page 9		92	0	0	0	0	DS	CST			Oviedo
							0	92	0	0	0	0	Total		0	92	
4344121	SR 436	Boston Ave.	E of Anchor Rd.	1.66	Resurfacing	Overview page 7		341	0	0	0	0	DIH	CST			FDOT
							1,296	0	0	0	0	0	LF	CST			
							2,204	0	0	0	0	0	SA	CST			
							1,039	3,841	0	0	0	0	Total		0	4,880	
4356611	SR 436	Orange/Seminole Co. Line	W of Avery Ln.	0.75	Resurfacing	Overview page 7		201	0	0	0	0	DIH	CST			FDOT
							1,408	0	0	0	0	0	NHRE	CST			
							10	0	0	0	0	0	SA	CST			
							225	1,619	0	0	0	0	Total		0	1,844	
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		130	720	319	131	0	DDR	ROW			FDOT
							1	8	0	0	0	0	DIH	ROW			
							0	0	3,912	0	0	0	DDR	CST			
							0	0	361	0	0	0	DIH	CST			
							1,585	131	728	4,592	131	0	Total		0	7,167	
4368571	SR 15/600/US 17/92	N of Lake Mary Blvd.	Airport Blvd.	1.06	Resurfacing	Overview page 7		0	0	11	0	0	DDR	CST			FDOT
							0	0	180	0	0	0	DIH	CST			
							0	0	1,425	0	0	0	DR	CST			
							263	0	0	1,616	0	0	Total		0	1,879	
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	394	DIH	CST			FDOT
							0	0	0	0	3,818	DS	CST				
							0	0	0	0	4,212	Total		0	4,212		
4371148 <i>SIS Project</i>	SR 46	Orange Blvd.	I-4	1.88	Landscaping	Overview page 9		0	0	0	0	53	DIH	CST			FDOT
							0	0	0	0	343	DS	CST				
							0	0	0	0	396	Total		0	396		
4392431	SR 46/429/Wekiva Pkwy.	E of Wekiva River Rd.	E of Orange Blvd.	3.53	Relocate Utility Systems	Tech. Rep. 3 page 47		2,068	0	0	0	0	DS	CST			FDOT
							0	2,068	0	0	0	0	Total		0	2,068	
4398841	Seminole Co. Pedestrian Lighting - Bundle A			5.41	Lighting at 15 Intersections	Overview page 7		245	0	0	0	0	HSP	PE			FDOT
							0	0	488	0	0	0	DDR	CST			
							0	0	11	0	0	0	DIH	CST			
							0	0	160	0	0	0	HSP	CST			
							0	245	0	659	0	0	Total		0	904	



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**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 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				
4060907 <i>SIS Project</i>	SR 528/Beachline Expy.	I-4	Florida's Turnpike	4.30	Signing/Pavement Markings	Overview page 7		0	465	0	0	0	0	PKYI Total	CST	0	465	FTE
4336631 <i>SIS Project</i>	Florida's Turnpike	at Sand Lake Rd.		1.89	New Interchange	Tech. Rep. 2 page 13		1,300	0	0	0	0	0	PKYI PKBD PKBD PKYI Total	PE RRU CST ENV			FTE
							4,569	1,300	100	0	56,802	1,550	Total		0	64,321		
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		630	0	0	0	0	0	PKYI PKBD PKYI Total	PE CST ENV			FTE
							1,482	630	0	500	29,702	2,700	Total		0	35,014		
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	282	0	0	0	PKYI Total	CST	0	282	FTE
4371662 <i>SIS Project</i>	Florida's Turnpike	at I-4		0.60	Build Direct Connect Ramps	Tech. Rep. 2 page 11		914	0	0	0	0	0	PKYI PKYI PKYI Total	PE ENV DSB			FTE
							4,473	111,535	0	5,151	0	0	Total		0	121,159		
4379871 <i>SIS Project</i>	Florida's Turnpike	Milepost 255.5	Milepost 259.4	3.90	Resurfacing	Overview page 7		10,958	0	0	0	0	0	PKYR Total	DSB	0	10,958	FTE
4385471 <i>SIS Project</i>	SR 528/Beachline Expy.	at Florida's Turnpike		1.90	Interchange Improvement	Amended into 2040 LRTP		2,000	0	0	0	0	0	PKYI PKYI Total	PD&E PE	190,796	208,962	FTE
4385481 <i>SIS Project</i>	Florida's Turnpike	at SR 429		1.54	Bridge Painting	Overview page 7		0	532	0	0	0	0	PKYR PKYR Total	PE CST	0	8,162	FTE
4394571 <i>SIS Project</i>	Florida's Turnpike	Milepost 269.4	Milepost 274.0	9.17	Resurfacing	Overview page 7		1,404	0	0	0	0	0	PKYR PKYR Total	PE CST	0	14,871	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	3,680	0	0	0	0	PKYR Total	CST	0	3,986	FTE
4394781 <i>SIS Project</i>	SR 528/Beachline Expy.	Milepost 30.8	Milepost 35.8	4.96	Resurfacing	Overview page 7		560	0	0	0	0	0	PKYR Total	CST	0	704	FTE
4402901 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Resurfacing	Overview page 7		0	0	1,242	0	0	0	PKYR Total	PE	TBD	TBD	FTE
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	0	PKYR PKYR Total	PE CST	0	805	FTE
4402931	Florida's Turnpike	Milepost 259.9	Milepost 266.8	6.90	Resurfacing	Overview page 7		0	1,971	0	0	0	0	PKYR PKYR Total	PE CST	0	22,337	

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 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			
4402932	Florida's Turnpike	Milepost 259.9	Milepost 266.8	6.90	Guardrail Improvements	Overview page 7		450	0	0	0	0	PKYR	PE CST			
							2	450	0	677	0	0	PKYR Total		0	1,129	
4403141	Colonial Pkwy.	Woodbury Rd.	SR 520	7.00	New Road Construction	Amended into 2040 LRTP		4,000	0	0	0	0	PKYI	PD&E			
							238	4,000	0	0	0	0	PKYI Total		TBD	TBD	
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.		New Road Construction	Amended into 2040 LRTP		0	0	0	0	2,000	PKYI	PD&E			
							15	0	0	0	0	2,000 Total			TBD	TBD	

**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 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			
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	<div><div></div><div>9,877</div></div>	<div><div>0</div><div>0</div></div>	<div><div>5</div><div>5</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>PKYI</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>9,882</div></div>	FTE
4289711 <i>SIS Project</i>	SR 417/Southern Connector Extension			1.40	Bridge Painting	Overview page 7	<div><div></div><div>211</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>94</div><div>4,898</div><div>4,992</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>PKYI</div><div>PKYR</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>5,203</div></div>	FTE
4328264 <i>SIS Project</i>	Florida's Turnpike	Milepost 217.0	Milepost 220.1	3.13	Resurfacing	Overview page 7	<div><div></div><div>2</div></div>	<div><div>6,142</div><div>6,142</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>PKYR</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>6,144</div></div>	FTE
4328265 <i>SIS Project</i>	Florida's Turnpike	Milepost 217.0	Milepost 220.1	3.13	Guardrail Improvements	Overview page 7	<div><div></div><div>2</div></div>	<div><div>539</div><div>539</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>PKYI</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>541</div></div>	FTE
4351691 <i>SIS Project</i>	Florida's Turnpike	Milepost 207.0	Milepost 216.95	9.95	Resurfacing	Overview page 7	<div><div></div><div>1,499</div></div>	<div><div>22,943</div><div>22,943</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>PKYR</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>24,442</div></div>	FTE
4351693 <i>SIS Project</i>	Florida's Turnpike	Milepost 207.0	Milepost 216.95	9.95	Guardrail Improvements	Overview page 7	<div><div></div><div>341</div></div>	<div><div>3,505</div><div>3,505</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>PKYI</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>3,846</div></div>	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	<div><div></div><div>10,265</div></div>	<div><div>800</div><div>0</div><div>0</div><div>0</div><div>115,434</div><div>0</div><div>0</div><div>800</div></div>	<div><div>0</div><div>1,000</div><div>115,434</div><div>150</div><div>0</div><div>116,584</div></div>	<div><div>0</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>9,000</div><div>0</div><div>9,000</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>PKYI</div><div>PKYI</div><div>PKYI</div><div>PKYI</div><div>Total</div></div>	<div><div>PE</div><div>ROW</div><div>CST</div><div>ENV</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>136,649</div></div>	FTE
4365161 <i>SIS Project</i>	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Resurfacing	Overview page 7	<div><div></div><div>23</div></div>	<div><div>0</div><div>0</div></div>	<div><div>484</div><div>0</div><div>484</div></div>	<div><div>0</div><div>4,997</div><div>4,997</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>PKYR</div><div>PKYR</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>5,504</div></div>	FTE
4365163 <i>SIS Project</i>	Florida's Turnpike	Milepost 235.0	Milepost 238.8	3.81	Guardrail Improvements	Overview page 7	<div><div></div><div>242</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,098</div><div>1,098</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,340</div></div>	FTE
4402891 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Resurfacing	Overview page 7	<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>1,249</div><div>1,249</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</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>	FTE
4402892 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 0.0	Milepost 5.3	4.53	Guardrail Improvements	Overview page 7	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>400</div><div>0</div><div>400</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>0</div><div>387</div><div>387</div></div>	<div><div>0</div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>PKYR</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>787</div></div>	FTE
4407001 <i>SIS Project</i>	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Resurfacing	Overview page 7	<div><div></div><div>2</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,798</div><div>0</div><div>1,798</div></div>	<div><div>0</div><div>18,575</div><div>18,575</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>PKYR</div><div>PKYR</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>20,375</div></div>	FTE
4407002 <i>SIS Project</i>	Florida's Turnpike	Milepost 190.5	Milepost 198.5	8.00	Guardrail Improvements	Overview page 7	<div><div></div><div>0</div></div>	<div><div>500</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>625</div><div>625</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>PKYR</div><div>PKYR</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>1,125</div></div>	FTE
4408591 <i>SIS Project</i>	Florida's Turnpike	at Kissimmee Park Rd.		0.40	Convert Toll Plaza to All Electronic	Overview page 7	<div><div></div><div>0</div></div>	<div><div>495</div><div>495</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>PKYI</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>	FTE

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

FDOT Financial Management 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			
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	<div><div></div><div>31,495</div></div>	<div><div>2,482</div><div>2,482</div></div>	<div><div>2,482</div><div>2,482</div></div>	<div><div>2,482</div><div>2,482</div></div>	<div><div>2,482</div><div>2,482</div></div>	<div><div>2,482</div><div>2,482</div></div>	<div><div>PKYI</div><div>Total</div></div>	<div><div>Payback</div><div></div></div>	<div><div></div><div>8,065</div></div>	<div><div></div><div>51,970</div></div>	FTE
4385491 <i>SIS Project</i>	SR 417	Milepost 50.3	Milepost 54.6	4.51	Bridge Painting	Overview page 7	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>156</div><div>0</div></div>	<div><div>0</div><div>2,245</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>PKYR</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>2,401</div></div>	FTE
4402911 <i>SIS Project</i>	SR 417	Milepost 38.0	Milepost 44.5	6.50	Resurfacing	Overview page 7	<div><div></div><div>2</div></div>	<div><div>0</div><div>0</div></div>	<div><div>1,316</div><div>1,316</div></div>	<div><div>0</div><div>14,687</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>PKYR</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>16,005</div></div>	FTE
4402912 <i>SIS Project</i>	SR 417	Milepost 38.0	Milepost 44.5	6.50	Guardrail Improvements	Overview page 7	<div><div></div><div>0</div></div>	<div><div>400</div><div>400</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>785</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>PKYR</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>1,185</div></div>	FTE
4402921 <i>SIS Project</i>	SR 417	Milepost 44.5	Milepost 49.9	5.40	Resurfacing	Overview page 7	<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>924</div><div>924</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</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>	FTE
4402922 <i>SIS Project</i>	SR 417	Milepost 44.5	Milepost 49.9	5.40	Guardrail Improvements	Overview page 7	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>400</div><div>400</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>850</div></div>	<div><div>0</div><div>0</div></div>	<div><div>PKYR</div><div>PKYR</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>1,250</div></div>	FTE

**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			
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		2,700	2,712	42,061	21,031	0	SP	PE/CST			CFX
							0	2,700	2,712	42,061	21,031	0	Total		0	68,504	
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	3,613	21,860	43,699	SP	PE/CST			CFX
							0	0	0	3,613	21,860	43,699	Total		0	69,172	
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	Overview page 9		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		33,203	44,269	11,067	0	0	SP	PE/CST			CFX
							0	33,203	44,269	11,067	0	0	Total		0	88,539	
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	1,130	29,881	SP	PE/CST			CFX
							0	0	0	901	1,130	29,881	Total		0	31,912	

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**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			
99097 <i>SIS Project</i>	SR 528	at Econlockhatchee River			Bridge Replacement/Widening	Overview page 7	6,343	13,171	3,293	0	0	0	SP Total	CST	0	22,807	CFX
99137 <i>SIS Project</i>	SR 528 Frontage	Boggy Creek Rd.	SR 436	2.10	Landscaping	Overview page 9	0	0	0	0	250	20	SP Total	PE/CST/ Maintenance	0	270	CFX
99026 <i>SIS Project</i>	Misc. Safety, Guardrail, Drainage & Lighting	Systemwide			Miscellaneous Upgrades	Overview page 7	7,466	404	649	781	756	506	SP Total	PE/CST	0	10,562	CFX
99124 <i>SIS Project</i>	Multimodal/Intermodal Opportunity Study				Multimodal/Intermodal Study	Overview page 7	0	300	300	300	300	300	SP Total	Study	0	1,500	CFX
99145 <i>SIS Project</i>	Safety Campaign				Safety Communications Project	Overview page 7	0	193	176	160	120	100	SP Total	Communic.	0	749	CFX
99146 <i>SIS Project</i>	SR 528 Fencing	Narcoossee Rd.	E of SR 520	18.00	Safety Project	Overview page 7	0	10	3,139	0	0	0	SP Total	PE/CST	0	3,149	CFX
99104 <i>SIS Project</i>	SR 408 Eastern Extension	Challenger Pkwy.	SR 520	7.30	New 4-Lane Expressway	Tech. Rep. 3 page 40	2,305	1,000	0	1,675	1,641	0	SP Total	PD&E/Line & Grade	TBD	TBD	CFX
99129	SR 528 Northeast District Connector Study	SR 528	Northeast District	8.00	New Expressway Study	2040 LRTP to be amended	0	995	990	0	0	0	SP Total	Study	0	1,985	CFX
99147	Osceola Pkwy. Extension Feasibility Study	Northeast Connector	SR 417		New Expressway Study	Overview page 7	0	1,125	0	0	0	0	SP Total	Study	0	1,125	CFX
99148	Northwest Connector Expressway Study	Florida's Turnpike	Osceola Pkwy. Extension		New Expressway Study	Overview page 7	0	1,125	0	0	0	0	SP Total	Study	0	1,125	CFX
99149	Southport Connector Feasibility Study	Poinciana Pkwy.	Florida's Turnpike		New Expressway Study	Overview page 7	0	938	0	0	0	0	SP Total	Study	0	938	CFX
99150	Poinciana/I-4 Connector Feasibility Study	I-4	Poinciana Pkwy.		New Expressway Study	Overview page 7	0	1,125	0	0	0	0	SP Total	Study	0	1,125	CFX
99151	SR 414 Direct Connection Study	US 441	SR 434		New Expressway Study	Overview page 7	0	150	0	0	0	0	SP Total	Study	0	150	CFX
99152	Lake/Orange Connector Feasibility Study	US 27	SR 429		New Expressway Study	Overview page 7	0	0	285	825	0	0	SP Total	Study	0	1,110	CFX
99153	Expansion PD&E Based on Feasibility Studies (1)				New Expressway Study	Overview page 7	0	0	1,057	1,046	1,113	1,102	SP Total	PD&E/Line & Grade	0	4,318	CFX
99154	Expansion PD&E Based on Feasibility Studies (2)				New Expressway Study	Overview page 7	0	0	0	1,085	1,074	1,142	SP Total	PD&E/Line & Grade	0	3,301	CFX
99103 <i>SIS Project</i>	SR 429	at SR 414			Landscaping	Overview page 9	3,911	5	0	0	0	0	SP Total	Maintenance	0	3,916	CFX
99128 <i>SIS Project</i>	SR 429	at SR 414			Landscaping Phase 2	Overview page 9	947	825	20	5	0	0	SP Total	CST/ Maintenance	0	1,797	CFX
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	75,855	2,100	0	0	0	0	SP/CF Total	CST	0	77,955	CFX
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	60,992	2,625	0	0	0	0	SP/CF Total	CST	0	63,617	CFX



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**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
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><div></div><div>47,056</div></div>	<div><div>21,255</div><div>21,255</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>SP/CF</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>68,311</div></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><div></div><div>85,508</div></div>	<div><div>26,008</div><div>26,008</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>SP/CF</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>111,516</div></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><div></div><div>53,154</div></div>	<div><div>17,730</div><div>17,730</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>SP/CF</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>70,884</div></div>	CFX
99131 <i>SIS Project</i>	Wekiva Pkwy.	US 441	Kelly Park Rd.		Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>2,451</div><div>2,451</div></div>	<div><div>60</div><div>60</div></div>	<div><div>60</div><div>60</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>2,571</div></div>	CFX
99155 <i>SIS Project</i>	Wekiva Pkwy.	Coronado Summerset Dr.	SR 46		Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>527</div><div>527</div></div>	<div><div>495</div><div>495</div></div>	<div><div>20</div><div>20</div></div>	<div><div>5</div><div>5</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,047</div></div>	CFX
99156 <i>SIS Project</i>	Wekiva Pkwy.	SR 453	SR 429		Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>80</div><div>80</div></div>	<div><div>983</div><div>983</div></div>	<div><div>20</div><div>20</div></div>	<div><div>15</div><div>15</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,098</div></div>	CFX
99157 <i>SIS Project</i>	Wekiva Pkwy.	Utility Viaduct	Mt. Plymouth Rd.		Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>26</div><div>26</div></div>	<div><div>318</div><div>318</div></div>	<div><div>295</div><div>295</div></div>	<div><div>20</div><div>20</div></div>	<div><div>5</div><div>5</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>664</div></div>	CFX
99158 <i>SIS Project</i>	Wekiva Pkwy.	at Kelly Park Rd.			Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>76</div><div>76</div></div>	<div><div>973</div><div>973</div></div>	<div><div>20</div><div>20</div></div>	<div><div>15</div><div>15</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,084</div></div>	CFX
99159 <i>SIS Project</i>	Wekiva Pkwy.	N of SR 429/453 Interchange	Coronado Summerset Dr.		Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>42</div><div>42</div></div>	<div><div>627</div><div>627</div></div>	<div><div>589</div><div>589</div></div>	<div><div>20</div><div>20</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,278</div></div>	CFX
99160 <i>SIS Project</i>	Wekiva Pkwy.	Pond 1	Utility Viaduct		Landscaping	Overview page 9	<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>95</div><div>95</div></div>	<div><div>1,166</div><div>1,166</div></div>	<div><div>20</div><div>20</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST/Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>1,281</div></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><div></div><div>142,631</div></div>	<div><div>47,656</div><div>47,656</div></div>	<div><div>8,497</div><div>8,497</div></div>	<div><div>648</div><div>648</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP/CF</div><div>Total</div></div>	<div><div>ROW</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>199,432</div></div>	CFX
99133 <i>SIS Project</i>	SR 408	at SR 417 (Phase 2)			Add Ramps, Mill & Resurface	Tech. Rep. 3 page 4	<div><div></div><div>282</div></div>	<div><div>39,760</div><div>39,760</div></div>	<div><div>39,760</div><div>39,760</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>SP</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>79,802</div></div>	CFX
99043 <i>SIS Project</i>	SR 429/Western Expy.	at Schofield Rd.			Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>13</div><div>13</div></div>	<div><div>433</div><div>433</div></div>	<div><div>20</div><div>20</div></div>	<div><div>20</div><div>20</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>486</div></div>	CFX
99083 <i>SIS Project</i>	SR 417	at Boggy Creek Rd. (Phase 3)			Landscaping	Overview page 9	<div><div></div><div>0</div></div>	<div><div>58</div><div>58</div></div>	<div><div>854</div><div>854</div></div>	<div><div>20</div><div>20</div></div>	<div><div>15</div><div>15</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>947</div></div>	CFX
99107 <i>SIS Project</i>	SR 528	at Innovation Way			Add New Interchange	Tech. Rep. 3 page 5	<div><div></div><div>52,695</div></div>	<div><div>26,936</div><div>26,936</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>SP</div><div>Total</div></div>	<div><div>DSB</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>79,631</div></div>	CFX
99108 <i>SIS Project</i>	SR 408	at I-4 Ultimate			Reconstruct Interchange	Tech. Rep. 2 page 11	<div><div></div><div>2,024</div></div>	<div><div>75,964</div><div>75,964</div></div>	<div><div>75,964</div><div>75,964</div></div>	<div><div>80,968</div><div>80,968</div></div>	<div><div>0</div><div>0</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>Contribution</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>234,920</div></div>	CFX
99134 <i>SIS Project</i>	SR 429 New Interchange Studies				Interchange Studies & Design	2040 LRTP to be amended	<div><div></div><div>0</div></div>	<div><div>160</div><div>160</div></div>	<div><div>1,033</div><div>1,033</div></div>	<div><div>6,195</div><div>6,195</div></div>	<div><div>6,184</div><div>6,184</div></div>	<div><div>0</div><div>0</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>Study/PE</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>13,572</div></div>	CFX
99136 <i>SIS Project</i>	SR 528	at Innovation Way			Landscaping	Overview page 9	<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>0</div><div>0</div></div>	<div><div>49</div><div>49</div></div>	<div><div>614</div><div>614</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST Maintenance</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>663</div></div>	CFX
99049 <i>SIS Project</i>	Miscellaneous Facility Improvements				Upgrade/Replace Facilities	Overview page 7	<div><div></div><div>5,394</div></div>	<div><div>3,378</div><div>3,378</div></div>	<div><div>6,304</div><div>6,304</div></div>	<div><div>1,330</div><div>1,330</div></div>	<div><div>1,059</div><div>1,059</div></div>	<div><div>1,054</div><div>1,054</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>18,519</div></div>	CFX
99054 <i>SIS Project</i>	Miscellaneous Technology Projects				System Upgrades and Equipment	Overview page 10	<div><div></div><div>36,703</div></div>	<div><div>50,975</div><div>50,975</div></div>	<div><div>41,748</div><div>41,748</div></div>	<div><div>12,611</div><div>12,611</div></div>	<div><div>4,721</div><div>4,721</div></div>	<div><div>3,909</div><div>3,909</div></div>	<div><div>SP</div><div>Total</div></div>	<div><div>PE/CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>150,667</div></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 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				
4176892	Traffic Control Devices	Countywide			Funding Set-Aside	Overview page 10		863 0	863 863	863 863	863 863	0 0	SU Total	CST		0	3,452	MetroPlan Orlando
4355251	Gatlin Ave.	at Barber Park Access Rd./ Kennedy Ave.			Intersection Improvement	Overview page 10		0 158	1,338 0	0 0	0 0	0 0	SU Total	CST		0	1,496	Orange Co.
4355261	SR 434/Alafaya Tr.	at Corporate Blvd.			Intersection Improvement	Overview page 10		0 220	0 0	0 0	566 566	0 0	SU Total	CST		0	786	Orange Co.
4355271	Powers Dr.	at North Ln.			Intersection Improvement	Overview page 10		0 300	0 0	0 0	567 567	0 0	SU Total	CST		0	867	Orange Co.
4355541	Vineland Ave.	at SR 535			Intersection Improvement	Overview page 10		0 302	0 0	1,675 1,675	0 0	0 0	SU Total	CST		0	1,977	Orange Co.
4355871	Wallace Rd.	at Dr. Phillips Blvd.		0.50	Intersection Improvement	Overview page 10		1,721 200	0 0	0 0	0 0	0 0	SU Total	CST		0	1,921	Orange Co.
4363461	UCF Big Data Research	Countywide			Advanced Traveler Information System	Overview page 10		100 200	100 100	100 100	0 0	100 100	DITS Total	OPS		0	600	Orange Co.
4375081	Orlando Pedestrian Traffic Signals	Citywide			Traffic Signals	Overview page 10		23 443 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 25 2,104 2,129	0 0 0 0 0	LF SU LF SU Total	PE PE CST CST		0	2,595	Orlando
4375921	SR 500/US 441	S of SR 482/Sand Lake Rd.	N of SR 482/Sand Lake Rd.	0.15	Intersection Improvement	Overview page 10		0 0 0 789	767 34 71 872	0 0 0 0	0 0 0 0	0 0 0 0	ACNP DDR DIH Total	CST CST CST		0	1,661	FDOT

**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 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			
4176893	Traffic Control Devices	Countywide			Funding Set-Aside	Overview page 10	<div><div></div><div>0</div></div>	<div><div>110</div><div>110</div></div>	<div><div>110</div><div>110</div></div>	<div><div>110</div><div>110</div></div>	<div><div>110</div><div>110</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>0</div><div></div></div>	<div><div>440</div><div></div></div>	MetroPlan Orlando
4183211	SR 500/US 17/92	SR 530/US 192	Donegan Ave.	1.10	Add Turn Lane(s)	Overview page 10	<div><div></div><div>6,055</div></div>	<div><div>0</div><div>0</div></div>	<div><div>46</div><div>46</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>0</div><div></div></div>	<div><div>6,101</div><div></div></div>	FDOT
4349161	W. Oak St.	at John Young Pkwy.		0.52	Intersection Improvement	Overview page 10	<div><div></div><div>2,531</div></div>	<div><div>0</div><div>0</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>SU</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div>0</div><div></div></div>	<div><div>4,206</div><div></div></div>	Kissimmee
43745111	US 192	at Hoagland Blvd.		0.03	Intersection Improvement	Overview page 10	<div><div></div><div>706</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>150</div><div>288</div><div>0</div><div>0</div><div>438</div></div>	<div><div>0</div><div>145</div><div>0</div><div>0</div><div>145</div></div>	<div><div>0</div><div>37</div><div>33</div><div>1,286</div><div>1,356</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>HSP</div><div>HSP</div><div>DDR</div><div>HSP</div><div>Total</div></div>	<div><div>PE</div><div>ROW</div><div>CST</div><div>CST</div><div></div></div>	<div><div></div><div></div><div></div><div></div><div>0</div></div>	<div><div></div><div></div><div></div><div></div><div>2,645</div></div>	FDOT
4375991	SR 500/600/US 17/92	at Westgate Dr.		0.28	Traffic Operations Improvement	Overview page 10	<div><div></div><div>275</div></div>	<div><div>0</div><div>0</div><div>0</div><div>0</div></div>	<div><div>8</div><div>75</div><div>486</div><div>569</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></div><div></div><div>0</div></div>	<div><div></div><div></div><div></div><div>844</div></div>	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 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			
2402691	Regional Congestion Mitigation	Regionwide			Projects to be Identified by Congestion Management System	Overview page 10	<div></div> <div>0</div>	<div>1,327</div> <div>1,327</div>	<div>1,394</div> <div>1,394</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>5,749</div> <div>5,749</div>	<div>SU</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>8,470</div>	MetroPlan Orlando
4176891	Traffic Control Devices	Countywide			Funding Set-Aside	Overview page 10	<div></div> <div>0</div>	<div>278</div> <div>278</div>	<div>278</div> <div>278</div>	<div>278</div> <div>278</div>	<div>278</div> <div>278</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>1,112</div>	MetroPlan Orlando
4326421	SR 434	at Winding Hollow Blvd.			Add Turn Lanes	Overview page 10	<div></div> <div>147</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>419</div> <div>419</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>566</div>	Winter Springs
4326423	SR 434	at Winding Hollow Blvd.			Add Turn Lanes	Overview page 10	<div></div> <div>341</div>	<div>21</div> <div>21</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>SU</div> <div>Total</div>	<div>ROW</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>362</div>	FDOT
4398591	CR 419	at Lockwood Blvd.		0.11	Intersection Improvement	Overview page 10	<div></div> <div>0</div>	<div>0</div> <div>0</div>	<div>631</div> <div>631</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	<div>CST</div> <div></div>	<div></div> <div>0</div>	<div></div> <div>631</div>	Seminole Co.
4404131	SR 434 Connected Vehicle Pilot Project			3.28	Other ITS	Overview page 10	<div></div> <div>0</div>	<div>250</div> <div>0</div>	<div>0</div> <div>557</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>DITS</div> <div>DITS</div>	<div>PE</div> <div>CST</div>	<div></div> <div>0</div>	<div></div> <div>807</div>	FDOT

Three-County Region

4354461	Greater Orlando Transit Signal Priority Equipment				Arterial Traffic Management	Overview page 10		50	0	0	0	0	DS	PD&E			FDOT
								150	0	0	0	0	DS	PE			
								0	104	0	0	0	DIH	CST			
								0	3,252	0	0	0	DS	CST			
							5,744	200	3,356	0	0	0	Total		0	9,300	

**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 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				
2442962	Primary Roads MOA	in City of Apopka			Routine Maintenance	Overview page 7		116 232	116 116	116 116	116 116	116 116	D Total	MNT		0	812	Apopka
2442981	Primary Roads MOA	in City of Ocoee			Routine Maintenance	Overview page 7		0 722	25 0	25 25	25 25	25 25	D Total	MNT		0	822	Ocoee
2448231	Joint Pond Agreement with Orange Co.				Routine Maintenance	Overview page 7		3 69	3 3	3 3	3 3	3 3	D Total	MNT		0	84	Orange Co.
2451901	CFX Facilities	in Orange Co.		22.46	Routine Maintenance	Overview page 7		2,800 44,468	2,800 2,800	2,800 2,800	2,800 2,800	2,800 2,800	TM11 Total	MNT		0	58,468	CFX
4057871	Orange Co. MOA				Routine Maintenance	Overview page 7		0 1,208	118 118	118 118	118 118	118 118	D Total	MNT		0	1,680	Orange Co.
4066601	I-4	within Reedy Creek Improvement District			Routine Maintenance	Overview page 7		183 2,872	183 183	183 183	183 183	183 183	D Total	MNT		183	3,970	RCID
4136156	Lighting Agreements	in Orange Co.			Lighting Maintenance	Overview page 7		1,604 12,003	1,652 1,652	1,626 1,626	1,674 1,674	1,805 1,805	D Total	MNT		0	20,364	Orange Co./ FDOT
4168111	SR 528/Beachline Expy.				Toll Facilities Maintenance	Overview page 7		61 394	61 61	71 71	71 71	71 71	PKM1 Total	MNT		379	1,108	FDOT
4181081	Primary Roads MOA	in Orange Co.			Routine Maintenance	Overview page 7		2,784 46,584	2,748 2,748	2,748 2,748	2,890 2,890	2,890 2,890	D Total	MNT		0	60,644	Orange Co.
4182322	SR 408/East-West Expy.	W SR 50	E SR 50		Routine Maintenance	Overview page 7		2 2	2 2	2 2	2 2	2 2	TM11 Total	MNT		0	12	FDOT
4182324	SR 417/Eastern Beltway	SR 536	Orange/Seminole Co. Line		Routine Maintenance	Overview page 7		2 3	2 2	2 2	2 2	2 2	TM11 Total	MNT		0	13	FDOT
4182325	SR 408/East-West Expy. Extensions				Routine Maintenance	Overview page 7		2 2	2 2	2 2	2 2	2 2	TM11 Total	MNT		0	12	FDOT
4220392	Mill & Resurface	Various Locations			Routine Maintenance	Overview page 7		1,467 1,658	0 0	0 0	0 0	0 0	D Total	MNT		0	3,125	Orange Co./ FDOT
4220427	Performance Aesthetics	Various Locations			Routine Maintenance	Overview page 7		750 2,999	375 375	750 750	750 750	750 750	D Total	MNT		0	6,374	Orange Co./ FDOT
4256361	Roadway Aesthetics	Various Locations			Routine Maintenance	Overview page 7		460 4,844	698 698	698 698	698 698	1,158 1,158	D Total	MNT		0	8,556	Orange Co./ FDOT
4256382	Drainage Repair	Various Locations			Routine Maintenance	Overview page 7		351 2,026	0 0	0 0	0 0	0 0	D Total	MNT		0	2,377	Orange Co./ FDOT
4260221	SR 500/US 441	in Hunters Creek			Routine Maintenance	Overview page 7		12 98	12 12	12 12	12 12	12 12	D Total	MNT		0	158	Orange Co.
4291532	Performance Sidewalk	Various Locations			Routine Maintenance	Overview page 7		634 1,256	320 320	320 320	320 320	320 320	D Total	MNT		0	3,170	Orange Co./ 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 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
4291601	Pavement Markings	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>2,650</div></div>	<div><div>400</div><div>400</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>3,050</div></div>	Orange Co./ FDOT
4291611	Pipe Desilt & Video				Routine Maintenance	Overview page 7	<div><div></div><div>1,879</div></div>	<div><div>1,036</div><div>1,036</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>2,915</div></div>	Orange Co./ FDOT
4291633	Performance Pavement	Various Locations			Routine Maintenance	Overview page 7	<div><div></div><div>593</div></div>	<div><div>148</div><div>148</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>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>	Orange Co./ FDOT
4317341	Drainage Repairs	in Orange Co.			Routine Maintenance	Overview page 7	<div><div></div><div>89,486</div></div>	<div><div>100</div><div>100</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>89,586</div></div>	Orange Co./ FDOT

Osceola County

2443831	City of Kissimmee MOA				Routine Maintenance	Overview page 7	<div></div> <div>2,091</div>	<div>118</div> <div>118</div>	<div>118</div> <div>118</div>	<div>118</div> <div>118</div>	<div>118</div> <div>118</div>	<div>118</div> <div>118</div>	<div>D</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>2,681</div>	Kissimmee
2448471	Osceola Co. MOA				Routine Maintenance	Overview page 7	<div></div> <div>1,185</div>	<div>86</div> <div>86</div>	<div>86</div> <div>86</div>	<div>86</div> <div>86</div>	<div>86</div> <div>86</div>	<div>86</div> <div>86</div>	<div>D</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>1,615</div>	Osceola Co.
2448491	Agreement between Osceola & Orange Co. & OBT Devel. Board				Routine Maintenance	Overview page 7	<div></div> <div>650</div>	<div>0</div> <div>0</div>	<div>55</div> <div>55</div>	<div>55</div> <div>55</div>	<div>55</div> <div>55</div>	<div>55</div> <div>55</div>	<div>D</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>870</div>	Orange Co. Osceola Co. OBT. Devel.
4067751	City of St. Cloud MOA				Routine Maintenance	Overview page 7	<div></div> <div>190</div>	<div>11</div> <div>11</div>	<div>11</div> <div>11</div>	<div>11</div> <div>11</div>	<div>11</div> <div>11</div>	<div>11</div> <div>11</div>	<div>D</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>245</div>	St. Cloud
4136159	Lighting Agreements	in Osceola Co.			Lighting Maintenance	Overview page 7	<div></div> <div>2,379</div>	<div>263</div> <div>263</div>	<div>271</div> <div>271</div>	<div>287</div> <div>287</div>	<div>295</div> <div>295</div>	<div>296</div> <div>296</div>	<div>DDR</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>3,791</div>	Osceola Co./ FDOT
4181091	Primary Roads MOA	in Osceola Co.			Routine Maintenance	Overview page 7	<div></div> <div>4,692</div>	<div>309</div> <div>309</div>	<div>311</div> <div>311</div>	<div>311</div> <div>311</div>	<div>313</div> <div>313</div>	<div>313</div> <div>313</div>	<div>D</div> <div>Total</div>	MNT	<div></div> <div>0</div>	<div></div> <div>6,249</div>	Osceola Co./ FDOT

MetroPlan Orlando  
Transportation Improvement Program  
Maintenance Projects  
Seminole County

FDOT Financial Management 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			
2445491	City of Casselberry MOA				Routine Maintenance	Overview page 7	<div><div></div><div>1,359</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>2,019</div></div>	Casselberry
2448531	City of Longwood MOA				Routine Maintenance	Overview page 7	<div><div></div><div>851</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>1,146</div></div>	Longwood
2448801	City of Winter Springs MOA				Routine Maintenance	Overview page 7	<div><div></div><div>1,014</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>1,344</div></div>	Winter Springs
4136157	Lighting Agreements	in Seminole Co.			Lighting Maintenance	Overview page 7	<div><div></div><div>2,521</div></div>	<div><div>314</div><div>314</div></div>	<div><div>324</div><div>324</div></div>	<div><div>289</div><div>289</div></div>	<div><div>297</div><div>297</div></div>	<div><div>354</div><div>354</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>4,099</div></div>	Seminole Co.
4181101	Primary Roads MOA	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>24,420</div></div>	<div><div>1,149</div><div>1,149</div></div>	<div><div>1,117</div><div>1,117</div></div>	<div><div>1,117</div><div>1,117</div></div>	<div><div>1,359</div><div>1,359</div></div>	<div><div>1,359</div><div>1,359</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>30,521</div></div>	FDOT
4220411	City of Oviedo MOA				Routine Maintenance	Overview page 7	<div><div></div><div>489</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>764</div></div>	Oviedo
4291632	Pavement Markings Performance	in Seminole Co.			Routine Maintenance	Overview page 7	<div><div></div><div>2,563</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>2,913</div></div>	Seminole Co./ FDOT
4367303	SR 417 Highway Lighting	in Seminole Co.			Lighting	Overview page 7	<div><div></div><div>290</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>415</div></div>	FTE
4404631	Oviedo Operations Complex				Fixed Capital Outlay	Overview page 7	<div><div></div><div>0</div></div>	<div><div>175</div><div>175</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>175</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 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
2395051	Bicycle/Pedestrian Contingency Box	Orlando Urban Area (Orange, Osceola, & Seminole Counties)			Bike Path/Trail Projects to be Identified	Overview page 7		3,654 905	9,852 2,323	10,741 2,321	11,335 9	12,403 2,323	SU TALU	CST CST			MetroPlan Orlando
							150	4,559	12,175	13,062	11,344	14,726	Total		0	56,016	
4302253	Shingle Creek Trail	SR 482/Sand Lake Rd.	Oak Ridge Rd.		Bike Path/Trail	Overview page 7		3,016 1,074	0 0	0 0	0 0	0 0	SU TALU	CST CST			Orlando
							502	4,090	0	0	0	0	Total		0	4,592	
4302254	Shingle Creek Trail	Central Florida Pkwy.	SR 528/Beachline Expy.		Bike Path/Trail	Overview page 7		0 0	0 0	2,200 2,200	0 0	0 0	TALT Total	CST			Orange Co.
							0	0	0	2,200	0	0	Total		0	2,200	
4302255	Shingle Creek Trail Segment 3	SR 528/Beachline Expy.	Destination Pkwy.		Bike Path/Trail	Overview page 7		0 0 0	0 0 0	0 0 0	596 400 2,314	0 0 0	SU TALT TALU	CST CST CST			Orange Co.
							0	0	0	0	3,310	0	Total		0	3,310	
4355211	St. Andrew's Trail	Cady Way Trail	Aloma Ave.		Bike Path/Trail	Overview page 7		0 450	0 0	3,040 3,040	0 0	0 0	SU Total	CST			Winter Park
							450	0	0	3,040	0	0	Total		0	3,490	
4364331	Orange Co. Gap Segment 2	Hiawassee Rd.	N of SR 414/Maitland Blvd.		Bike Path/Trail	Overview page 7		0 2,215	2,172 2,172	0 0	0 0	0 0	TLWR Total	ROW			FDOT
							2,215	0	2,172	0	0	0	Total		TBD	TBD	
4364351	Orange Co. Gap Segment 1	Clarcona-Ocoee Rd.	West Orange Trail	0.28	Bike Path/Trail	Overview page 7		318 7 0 0	110 7 0 0	32 7 24 254	0 0 0 0	0 0 0 0	DDR DIH DDR SA	ROW ROW CST CST			FDOT
							272	325	117	317	0	0	Total		0	1,031	
4375751	Orange Blossom Trail Phase 2A	30th St.	Gore St.		Bike Path/Trail	Overview page 7		0 0	0 0	0 0	2,485 2,485	0 0	SU Total	CST			Orange Co.
							0	0	0	0	2,485	0	Total		0	2,485	
4396791	SR 500/US 441	N of Holden Ave.	37th St,	0.59	Pedestrian Safety Improvements	Overview page 7		0 0	991 96	0 0	0 0	0 0	ACNP DDR	CST CST			FDOT
							356	0	1,087	0	0	0	Total		0	1,443	

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 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			
4302259	Shingle Creek Trail North Project Phase 2B	Tapestry Subdivision	Osceola Pkwy.		Bike Path/Trail	Overview page 7	<div></div> <div>0</div>	<div>0</div> <div>0</div>	<div>2,581</div> <div>2,581</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>2,581</div>	Kissimmee
4335511	Reserve Funds for Context Sensitive Projects				Funding Action	Overview page 7	<div></div> <div>0</div>	<div>3,202</div> <div>3,202</div>	<div>2,511</div> <div>2,511</div>	<div>2,331</div> <div>2,331</div>	<div>2,313</div> <div>2,313</div>	<div>1,682</div> <div>1,682</div>	<div>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>12,039</div>	FDOT
4374731	East Lake Elementary School Sidewalks	E of Turnberry Blvd.	W of N. Point Blvd.	0.36	Sidewalk	Overview page 7	<div></div> <div>46</div>	<div>0</div> <div>0</div>	<div>160</div> <div>160</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>206</div>	Osceola Co.
4374771	International Dr.	SR 417 Overpass	S of Gaylord Palms Resort		Sidewalk	Overview page 7	<div></div> <div>65</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>230</div> <div>230</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>295</div>	Osceola Co.
4374801	Boggy Creek Rd.	E of Fells Cove Blvd.	W of Narcoossee Rd.		Sidewalk	Overview page 7	<div></div> <div>0</div>	<div>97</div> <div>97</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>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>97</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>59</div>	<div>0</div> <div>0</div>	<div>177</div> <div>177</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>Total</div>	CST	<div></div> <div>0</div>	<div></div> <div>236</div>	Osceola Co.
4375111	Ventura Elementary School Sidewalks	on Royal Palm Dr.			Sidewalk	Overview page 7	<div></div> <div>0</div>	<div>43</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>187</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>SU</div> <div>Total</div>	PE CST	<div></div> <div>0</div>	<div></div> <div>230</div>	Osceola Co.
4390841	Toho-Valencia Trail	along US 192/Mill Slough to Valencia College			Bike Path/Trail	Overview page 7	<div></div> <div>0</div>	<div>39</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>341</div>	<div>0</div> <div>0</div>	<div>SU</div> <div>SU</div> <div>Total</div>	PE CST	<div></div> <div>0</div>	<div></div> <div>380</div>	Osceola Co.

Seminole County

4374791	Casselberry Elementary School Sidewalks	on Queens Mirror Cir.			Pedestrian Safety Improvement	Overview page 7	0	0	0	84	0	0	SU Total	CST	0	84	Casselberry
4379311	CR 427/Ronald Reagan Blvd.	SR 434	Georgia Ave.	0.62	Pedestrian Safety Improvements	Overview page 7	0	1,321	0	0	0	0	SU Total	CST	0	1,321	FDOT
4379331	Cross Seminole Trail Connector	Church Ave. at CR 427	Cross Seminole Trail		Bike Path/Trail	Overview page 7	0	347	0	0	0	0	TALU Total	CST	0	347	Longwood

① The reserve funds in project #4335511 originated with the increase in the allocation of SU funds for MetroPlan Orlando resulting from the establishment of Kissimmee as an urbanized area. MetroPlan Orlando's policy regarding the use of these funds is that they be programmed for Context Sensitive projects throughout the MetroPlan Orlando region. 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.

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**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 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			
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 35	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 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
77024	Rinehart Rd.	CR 46A	Timacuan Blvd.	0.37	At-Grade Mid-Block U-Turns Part of the I-4 BTU Project "Michigan Lefts"	Overview page 10	0	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 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			
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		1,129	400	0	0	0	Gas Tax	ROW			Orange Co.
								0	1,000	3,700	2,500	100	TIF	CST			
							1,084	1,129	1,400	3,700	2,500	100	Total		250	10,163	
75002	Boggy Creek Rd.	Orange/Osceola Co. Line	SR 417	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 31		600	230	0	0	0	Invest	PE/ROW			Orange Co.
								0	3,770	4,000	668	0	Invest	CST			
							2,049	600	4,000	4,000	668	0	Total		14,557	25,874	
75087	Boggy Creek Rd.	Wetherbee Rd.	SR 417	1.30	Widen to 4 Lanes	Tech. Rep. 3 page 31		4,300	6,300	700	200	0	Invest	CST			Orange Co.
							1,728	4,300	6,300	700	200	0	Total		0	13,228	
75097	CR 545/Avalon Rd.	Florida's Turnpike	SR 50	0.43	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	
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.
							1,014	220	0	0	0	0	Total		0	1,234	
75056	Econlockhatchee Tr.	Lake Underhill Rd.	Valencia College Ln.	1.44	Widen to 4 Lanes	Tech. Rep. 3 page 5		300	0	0	0	0	Invest	ROW			Orange Co.
								900	10,600	9,200	882	3,035	TIF/Gas	CST			
							10,910	1,200	10,600	9,200	882	3,035	Total		0	35,827	
75088	Ficquette Rd.	Summerlake Park Blvd.	Overstreet Rd.	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 5		1,068	0	0	0	0	Invest	PE			Orange Co.
								0	1,380	4,140	1,200	5,200	Invest	ROW			
							0	1,068	1,380	4,140	1,200	5,200	Total		1,994	14,982	
75010	Holden Ave.	John Young Pkwy.	Orange Blossom Tr.	1.30	Widen to 4 Lanes & New 4-Lane Road	Tech. Rep. 3 page 5		2,000	0	0	0	0	TIF	ROW			Orange Co.
								6,700	5,916	275	0	0	Sales Tax	CST			
							11,162	8,700	5,916	275	0	0	Total		0	26,053	
75089	Hamlin Grove Trail Extension	N. of New Independence Pkwy.	Tiny Rd.	1.47	New 4-Lane Road	2040 LRTP to be amended		6,000	0	0	0	0	TIF	CST			Orange Co.
							0	6,000	0	0	0	0	Total		0	6,000	
75059	Innovation Way	at BeachLine Exwy.		1.06	New 4-Lane Interchange with Expressway Ramps	Tech. Rep. 3 page 6		0	0	0	0	0	TIF/CFX/Private	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75013	International Dr.	S. Westwood Blvd.	N. Westwood Blvd.	2.20	Widen to 6 Lanes	Tech. Rep. 3 page 6		500	0	0	0	0	I-Drive CRA	CST			Orange Co.
							7,938	500	0	0	0	0	Total		0	8,438	
75060	International Dr.	Destination Pkwy.	Sand Lake Rd.	2.80	Add Transit Lanes	Tech. Rep. 3 page 31		9,000	9,000	1,000	532	0	I-Drive CRA	PE/ROW/CST			Orange Co.
							939	9,000	9,000	1,000	532	0	Total		0	20,471	
75069	International Dr.	at Orange County Convention Center		0.06	Add Pedestrian Bridge	Overview page 7		100	0	0	0	0	I-Drive CRA	CST			Orange Co.
							7,994	100	0	0	0	0	Total		0	8,094	
75044	John Young Pkwy.	at Sand Lake Rd.		2.00	New 6-Lane Interchange with Ramps	Tech. Rep. 3 page 5		400	293	0	0	0	I-Drive CRA	CST			Orange Co.
							12,743	400	293	0	0	0	Total		0	13,436	

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 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			
75016	Kennedy Blvd.	Forest City Rd.	Wymore Rd.	1.80	Widen to 4 Lanes	Tech. Rep. 3 page 34		4,799	2,400	0	0	0	Invest	ROW			Orange Co.
							927	4,799	2,400	3,100	6,400	1,500	Invest Total	CST	20,514	39,640	
75090	Lake Underhill Rd.	Econlockhatchee Tr.	Rouse Rd.	1.50	Widen to 4 Lanes	Tech. Rep. 3 page 31		2,200	2,800	600	0	0	Invest	ROW			Orange Co.
							278	2,200	2,800	3,960	8,000	0	Invest Total	CST	0	17,838	
75100	Orange Ave.	Osceola Pkwy.	Florida's Turnpike	2.70	Widen to 4 Lanes	Tech. Rep. 3 page 34		0	0	0	0	0	Private	PE/ROW/CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	
75091	Reams Rd.	Summerlake Park Blvd.	Taborfield Ave.	3.10	Widen to 4 Lanes	Tech. Rep. 3 page 32		1,380	1,500	0	0	0	Invest	PE			Orange Co.
							840	1,380	1,500	1,000	3,500	3,500	Invest Total	ROW	27,650	39,370	
75092	Reams Rd.	Delmar Ave.	Taborfield Ave.	0.30	Widen to 4 Lanes	Tech. Rep. 3 page 32		900	50	0	0	0	TIF	CST			Orange Co.
							857	900	50	0	0	0	Total		0	1,807	
75071	Richard T. Crotty Pkwy. (formerly East-West Rd.)	SR 436	Dean Rd.	5.07	New 4-Lane Road	Tech. Rep. 3 page 34		3,303	1,700	0	0	0	Invest/TIF	ROW			Orange Co.
							16,994	3,303	565	6,020	6,000	0	Invest/TIF Total	CST	43,350	78,432	
75101	Siedel Rd.	E.of SR 429	Summerlake Park Blvd.	3.00	Widen to 4 Lanes	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	
75102	Sunbridge Pkwy. (North-South Rd.)	Osceola Pkwy.	Aerospace Pkwy.	6.20	New 4-Lane Road	Tech. Rep. 3 page 34		0	0	0	0	0	Private	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		2,500	1,900	1,025	0	0	TIF	PE/ROW			Orange Co.
							5,624	2,500	4,000	4,200	2,353	0	TIF Total	CST	27,600	43,102	
75093	Texas Ave.	Oakridge Rd.	Holden Ave.	0.50	Widen to 4 Lanes	Tech. Rep. 3 page 34		3,598	594	500	1,500	0	Invest	ROW			Orange Co.
							328	3,598	2,394	4,249	3,000	0	TIF Total	CST	10,300	25,869	
75103	Vineland Rd.	E. of SR 535	E. of Little Lake Bryan Rd.	0.64	Widen to 4 Lanes	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	
75074	Caneel Bay Blvd.	Crosston Cir.	Orange/Osceola Co. Line	0.27	New 2-Lane Road	Tech. Rep. 3 page 6		0	0	0	0	0	DRI	CST			Orange Co.
							0	0	0	0	0	0	Total		0	0	

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**  
**City of Orlando**

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			
75075	Grand National Dr./ Greenbriar Pkwy.	Oak Ridge Rd.	Sand Lake Rd.	1.70	Realign & Widen to 4 lanes①	Tech. Rep. 3 page 33		0	0	100	100	0	IFT Total	PE			Orlando
							1,200	0	0	100	100	0			10,800	12,200	
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 Total	PE			Orlando
							1,300	0	300	300	300	300			38,722	41,222	
75084	Terry Ave. South Extension	South St.	Anderson St.	0.15	New 2 Lane Road①	Tech. Rep. 3 page 35		652	332	332	332	332	IFT Total	PE/ROW/CST			Orlando
							200	652	332	332	332	332			2,820	5,000	
75095	Narcoossee Rd.	SR 528	SR 417	3.75	Widen to 6 lanes	Tech. Rep. 3 page 3		1,000	1,000	0	0	0	IFT Total	PE/CST			Orlando
							0	1,000	1,000	0	0	0			12,000	14,000	
75082	Econlockhatchee Tr.	Lee Vista Blvd.	Orlando City Limits	2.30	Widen to 4 Lanes①	Tech. Rep. 3 page 32		1,000	1,000	1,000	1,000	1,000	IFT Total	PE/CST			Orlando
							1,310	1,000	1,000	1,000	1,000	1,000			19,850	26,160	

Ⓢ 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 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			
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	5,400	MFWZ Total	PD&E ROW/CST	0	5,400	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	100	8,709	0	0	MFEZ Total	ROW/CST	0	8,809	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	400	681	5,629	7,980	MFEZ Total	PE/ROW/CST	0	14,690	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	0	1,500	47,986	MFEZ Total	PE/PD&E 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		0	0	0	0	12,366	MFWZ LFS Total	PE/PD&E ROW/CST			Osceola Co.
							204	0	900	847	0	12,000			1,447	27,764	
92080	Hoagland Blvd. Phase II①	500' West of Pleasant Hill Rd.	5th St.	2.20	New 4 Lane Road	Tech. Rep. 3 page 35	0	0	2,500	5,245	0	0	MFWZ Total	PE/ROW/CST	0	7,745	Osceola Co.
92081	Hoagland Blvd. Phase III①	US 17/92	500' West of Pleasant Hill Rd.	0.80	Widen to 4 Lanes/Realignment	Tech. Rep. 3 page 35	0	0	0	2,402	0	0	MFWZ Total	PE/ROW/CST	0	2,402	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	4,946	SPCF MFWZ Total	PE/ROW/CST			Osceola Co.
							0	0	0	0	0	5,350			0	10,296	
92071	Neptune Rd. Phase II	Partin Settlement Rd.	Neptune Middle School Eastern Driveway	2.30	Widen to 4 Lanes	Tech. Rep. 3 page 35	0	0	1,577	0	0	30,461	MFWZ Total	PE/ROW/CST	0	32,038	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	0	0	0	0	0	14,983	MFEZ Total	PE/ROW/CST	0	14,983	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	0	0	522	0	0	3,084	MFEZ Total	PE/ROW/CST	0	3,603	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	750	29,044	MFEZ Total	PE/ROW/CST	0	29,794	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	150	2,000	MFWZ Total	CST	0	2,150	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	1,850	0	0	0	150	1,815	MFWZ Total	CST	0	3,815	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	120	1,440	MFWZ Total	CST	0	1,560	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	120	1,440	MFWZ Total	CST	0	1,560	Osceola Co.

Note: All projects include sidewalks and non-designated bike lanes with the exception of the Goodman Road project.

① The Hoagland Blvd. projects are also shown in the Federal & State Funded Highway Projects section of the TIP on page V-5.

**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 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				
92082	Poinciana Blvd. Phase IVA	Reaves Rd.	Crescent Lakes Way	2.40	Widen to 4 Lanes	Tech. Rep. 3 page 36		0	0	0	0	0	12,506	MFWZ	PE/CST			Osceola Co.
							0	0	0	0	0	0	12,506	Total		0	12,506	
92101	Poinciana Blvd. Phase IVB	Pleasant Hill Rd.	Reaves Rd.	3.30	Widen to 4 Lanes	Tech. Rep. 3 page 36		0	0	0	0	0	9,423	MFWZ	PE/CST			Osceola Co.
							0	0	0	0	0	0	9,423	Total		0	9,423	
92075	Simpson Rd. Phase III.	US 192/441	Fortune Rd.	0.43	Widen to 4 Lanes	Tech. Rep. 3 page 38		0	0	416	0	6,077	MFWZ	PE/ROW/CST			Osceola Co.	
								0	0	609	0	12,587	MFEZ					
							1,203	0	0	1,025	0	18,664	Total		0	20,892		
92033	Sinclair Rd.	Goodman Rd.	Tradition Blvd.	1.60	New 4 Lane Road	Tech. Rep. 3 page 36		0	0	1,000	0	8,953	MFWZ	PE/ROW/CST			Osceola Co.	
							0	0	0	1,000	0	8,953	Total		0	9,953		
92102	Reaves Rd.	Poinciana Blvd.	Pleasant Hill Rd.	1.80	Widen to 4 lanes	Tech. Rep. 3 page 35		0	0	0	0	13,512	MFWZ	PE/ROW/CST			Osceola Co.	
							0	0	0	0	0	13,512	Total		0	13,512		
92090	Hickory Tree Rd.	Hunting Lodge Rd.	US 192/441 (West)	4.43	Widen to 4 lanes	Tech. Rep. 3 page 36		0	0	1,949	8,560	28,458	MFEZ	PE/ROW/CST			Osceola Co.	
							0	0	0	1,949	8,560	28,458	Total		0	38,967		
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	6,400	MFWZ	CST			Osceola Co.	
							0	0	0	0	0	6,400	Total		0	6,400		
92095	Old Vineland Rd.	US 192 (west)	US 192 (east)	1.33	New 2 Lane Facility	Tech. Rep. 3 page 36		0	0	0	500	15,748	MFWZ	PD&E/PE/CST			Osceola Co.	
							0	0	0	0	500	15,748	Total		0	16,248		

**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 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			
77014	Lake Mary Blvd.	Rinehart Rd.	Country Club Rd.		Intersection Improvements	Overview page 10		0	0	0	0	4,850	Sales Tax	CST			Seminole Co.
							200	0	0	0	0	4,850	Total		0	5,050	
77008	SR 426/CR 419①	Pine Ave.	Lockwood Blvd.		Widen to 4 Lanes②	Tech. Rep. 3 page 48		1,000	0	0	0	0	Sales Tax	PE			Seminole Co.
								0	4,000	6,000	0	0	Sales Tax	CST			
							4,700	1,000	4,000	6,000	0	0	Total		0	15,700	
77009	Rinehart Rd.	W Lake Mary Blvd.	CR 46A		Widen to 6 Lanes	Tech. Rep. 3 page 39		0	2,650	0	0	0	Sales Tax	CST			Seminole Co.
							0	0	2,650	0	0	0	Total		0	2,650	
77015	CR 46A	Orange Blvd.	Rinehart Rd.		Improve Medians/Traffic Signals/ Add Roundabout	Overview page 10		0	0	0	0	1,000	Sales Tax	PE			Seminole Co.
							0	0	0	0	0	1,000	Total		TBD	TBD	
77012	SR 434	SR 417	E Mitchell Hammock Rd.		Widen to 4 Lanes	Tech. Rep. 3 page 48		0	0	0	2,500	0	Sales Tax	PD&E			Seminole Co.
								0	0	0	0	7,500	Sales Tax	PE/ROW			
							0	0	0	0	2,500	7,500	Total		TBD	TBD	
77016	SR 434	at Mitchell Hammock Rd.			Intersection Improvements	Overview page 10		0	1,600	0	0	0	Sales Tax	CST			Seminole Co.
							28	0	1,600	0	0	0	Total		0	1,628	
77017	Slavia Rd.	Red Bug Lake Rd.	W. SR 426		Capacity Improvements	Overview page 10		0	0	0	0	500	Sales Tax	CST			Seminole Co.
							0	0	0	0	0	500	Total		TBD	TBD	
77011	SR 436	at Ronald Reagan Blvd.			Intersection Improvements	Overview page 10		500	750	0	0	0	Sales Tax	CST			Seminole Co.
							250	500	750	0	0	0	Total		0	1,500	
77018	CR 427	SR 434	Longwood Hills Rd.		Context Sensitive Improvements	Overview page 7		0	0	1,000	0	0	Sales Tax	CST			Seminole Co.
							0	0	0	1,000	0	0	Total		0	1,000	
77019	Altamonte Springs SunRail Station				Bicycle & Pedestrian Connectivity Improvements	Overview page 7		500	500	500	500	0	Sales Tax	CST			Seminole Co.
							0	500	500	500	500	0	Total		0	2,000	
77020	SR 436	Maitland Ave.	Palm Springs Dr.		Intersection Improvements	Overview page 10		0	750	0	0	0	Sales Tax	CST			Seminole Co.
							250	0	750	0	0	0	Total		0	1,000	
77010	SR 434	at Ronald Reagan Blvd.			Intersection Improvements	Tech. Rep. 3 page 48		0	3,000	3,000	0	0	Sales Tax	ROW			Seminole Co.
								0	0	0	2,000	0	Sales Tax	CST			
							0	0	3,000	3,000	2,000	0	Total		0	8,000	
77021	SR 436	I-4	US 17/92		Multimodal Improvements	Overview page 7		0	0	0	0	4,000	Sales Tax	CST			Seminole Co.
							1,000	0	0	0	0	4,000	Total		0	5,000	
77022	Lake Monroe Loop along Celery Ave. & Mellonville Ave.	Celery Ave. at Lake Monroe	E. Lake Mary Blvd.		Shared Use Path	Overview page 7		1,000	2,800	0	0	0	Sales Tax	CST			Seminole Co.
							400	1,000	2,800	0	0	0	Total		0	4,200	
77023	Sanford Riverwalk Phase 3	Phase 2 Terminus	Monroe Rd.		Shared Use Path	Overview page 7		6,000	0	0	0	0	Sales Tax	CST			Seminole Co.
							0	6,000	0	0	0	0	Total		0	6,000	

① The SR 426/CR 419 project is also shown in the Federal & State Funded Highway Projects section of the TIP on page V-8.

② Project includes bicycle lanes and sidewalk facilities.



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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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
4353111 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Construct South Airport Passenger Terminal Complex	Overview page 8		6,336	5,523	6,384	6,155	7,731	DDR			Yes
				18,552	6,336 12,672	5,523 11,046	6,384 12,768	6,155 12,310	7,731 15,462	LF Total	0	82,810	
4353121 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Construct South Airport Passenger Terminal Complex	Overview page 8		394	2,400	2,400	2,400	0	DDR			Yes
					0	0	0	8,000	0	DIS			
					1,901	0	0	0	0	DPTO			
					12,295	2,400	2,400	10,400	0	LF			
					10,000	0	0	0	0	SIWR			
				11,648	24,590	4,800	4,800	20,800	0	Total	0	66,638	
4384791	Orlando Executive Airport/ Greater Orlando Aviation Authority	West Ramp Taxilane Rehab	Overview page 8		0	6	76	0	0	DPTO			Yes
					0	115	1,361	0	0	FAA			
					0	6	76	0	0	LF			
				0	0	127	1,513	0	0	Total	0	1,640	
4384811	Orlando Executive Airport/ Greater Orlando Aviation Authority	West Ramp Seal Coating	Overview page 8		80	415	0	0	0	DPTO			Yes
					20	104	0	0	0	LF			
				0	100	519	0	0	0	Total	0	619	
4384821	Orlando Executive Airport/ Greater Orlando Aviation Authority	Taxiway Rehab	Overview page 8		17	195	0	0	0	DPTO			Yes
					299	3,514	0	0	0	FAA			
					17	195	0	0	0	LF			
				0	333	3,904	0	0	0	Total	0	4,237	
4384851	Orlando Executive Airport/ Greater Orlando Aviation Authority	Taxiway Rehab	Overview page 8		402	0	0	0	0	DPTO			Yes
					7,229	0	0	0	0	FAA			
					402	0	0	0	0	LF			
				237	8,033	0	0	0	0	Total	0	8,270	
4384861 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Security Improvements/Upgrades	Overview page 8		103	200	446	500	500	DDR			Yes
					397	300	54	0	0	DPTO			
					500	500	500	500	500	LF			
				20	1,000	1,000	1,000	1,000	1,000	Total	0	5,020	
4384871 <i>SIS Project</i>	Orlando International Airport/ Greater Orlando Aviation Authority	Airfield Improvements	Overview page 8		3,000	2,615	3,000	3,000	3,000	DDR			Yes
					3,000	2,615	3,000	3,000	3,000	LF			
				20	6,000	5,230	6,000	6,000	6,000	Total	0	29,250	

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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
4315561 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway B Rehab	Overview page 8		0	160	0	0	0	DDR			Yes
					0	0	0	216	0	DPTO			
					0	0	0	2,430	0	FAA			
					0	40	0	54	0	LF			
				0	0	200	0	2,700	0	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	0	132	0	0	DPTO			
					0	0	0	0	1,800	FAA			
					0	0	33	0	40	LF			
				0	0	0	165	0	2,000	Total	0	2,165	
4384411 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway E Extension	Overview page 8		240	312	0	0	0	DPTO			Yes
					0	3,510	0	0	0	FAA			
					60	78	0	0	0	LF			
					270	3,900	0	0	0	Total	0	4,470	
4384421 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Security Improvements	Overview page 8		10	144	0	0	0	DPTO			Yes
					3	36	0	0	0	LF			
					0	13	0	0	0	Total	0	193	
4384431 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway D Rehab	Overview page 8		0	0	74	0	0	DPTO			Yes
					0	0	19	0	0	LF			
					0	0	93	0	0	Total	0	93	
4384441 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Taxiway A Rehab	Overview page 8		0	0	0	14	0	DPTO			Yes
					0	0	0	153	0	FAA			
					0	0	0	3	0	LF			
					0	0	0	170	0	Total	0	170	
4384451 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Airport Master Plan Update	Overview page 8		0	0	0	20	0	DPTO			Yes
					0	0	0	225	0	FAA			
					0	0	0	5	0	LF			
					0	0	0	250	0	Total	0	250	
4384461 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Extend Runway 6 & Taxiway B	Overview page 8		0	0	0	89	0	DDR			Yes
					0	0	0	103	0	DPTO			
					0	0	0	48	0	LF			
					0	0	0	240	0	Total	0	240	

**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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
4407531 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Extend Runway 6/24	Overview page 8	<div></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>0</div>	<div>1,500</div> <div>1,500</div> <div>3,000</div>	GMR LF Total	<div></div> <div>0</div>	<div></div> <div>3,000</div>	Yes
4407811 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Maintenance Facility	Overview page 8	<div></div> <div>0</div>	<div>0</div> <div>0</div>	<div>0</div> <div>0</div>	<div>120</div> <div>30</div> <div>150</div>	<div>0</div> <div>0</div> <div>0</div>	<div>800</div> <div>200</div> <div>1,000</div>	DDR LF Total	<div></div> <div>0</div>	<div></div> <div>1,150</div>	Yes
CandidateⓈ KGA - 1 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Entry Road Beautification	Overview page 8	<div></div> <div>0</div>	<div>10</div> <div>10</div>	<div>10</div> <div>10</div>	<div>10</div> <div>10</div>	<div>10</div> <div>10</div>	<div>0</div> <div>0</div>	LF Total	<div></div> <div>0</div>	<div></div> <div>40</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>0</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>1,995</div> <div>53</div> <div>53</div> <div>2,101</div>	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>2,101</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>0</div>	<div>0</div> <div>0</div>	<div>616</div> <div>16</div> <div>16</div> <div>648</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>	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>648</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>0</div>	<div>0</div> <div>0</div>	<div>380</div> <div>10</div> <div>10</div> <div>400</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>	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>400</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>0</div>	<div>0</div> <div>0</div>	<div>1,995</div> <div>53</div> <div>53</div> <div>2,101</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>	FAA FDOT LF Total	<div></div> <div>0</div>	<div></div> <div>2,101</div>	Yes
Candidate KGA - 43 <i>SIS Project</i>	Kissimmee Gateway Airport/ City of Kissimmee	Rehab Terminal Building	Overview page 8	<div></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>0</div>	<div>240</div> <div>60</div> <div>300</div>	FAA LF Total	<div></div> <div>0</div>	<div></div> <div>300</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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	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>	<u>4</u>	<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>	<u>6</u>	<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>	<u>3</u>	<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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
4377131 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Terminal Expansion	Overview page 8		0	1,500	0	0	0	DDR			Yes
					2,200	0	0	0	0	DPTO			
					<u>2,200</u>	<u>1,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				9,722	4,400	3,000	0	0	0	Total	0	17,122	
4384881 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Parking Garage Phase 2	Overview page 8		0	500	2,000	2,300	919	DDR			Yes
					0	0	0	0	125	DPTO			
					<u>0</u>	<u>500</u>	<u>2,000</u>	<u>2,300</u>	<u>1,043</u>	<u>LF</u>			
				0	0	1,000	4,000	4,600	2,087	Total	0	11,687	
4388441 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd.	Overview page 8		0	449	492	528	0	DDR			Yes
					0	115	158	106	0	DPTO			
					<u>0</u>	<u>564</u>	<u>650</u>	<u>634</u>	<u>0</u>	<u>LF</u>			
				0	0	1,128	1,300	1,268	0	Total	0	3,696	
Candidate① OSIA - 30 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Terminal Building Passenger Loading Bridges	Overview page 8		<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>LF</u>			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	
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		3,500	0	0	0	0	FDOT			Yes
					<u>3,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>LF</u>			
				0	7,000	0	0	0	0	Total	0	7,000	

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 L RTP Reference	Historic Cost Prior to 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
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		0	0	0	4,950	0	FAA			Yes
					0	0	0	275	0	FDOT			
					<u>0</u>	<u>0</u>	<u>0</u>	<u>275</u>	<u>0</u>	LF			
				0	0	0	0	5,500	0	Total	0	5,500	
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		0	0	0	0	6,000	FAA			Yes
					0	0	0	0	158	FDOT			
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>158</u>	LF			
				0	0	0	0	0	6,316	Total	0	6,316	
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		300	0	0	0	0	LF			Yes
				0	300	0	0	0	0	Total	0	300	
Candidate OSIA - 44 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct "Cell Phone" Parking Lot	Overview page 8		0	150	0	0	0	FDOT			Yes
					<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				0	0	300	0	0	0	Total	0	300	
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		2,250	0	0	0	0	FAA			Yes
					125	0	0	0	0	FDOT			
					<u>125</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	LF			
				0	2,500	0	0	0	0	Total	0	2,500	
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		0	3,000	3,000	3,000	3,000	FAA			Yes
					0	80	80	80	80	FDOT			
					<u>0</u>	<u>80</u>	<u>80</u>	<u>80</u>	<u>80</u>	LF			
				0	0	3,160	3,160	3,160	3,160	Total	0	12,640	
Candidate OSIA - 36 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase & Install Automated Vehicle Identifier System	Overview page 8		0	150	0	0	0	FDOT			Yes
					<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	-	LF			
				0	0	300	0	0	0	Total	0	300	
Candidate OSIA - 77 <i>SIS Project</i>	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Taxiway Charlie to ARFF Station	Overview page 8		0	0	0	0	1,500	FAA			Yes
					0	0	0	0	39	FDOT			
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>39</u>	LF			
				0	0	0	0	0	1,578	Total	0	1,578	
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	



**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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Consistent with Airport Master Plans?
					2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources			
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
					0	0	75	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>75</u>	<u>0</u>	<u>0</u>	LF			
				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
					0	0	325	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>325</u>	<u>0</u>	<u>0</u>	LF			
				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
					0	0	0	0	325	FDOT			
					<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>325</u>	LF			
				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
					0	0	184	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>184</u>	<u>0</u>	<u>0</u>	LF			
				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
					0	0	155	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>155</u>	<u>0</u>	<u>0</u>	LF			
				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
					0	0	197	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>197</u>	<u>0</u>	<u>0</u>	LF			
				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
					0	0	35	0	0	FDOT			
					<u>0</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>0</u>	LF			
				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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	Consistent with Transit Development Plan?
				2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources				
2465561	Fourth Operating Base Northern Facility - Design	Overview page 7		800	0	0	0	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				200	0	0	0	0	LF				
			3,125	1,000	0	0	0	0	Total	0	4,125		
2465721	Transit Centers, Super Stops, Passenger Amenities, Transit Enhancements	Overview page 7		3,000	3,000	3,000	3,000	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				750	750	750	750	0	LF				
			47,977	3,750	3,750	3,750	3,750	0	Total	0	62,977		
2465942	Purchase Commuter Vans	Overview page 7		1,500	1,500	1,500	2,000	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				375	375	375	500	0	LF				
			5,085	1,875	1,875	1,875	2,500	0	Total	0	13,210		
2465951	Facility Improvements/Equipment	Overview page 7		1,000	1,000	1,000	2,000	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				250	250	250	500	0	LF				
			20,829	1,250	1,250	1,250	2,500	0	Total	0	27,079		
4069302	US 192 Corridor Bus Rapid Transit Project Development	Overview page 7		1,300	0	0	0	0	DDR <sup>①</sup>			CFRTA/LYNX	Yes
				1,500	0	0	0	0	LF				
				1,200	0	0	0	0	NSTP				
			2,500	4,000	0	0	0	0	Total	0	6,500		
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				
			124,058	52,500	52,500	52,500	52,500	52,500	Total	0	386,558		
4147492	Fixed Route Capital, Maintenance, & Support Equipment	Overview page 7		1,000	1,000	1,000	1,000	0	FTA Sec. 5307			CFRTA/LYNX	Yes
				250	250	250	250	0	LF				
			13,750	1,250	1,250	1,250	1,250	0	Total	0	18,750		
4242541	Dept. of Homeland Security Training	Overview page 7		500	500	500	0	0	FTA			CFRTA/LYNX	Yes
				125	125	125	0	0	LF				
			9,891	625	625	625	0	0	Total	0	11,766		
4242551	LYMMO Upgrade - Fixed Guideways Improvements	Overview page 7		400	400	400	400	0	FTA Sec. 5309			CFRTA/LYNX	Yes
			2,640	400	400	400	400	0	Total	0	4,240		
4242553	LYMMO Upgrade - Fixed Guideways Improvements	Overview page 7		500	500	500	0	0	FTA Sec. 5309			CFRTA/LYNX	Yes
				125	125	125	0	0	LF				
			1,875	625	625	625	0	0	Total	0	3,750		
4251471	Commuter Assistance/Car Share Program/reThink	Overview page 7		943	943	971	1,000	1,030	DPTQ			FDOT	Yes
			7,048	943	943	971	1,000	1,030	Total	0	11,935		

① The \$1.3 million in DDR funds programmed for the US 192 BRT project originated from old federal earmarks and the MetroPlan Orlando Board approved the use of these funds for the US 192 BRT project on November 9, 2016.

**MetroPlan Orlando**  
**Transportation Improvement Program**  
**Transit Projects**

FDOT Financial Management Number	Project Description	2040 LRTP Reference	Historic Cost Prior to 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	Consistent with Transit Development Plan?
				2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources				
4254421	Capital for Buses & Equipment (includes SU Set-Aside from MetroPlan Orlando)	Overview page 7		7,107 1,777 <u>7,107</u> <b>69,052</b>	0 0 <u>0</u> <b>15,991</b>	0 0 <u>0</u> <b>0</b>	0 0 <u>0</u> <b>0</b>	0 0 <u>0</u> <b>0</b>	FTA Sec. 5307 LF SU <b>Total</b>	   <b>0</b>	   <b>85,043</b>	CFRTA/LYNX	Yes
4314051	MetroPlan Orlando - Public Transportation Planning Studies Support	Overview page 7		67 533 <u>67</u> <b>1,019</b>	67 533 <u>67</u> <b>667</b>	67 549 <u>67</u> <b>683</b>	68 555 <u>68</u> <b>691</b>	0 0 <u>0</u> <b>0</b>	DPTO DU LF <b>Total</b>	   <b>0</b>	   <b>3,727</b>	MetroPlan Orlando	Yes
4333061	Operating Assistance for Fixed Route Service	Overview page 7		1,289 8,903 1,000 <u>103,383</u> <b>0</b>	1,618 9,197 1,000 <u>103,383</u> <b>115,198</b>	1,566 9,656 1,000 <u>103,383</u> <b>115,605</b>	1,552 10,140 1,000 <u>103,383</u> <b>116,075</b>	1,931 10,647 1,000 <u>103,383</u> <b>116,961</b>	DDR DPTO FTA Sec. 5307 LF <b>Total</b>	   <b>0</b>	   <b>578,414</b>	CFRTA/LYNX	Yes
4333091	Rural Transportation	Overview page 7		735 <u>735</u> <b>0</b>	772 <u>772</u> <b>1,470</b>	810 <u>810</u> <b>1,544</b>	585 <u>585</u> <b>1,620</b>	619 <u>619</u> <b>1,170</b>	DU LF <b>Total</b>	  <b>0</b>	  <b>7,042</b>	CFRTA/LYNX	Yes
4352501	Capital for Buses & Equipment	Overview page 7		0 0 <u>0</u> <b>0</b>	7,334 1,834 <u>7,334</u> <b>16,502</b>	7,102 1,776 <u>7,102</u> <b>15,980</b>	7,191 1,798 <u>7,191</u> <b>16,180</b>	8,911 2,228 <u>8,911</u> <b>20,050</b>	FTAT Sec. 5307 LF SU <b>Total</b>	   <b>0</b>	   <b>68,712</b>	CFRTA/LYNX	Yes
4357121	Capital Grant for Buses & Bus Facilities	Overview page 7		2,304 <u>576</u> <b>15,674</b>	2,400 <u>600</u> <b>2,880</b>	2,400 <u>600</u> <b>3,000</b>	0 <u>0</u> <b>0</b>	0 <u>0</u> <b>0</b>	FTA Sec. 5339 LF <b>Total</b>	  <b>0</b>	  <b>24,554</b>	CFRTA/LYNX	Yes
4407951	Service Development to Increase Ridership Frequency on Link 104	Overview page 7		661 <u>661</u> <b>0</b>	0 <u>0</u> <b>1,322</b>	0 <u>0</u> <b>0</b>	0 <u>0</u> <b>0</b>	0 <u>0</u> <b>0</b>	DPTO LF <b>Total</b>	  <b>0</b>	  <b>1,322</b>	CFRTA/LYNX	Yes
4407961	Service Development to Increase Ridership Frequency on Link 40	Overview page 7		376 <u>376</u> <b>0</b>	0 <u>0</u> <b>752</b>	0 <u>0</u> <b>0</b>	0 <u>0</u> <b>0</b>	0 <u>0</u> <b>0</b>	DPTO LF <b>Total</b>	  <b>0</b>	  <b>752</b>	CFRTA/LYNX	Yes
4408001	MetroPlan Orlando TPO Planning Studies	Overview page 7		0 0 <u>0</u> <b>0</b>	0 0 <u>0</u> <b>0</b>	0 0 <u>0</u> <b>0</b>	0 0 <u>0</u> <b>0</b>	69 561 <u>69</u> <b>699</b>	DPTO DU LF <b>Total</b>	   <b>0</b>	   <b>699</b>	MetroPlan Orlando	Yes

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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 L RTP Reference	Historic Cost Prior to 2017/18 (\$000's)	Project Status & Cost (\$000s)							Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	
				2017/18	2018/19	2019/20	2020/21	2021/22	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 43		2,000	1,000	1,500	3,700	0	DPTO	PD&E			FDOT	
				50	50	0	0	0	DIH	PE				
				36	0	0	0	0	DS	PE				
				796	0	2,200	362	468	DPTO	PE				
				124,104	2,882	1,050	3,700	4,062	468	Total		0		136,266
4129948 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Operations & Maintenance	Tech. Rep. 3 page 43		17,495	8,503	8,760	0	0	DFTA	OPS			FDOT	
				7,500	7,500	7,000	2,315	0	DI	OPS				
				3,859	4,326	1,894	0	0	DPTO	OPS				
				13,227	15,176	18,229	0	0	DS	OPS				
				0	0	0	4,885	0	LF	OPS				
				7,429	9,337	9,697	10,478	0	SRDM	OPS				
				7,679	9,587	9,947	250	16,250	TRIP	OPS				
				3,000	3,000	3,000	0	0	DPTO	CAP				
				199,387	60,189	57,429	58,527	17,928	16,250	Total		0		409,710
4234461 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Phase 2 North - Storage Facility	Tech. Rep. 3 page 43		0	9,581	0	0	0	LF	CST			FDOT	
				0	5,903	0	0	0	NSTP	CST				
				8,632	0	15,484	0	0	0	Total		0		24,116
4284561 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) In-House Overhead	Tech. Rep. 3 page 43		540	555	575	590	0	D	ADM			FDOT	
				2,991	540	555	575	590	0	Total		0		5,251
4292151 <i>SIS Project</i>	OIA Connector Alternatives Analysis	Tech. Rep. 3 page 43		3,000	0	0	0	0	DPTO	PD&E			FDOT	
				1,000	0	0	0	0	LF	PD&E				
				1,693	3,000	0	0	0	0	Total		0		4,693
4292152	SunRail Phase 3 from SunRail Mainline to Orlando International Airport	Tech. Rep. 3 page 43		0	0	20,000	0	0	TRIP	CST			FDOT	
				9,241	0	0	20,000	0	0	Total		TBD		TBD
4331661	SunRail Feeder Bus Service - LYNX Phase 1 & 2	Tech. Rep. 3 page 43		526	541	556	593	0	DIS	OPS			LYNX	
				1,250	1,250	0	0	0	DPTO	OPS				
				0	0	353	0	0	LF	OPS				
				232	254	550	0	0	SRDM	OPS				
				232	254	903	1,750	0	TRIP	OPS				
				496	2,240	2,299	2,362	2,343	0	Total		0		9,740
4355241 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) Operations & Maintenance	Tech. Rep. 3 page 43		6,300	6,300	6,300	6,300	0	D	MNT			FDOT	
				18,900	6,300	6,300	6,300	0	Total		0	44,100		
4356113 <i>SIS Project</i>	Central Florida Commuter Rail System (SunRail) General Engineering Consultant	Tech. Rep. 3 page 43		270	159	259	0	0	DPTO	PE			FDOT	
				1,002	270	159	259	0	0	Total		0		1,690

Ⓢ Orange County's commitment of \$1 million in local funds for the OIA Connector project is on hold since Orange County is currently reviewing their options for this project.

## **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 2017/18 (\$000's)	Project Status & Cost (\$000s)						Estimated Future Cost After 2021/22 (\$000's)	Total Project Cost (\$000's)	Responsible Agency
				2017/18	2018/19	2019/20	2020/21	2021/22	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									

**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 2017/18 (\$000's)	Project Status & Cost (\$000s)							Est. Funding After 2021/22 (\$000's)	Total Funding (\$000's)	Responsible Agency
				2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
4393321	MetroPlan Orlando Transportation Planning FY 2016/17-2017/18 UPWP	Overview page 9		1,592	0	0	0	0	PL	PLN			MetroPlan Orlando
				<u>750</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>SU</u>	PLN			
			3,477	2,342	0	0	0	0	Total		0	5,819	
4393322	MetroPlan Orlando Transportation Planning FY 2018/19-2019/20 UPWP	Overview page 9		0	<u>1,642</u>	<u>1,697</u>	0	0	PL	PLN			MetroPlan Orlando
			0	0	1,642	1,697	0	0	Total		0	3,339	
4393323	MetroPlan Orlando Transportation Planning FY 2020/21-2021/22 UPWP	Overview page 9		0	0	0	<u>1,697</u>	<u>1,697</u>	PL	PLN			MetroPlan Orlando
			0	0	0	0	1,697	1,697	Total		0	3,394	

**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 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			
0001051 <i>SIS Project</i>	SR 528/Beachline Expy. (East)			4.96	Toll Plaza Operations	Overview page 7	<div><div></div><div>3,500</div></div>	<div><div>105</div><div>105</div></div>	<div><div>108</div><div>108</div></div>	<div><div>108</div><div>108</div></div>	<div><div>108</div><div>108</div></div>	<div><div>108</div><div>108</div></div>	<div><div>PKYO</div><div>Total</div></div>	<div><div>OPS</div><div></div></div>	<div><div></div><div>415</div></div>	<div><div></div><div>4,860</div></div>	CFX
0001112 <i>SIS Project</i>	SR 408			13.65	Toll Plaza Operations	Overview page 7	<div><div></div><div>95,202</div></div>	<div><div>7,350</div><div>7,350</div></div>	<div><div>7,375</div><div>7,375</div></div>	<div><div>7,375</div><div>7,375</div></div>	<div><div>7,375</div><div>7,375</div></div>	<div><div>7,375</div><div>7,375</div></div>	<div><div>TO11</div><div>Total</div></div>	<div><div>OPS</div><div></div></div>	<div><div></div><div>14,750</div></div>	<div><div></div><div>146,802</div></div>	CFX
0001118 <i>SIS Project</i>	Orlando Airport Expy.			2.19	Toll Plaza Operations	Overview page 7	<div><div></div><div>27,723</div></div>	<div><div>2,750</div><div>2,750</div></div>	<div><div>2,775</div><div>2,775</div></div>	<div><div>2,775</div><div>2,775</div></div>	<div><div>2,775</div><div>2,775</div></div>	<div><div>2,775</div><div>2,775</div></div>	<div><div>TO11</div><div>Total</div></div>	<div><div>OPS</div><div></div></div>	<div><div></div><div>5,550</div></div>	<div><div></div><div>47,123</div></div>	CFX
4130195	Orange Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10	<div><div></div><div>10,942</div></div>	<div><div>1,074</div><div>662</div></div>	<div><div>1,047</div><div>0</div></div>	<div><div>1,047</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>DITS</div><div>Total</div></div>	<div><div>OPS</div><div>OPS</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>14,772</div></div>	Orange Co.
4385982	Fla.'s Turnpike Enterprise Headquarters				Office Renovations	Overview page 7	<div><div></div><div>0</div></div>	<div><div>516</div><div>516</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>PKYI</div><div>Total</div></div>	<div><div>CST</div><div></div></div>	<div><div></div><div>0</div></div>	<div><div></div><div>516</div></div>	FTE

Osceola County

4130196	Osceola Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10		170 173	161 0	161 0	0 0	0 0	DDR DITS Total	OPS OPS	0	2,426	Kissimmee/ St. Cloud
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Seminole County

4130197	Seminole Co. Traffic Signal Engineering Contract	Countywide			Traffic Signals	Overview page 10		417 445	399 0	399 0	0 0	0 0	DDR DITS Total	OPS OPS	0	6,044	Seminole Co.
4371002	Regional Traffic Management Center	International Pkwy. at Wilson Rd.			Landscaping	Overview page 9		58 514	15 0	0 0	0 0	0 0	DIH DS Total	CST CST	0	587	FDOT

## **Section XVII**

### **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
HSP	Federal Highway Safety Program funds
IM	Federal Interstate Maintenance funds
NH	Federal National Highway System funds for principal arterials
PL	Federal planning funds

<b>RED</b>	Federal redistribution of funds
<b>RHH/RHP</b>	Federal Rail-Highway Crossings funds
<b>SA</b>	Federal Surface Transportation Program funds with no population restrictions
<b>SN</b>	Federal Surface Transportation Program funds – mandatory non-urban
<b>SP</b>	Federal Railroad Protective Device funds
<b>SR</b>	Federal Railroad Hazard Elimination funds
<b>SR2E</b>	Federal Safe Routes to School funds – either infrastructure or non-infrastructure
<b>SR2S</b>	Federal Safe Routes to School Infrastructure funds
<b>SU</b>	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
<b>TALT/TALU</b>	Federal Transportation Alternative Funds
<b>TIMP</b>	Federal Transportation Improvement funds



***Funding Codes - State:***

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

<b>DS</b>	State Primary funds for highways and public transit
<b>GMR</b>	State General Revenue funds for projects on Strategic Intermodal System (SIS) facilities
<b>LF</b>	Local funds used for federal/state funded projects
<b>LFF</b>	Local funds for matching the federal allocation
<b>LFP</b>	Local funds for participating
<b>NSTP</b>	New Starts Transit Program
<b>PKBD</b>	Turnpike District Master Bond fund
<b>PKLF</b>	Local support for Turnpike District projects
<b>PKYI</b>	Turnpike District funding for new turnpike facility improvements
<b>PKYR</b>	Turnpike District funding for rehabilitation/resurfacing, correcting deficiencies of existing facilities
<b>SIB1</b>	State Infrastructure Bank funds
<b>SIWR</b>	Strategic Intermodal System funds
<b>STED</b>	Strategic Economic Corridors funds
<b>TDDR</b>	State Transportation Disadvantage funds – DDR use
<b>TDTF</b>	State Transportation Disadvantage Trust Fund

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

***Funding Codes - Local:***

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

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

***Miscellaneous Abbreviations:***

<b>AA</b>	Alternatives Analysis
<b>CMS</b>	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.
<b>CR</b>	County Road
<b>DEIS</b>	Draft Environmental Impact Statement
<b>FAST</b>	Fixing America’s Surface Transportation Act - Federal transportation bill signed into law in 2015
<b>FEIS</b>	Final Environmental Impact Statement

<b>ETDM</b>	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
<b>HOV</b>	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
<b>ITS</b>	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.
<b>OUATS</b>	Orlando Urban Area Transportation Study – the formal transportation planning process of the Orlando Urban area MPO
<b>SIS</b>	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
<b>SR</b>	State Road
<b>TIP</b>	Transportation Improvement Program
<b>TSMO</b>	Transportation System’s Management & Operations

**TAB 3**







## **Board Action Fact Sheet**

**Meeting Date:** July 12, 2017

**Agenda Item:** IX.B. (Tab 3)

**Roll Call Vote:** No

<b>Action Requested:</b>	Board approval is requested for the FY 2022/23 - 2039/40 Prioritized Project List (PPL).
<b>Reason:</b>	Approval of the PPL by the Board is required before the PPL can be submitted to FDOT by the July deadline.
<b>Summary/Key Information:</b>	<p>The FY 2022/23 - 2030/40 PPL includes:</p> <ul style="list-style-type: none"><li>• Two I-4 Beyond the Ultimate projects and a new project to add truck rest stops in the I-4 corridor</li><li>• 36 highway project priorities <u>on</u> the state road system – 9 are capacity projects and 27 and non-capacity projects</li><li>• A new separate list of 30 highway project priorities <u>off</u> the state road system – 18 are capacity projects and 12 and non-capacity projects</li><li>• 33 ranked Transportation System Management &amp; Operations (TSMO) projects and 21 unranked TSMO projects, 4 of which are new projects</li><li>• 46 ranked bicycle and pedestrian projects, including 5 new projects, and one unranked bicycle and pedestrian project</li><li>• 13 ranked transit projects, including premium transit projects that are candidates for the use of up to 30% of MetroPlan Orlando's DDR funds for operations, and 15 unranked transit projects</li></ul>
<b>MetroPlan Budget Impact:</b>	None
<b>Local Funding Impact:</b>	None
<b>Committee Action:</b>	CAC: Approved TSMO: Approved TAC: Approved MAC: to be determined
<b>Staff Recommendation:</b>	Recommends approval
<b>Supporting Information:</b>	These documents are provided at Tab 3:  Draft FY 2022/23 - 2039/40 PPL



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A REGIONAL TRANSPORTATION PARTNERSHIP

***DRAFT***

**Orlando Urban Area  
FY 2022/23 – 2039/40  
Prioritized Project List**

To be presented for approval to the  
MetroPlan Orlando Board on July 12, 2017

*June 2017*

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# **FY 2022/23 - 2039/40 Prioritized Project List Executive Summary**

## **Introduction**

Each year, MetroPlan Orlando prepares a Transportation Improvement Program (TIP), which contains the highway, bicycle/pedestrian, transit, aviation and other transportation-related projects in the MetroPlan Orlando region (Orange, Osceola and Seminole Counties) that are programmed for funding over the next five years. This process begins in the summer of the previous year with the development of a Prioritized Project List (PPL). This document contains a list of unfunded highway, Transportation Systems Management and Operations, bicycle and pedestrian and transit projects that have been prioritized for funding and are described in more detail in the following section. This list of projects is scheduled to cover the period that follows the final fiscal year of the FY 2017/18 - 2021/22 TIP through the target year of MetroPlan Orlando's currently adopted Long Range Transportation Plan. Therefore, this PPL covers the FY 2022/23 through FY 2039/40 time period.

After this document is approved by the MetroPlan Orlando Board, it will be submitted to the Florida Department of Transportation (FDOT). FDOT will use the PPL to select projects for funding in their FY 2018/19 - 2022/23 Tentative Five Year Work Program based on the projects' priorities in the PPL. This Five Year Work Program will then be used by the MetroPlan Orlando staff in preparing the FY 2018/19 - 2022/23 TIP in the spring of 2018. The process will begin again in the summer of 2018 with the development of the FY 2023/24 - 2039/40 PPL. Once a project in the PPL has been fully funded through construction in the TIP, it is taken off the list. The projects remaining on the PPL can then be advanced to a higher priority, and new projects can eventually be added to the list. In addition, the ranking of a project on the PPL can be advanced more quickly if additional funds from local governments or other sources are applied to that project.

## **Project Categories**

The categories of projects in the PPL are described as follows:

### **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, on page 8, 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 (pages 9 - 11) and the third list includes projects off the state road system (pages 12 - 14). 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 & Operations Projects**

A list of Transportation Systems Management & Operations (TSMO) projects is also included in the PPL on pages 15 - 18. 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 & Pedestrian Projects**

The list of bicycle and pedestrian projects in the PPL is shown on pages 19 - 23. These include 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 shown in the PPL on pages 24 - 26 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 and transit 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 representatives complete 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.

### **Estimated Funding Allocations**

There are four categories of funds that the projects in the PPL are candidates for. The main funding category is the federal Surface Transportation Program funds, which are shown by the funding code SU. The SU funds are flexible and can be used for various types of surface transportation projects, including the highway, TSMO, bicycle and pedestrian and transit projects in the PPL.

Due to this flexibility, MetroPlan Orlando has a policy in place to divide the SU funds into percentages for these different types of projects. The policy for the SU funds in the FY 2022/23 - 2039/40 PPL is that these funds be allocated 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. This percentage split is reevaluated each year.

The other three categories of funds include District Dedicated Revenue (DDR) funds, National Highway System (NHS) funds and Transportation Regional Incentive Program (TRIP) funds. DDR funds are state funds, of which up to 30% can be used for the operation of premium transit projects as described on page 3. The remaining DDR funds are combined with the SU funds for the highway projects in the PPL in order to advance these projects more quickly.



The NHS funds are federal funds primarily used for projects on the interstate highway system, so the I-4 projects in the PPL are candidates for these funds. TRIP funds are state funds provided for the purpose of improving growth management planning and increasing available funding for regionally significant transportation facilities in regional transportation areas. Under this program, FDOT will provide up to 50% of the total cost of selected regional transportation projects, with the balance coming from local match funds.

The funding allocations shown in the PPL are only for the first fiscal year of the document. Thus, the estimated SU, DDR, NHS and TRIP funding allocations shown below are for FY 2022/23. *(These FY 2022/23 allocations were estimated by averaging the amounts of funding in these categories that were programmed during the previous five fiscal years. The actual allocations will vary from year to year.)*

The SU funding percentage split, the funding allocations, and the prioritization methodology described above, will be subject to revision in developing future Prioritized Project Lists.

#### **FY 2022/23 Funding Allocation Estimates**

- Surface Transportation Program (SU) funds = Approx. \$30.1 million (Annual average of SU funds programmed from FY 2017/18 through 2021/22)
  - 32% of \$30.1 million for Highway Projects = \$9.6 million
  - 30% of \$30.1 million for Transit Projects = \$9.1 million
  - 21% of \$30.1 million for TSMO Projects = \$6.3 million
  - 17% of \$30.1 million for Bicycle & Pedestrian (Enhancement) Projects = \$5.1 million
- District Dedicated Revenue (DDR) funds = Approx. \$77.8 million (Annual average of DDR highway funds programmed from FY 2017/18 through 2021/22) – up to 30% (\$23.3 million) to be used for the operation of premium transit projects beginning in FY 2020/21
- National Highway System (NHS) funds = Approx. \$183.3 million (Annual average of NHS funds programmed from FY 2017/18 through 2021/22)

- Transportation Regional Incentive Program (TRIP) funds = Approx. \$15.9 million (Annual average of TRIP funds programmed from FY 2017/18 through 2021/22)

**Abbreviations and Acronyms**

***Funding Categories***

DDR	District Dedicated Revenue funds (State)
FTA	Federal Transit Administration funds
NHS	National Highway System funds (Federal) - used for interstate highway projects
SU	Surface Transportation Program funds (Federal) - may be used for highway, transit, or enhancement (bicycle/pedestrian, beautification, etc.) projects in urban areas of greater than 200,000 population
TALU	Transportation Alternative funds (Federal) - used for bicycle and pedestrian projects
TRIP	Transportation Regional Incentive Program funds (State) – used for regionally significant projects with a minimum of 50% in local matching funds required

***Project Phases***

CST	Construction
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering (Design)
ROW	Right-of-Way Acquisition

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

Priority #/ FDOT Work Program #	Project Jurisdiction(s)	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1 / 2424848 & 4314561	Orange Co./ Osceola Co.	I-4	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18- 2021/22	CST	\$1,731,919,000
2 / 2425924	Seminole Co.	I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/2	Remaining ROW/ CST	\$472,061,000
3	FDOT Dist. 5	I-4	Polk/Osceola Co. Line	Seminole/Volusia Co. Line		Construct Truck Rest Stops①	---	PD&E/PE/ROW/ CST	to be determined
--- / 4084642②	Volusia Co.	I-4	Seminole/Volusia Co. Line	SR 472 in Volusia Co.		Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$528,000,000
--- / 2012103②	Polk Co.	I-4	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), and the study is scheduled to be completed in December 2017.

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.

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**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.	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
	Orange Co.	SR 527/Orange Ave.	SR 15/Hoffner Ave.	Pineloch Ave.	2.42	Context Sensitive Improvements	Planning Study completed	PE/CST	\$22,000,000
	Orlando	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	PD&E re-evaluation	PE/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	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.

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**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	7.50	Widen to 4 Lanes - Phase 2	PE 2021/22	ROW/CST	\$85,740,000
18	Orange Co.	SR 424/Edgewater Dr.	at SR 426/Fairbanks Ave.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	\$500,000 (PD&E/PE)
19	Orange Co.	SR 500/US 441	at Piedmont Wekiva Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	\$500,000 (PD&E/PE)
20	Orange Co.	SR 551/Goldenrod Rd.	SR 408	SR 50	2.00	Context Sensitive Improvements	---	PE/CST	\$1,432,500 (PE)
21	Orange Co.	SR 424/Edgewater Dr.	at SR 423/Lee Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	\$500,000 (PD&E/PE)
22	Orange Co.	SR 426/Aloma Ave.	SR 436	Orange/Seminole Co. Line	1.50	Context Sensitive Improvements	---	PE/CST	\$1,185,000 (PE)
23	Orange Co.	SR 482/Sand Lake Rd.	SR 500/US 441	SR 527/Orange Ave.	2.30	Context Sensitive Improvements	---	PE/CST	\$1,695,000 (PE)
24	Orlando	SR 50	Bumby Ave.	Old Cheney Hwy.	1.90	Context Sensitive Improvements	---	PE/CST	\$1,500,000 (PE)
25	Orlando	SR 552/Curry Ford Rd.	Crystal Lake Dr.	SR 436	2.03	Context Sensitive Improvements	---	PE/CST	\$1,000,000 (PE)
26	Orange Co.	SR 423/Lee Rd.	at I-4			Add Turn Lanes	---	PD&E/PE/ ROW/CST	\$500,000 (PD&E/PE)
27	Orlando	SR 435/Kirkman Rd.	SR 482/Sand Lake Rd.	SR 50	7.00	Context Sensitive Improvements	---	PE/CST	\$500,000 (PE)
28	Alt. Springs	SR 434	Maitland Blvd.	SR 436	2.00	Context Sensitive Improvements	---	PE/CST	\$750,000 (PE)

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

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

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

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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 Pkw. 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

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14	Osceola Co.	Shady Lane	Partin Settlement Rd.	US 192	0.55	Widen to 5 Lanes	---	ROW/CST	\$16,900,000
15	Oviedo	Mitchell Hammock Rd.	SR 426	Lockwood Blvd.	0.50	Intersection improvements		PE/ROW/CST	\$2,500,000
16	Orange Co.	Hamlin Rd. Extension	New Independence Pkwy.	Tiny Rd.		New 4-Lane Road	---	PE/ROW/CST	\$8,000,000
17	Lake Mary	Rinehart Rd.	W Lake Mary Blvd.	CR 46A	2.08	Widen to 6 Lanes	---	PE/CST	\$10,000,000
18	Orlando	Boggy Creek Rd.	SR 417	Jetport Dr.	6.90	Widen to 4 Lanes	---	ROW PE/CST Total	\$20,000,000 <del>\$42,700,000</del> \$62,700,000
19	Seminole Co.	CR 46A	Orange Blvd.	Cherry Laurel Dr.	1.07	Widen to 6 Lanes	---	PE/CST	\$10,000,000
20	Orlando	Robinson St.	Rosalind Ave.	Maguire Blvd.	1.89	Context Sensitive Improvements	---	PE/CST	\$1,000,000 (PE)
21	Orlando	President Barack Obama Pkwy. Phase 3	Raleigh St.	Old Winter Garden Rd.	1.10	New 4-Lane Divided Roadway	---	PE CST Total	\$2,606,000 <del>\$16,895,000</del> \$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/ Widen Sidewalks/Landscaping/ Roundabouts	---	PE/ROW/CST	\$13,100,000
29	Kissimmee	Columbia Ave. Complete Streets	N. Hoagland Blvd.	Dyer Blvd.	0.55	Bicycle & Pedestrian Improvements	---	PE CST	\$39,572 \$221,603



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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

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--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	---	PE ROW CST	\$150,000 \$75,000 \$1,050,000
3	Orlando	SR 50/Colonial Dr.	Primrose Ave.	Old Cheney Hwy.		Video Detection Upgrade - 1	---	CST	\$210,000
4	Osceola Co.	Osceola County ATMS Phase 4	throughout Osceola County			Expansion of ATMS	---	PE CST	\$220,000 \$2,263,700
5 / 4412041	Osceola Co.	Poinciana Blvd.	at Siesta Lago Blvd.			Mast Arm Traffic Signal	---	CST	\$250,000
6	Orange Co.	Orange County ATMS Phase 4	throughout Orange County			Expansion of ATMS	---	Design/Build	\$3,691,000
7 / 4412211	Seminole Co.	Seminole County ATMS	throughout Seminole County			Expansion of ATMS	---	Design/Build	\$3,119,000
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  PE CST	\$280,000
16	Osceola Co.	County Adaptive Travel Time System	Various Corridors			ITS Adaptive System Equipment	---		\$100,000 \$1,000,000
17	Kissimmee	City of Kissimmee ATMS Phase 1				15 ATMS traffic signals	---	CST	\$2,000,000
18	Orange Co.	Sadler Rd.	at US 441			Improve intersection	---	CST	\$360,000

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.

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19	Orange Co.	Texas Ave.	at Rio Grande Ave.			Improve intersection	---	CST	\$960,000
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	Orange Co.	Turkey Lake Rd.	at Vineland Rd.			Improve intersection	---	PE CST	\$150,000 \$500,000
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	Orange Co.	University Blvd.	at Dean Rd.			Improve intersection	---	PE ROW CST	\$400,000 \$250,000 \$1,500,000
29	Orange Co.	SR 438/Silver Star Rd.	at Hiawasse 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

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

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Unranked New TSMO Projects									
---	Orange Co.	Wyndham Lakes Blvd.	at Atherton Dr.			Improve Roundabout	---	PE CST	\$50,000 \$110,000
---	Seminole Co.	LaserLux G7 Retroreflectometer				Mobile Devise to Evaluate Pavement Reflectivity	---	Purchase	\$83,200

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Project Priority #/ FDOT Work Program #	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
<b><i>Projects to close gaps in the Coast-to-Coast Trail</i></b>										
---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
<b><i>School Mobility Projects ②</i></b>										
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
<b><i>Regionally Significant Trail &amp; Pedestrian &amp; Bicycle Mobility Projects</i></b>										
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	RST	Sanford	Riverwalk Phase 3	French Ave.	C-15/Monroe Rd.	2.35	Shared Use Path	CST 2017/18 (pending TIP amendment after 7/1/17)	---	---
3 / 4379321	P&B Mobil.	Kissimmee	Central Ave. Bike & Ped Project	Martin Luther King Blvd.	Donegan Ave.	1.50	Complete Streets Project	Study 2015/16	PE/CST	\$3,000,000
4	RST	Orange Co.	Little Econ Trail Phase 3	Forsyth Rd.	SR 436	1.07	Shared Use Path with overpass at SR 436	---	PE/CST	\$5,175,000

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

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

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

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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	P&B Mobil.	Casselberry	Sunset Dr. Livable Streets Improvement	Button Rd.	Oxford Rd.	1.10	Widen substandard sidewalk & add shared lane markings	---	PE/CST	\$1,704,555
20	RST	Seminole Co.	Lake Monroe Loop	along Mellonville Ave. & Celery Rd.		3.60	Shared Use Path	---	PE/CST	\$3,000,000
21 / 4390761	P&B Mobil.	Orlando	Shingle Creek Trail Connector	along Metrowest Blvd. & Kirkman Rd.		0.74	Shared Use Path	CST 2018/19 (pending TIP amendment after 7/1/17)	---	---
22	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	---	PE/CST	\$300,000
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	P&B Mobil.	Kissimmee	Emory Canal Trail North	Mabbette St. US 192	John Young Pkwy. Mabbette St.	1.89	Shared Use Path Bicycle Boulevard	---	PE/CST	\$580,200
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/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	---	PE/CST	\$4,000,000
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	P&B Mobil.	Kissimmee	Toho-Valencia Trail Phase 2	on US 192 from Mill Slough to Valencia Community College			Shared Use Path	---	PE/CST	\$295,038
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



**DRAFT**  
**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

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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)
Unranked Bicycle and Pedestrian Projects										
---①	P&B Mobil.	Orlando	I-4 Pedestrian Bridge & Ivanhoe Gateway	New Hampshire St.	Ivanhoe Blvd.	0.30	Pedestrian Bridge across Lake Ivanhoe next to I-4	---	PE/CST	To be determined

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

<div>DRAFT</div> <div>MetroPlan Orlando</div> <div>FY 2022/23 - 2039/40 Prioritized Project List</div> <div>Transit Projects</div> <div>Candidates for Surface Transportation Program (SU) Funds</div>							
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. Project development underway. Design funded in FY 20161/7.
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. PD&E funded in FY 2017/18.
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 &amp; 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.
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.

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

**DRAFT**  
**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, &amp; 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, &amp; 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.

**TAB 4**





May 23, 2017

To: Central Florida Commuter Rail Commission (CFCRC) Members:  
Commissioner Bob Dallari, Chair  
Commissioner Viviana Janer, Vice Chair  
Mayor Teresa Jacobs  
Mayor Buddy Dyer  
Councilmember Pat Patterson  
  
Nicola Liquori, FDOT/SunRail Chief Executive Officer

From: Harold W. Barley, Executive Director

Subject: SunRail Phase II-North Funding

An important decision needs to be made soon on fulfilling the region's long-standing commitment to complete the 61-mile SunRail project. This paper calls attention to another opportunity to do this with the help of a federal TIGER grant (a federal discretionary grant program) and recommends a series of actions to support the decision-making process.

### Background

SunRail was planned as a 61-mile project from DeLand to Poinciana with 17 stations. The region came together to support the project and obtain the necessary approvals. This was celebrated as an outstanding example of regional cooperation in action.

SunRail is being handled in three phases: Phase I, Phase II-South and Phase II-North. Phase I has been in operation for three years. Phase II-South is now under construction and is expected to open in July 2018. Phase II-North (a 12-mile segment between the DeBary and DeLand stations) has state and local funds in place but federal funds have not been committed.

The capital cost for Phase II-North is estimated at \$70 million. The funding assumption used for the complete project was that the federal government would contribute 50%; the state's share would be 25%; and the local share would be 25%. This was the actual funding model for Phase I and Phase II-South.

Phase II-North is not a strong candidate for traditional FTA capital grant funding because of the cost/benefit rating criteria. As a result, a TIGER grant application was filed in 2015 for \$35 million to fund the 50% federal share. The grant application was not selected for funding. We were told by USDOT staff that the request was too ambitious. There were 39 grants awarded; only five were for \$20+ million and the largest was for \$25 million. None of these large awards went to rail transit projects.

Another TIGER grant application was prepared in 2016 – this time for \$25 million. A decision was made by FDOT/Central Office not to file this application. This is believed to be the result of some uncertainty about a revised cost estimate for the project. In this round, 40 grants were awarded. Three awards were for \$20+ million and, again, the largest was for \$25 million. Only one of these went to a rail transit project.

The Omnibus Funding Bill was approved recently by Congress and the President to keep the federal government open through September 30, 2017. This bill included a number of other things – including \$500 million for another round of TIGER grants. This will be a very competitive process involving all modes of transportation from throughout the country.

An announcement is expected soon from USDOT inviting eligible agencies to submit TIGER grant applications. Our region (and FDOT) must decide if another TIGER grant application will be submitted for SunRail Phase II-North and, if so, for what amount.

### Responding to the TIGER Grant Announcement

We do not know exactly when USDOT will issue the TIGER grant announcement and we do not know the deadline for submitting applications. However, there are some things that can be done now to prepare. Here are some suggested steps to help with the decision-making process:

#### Lead

Can Phase II-North initial capital costs be reduced?  
(Let's continue to assume \$70 million capital cost until this has been determined)

Nicola Liquori

Are the measures necessary to achieve cost reductions acceptable to Volusia County?

Volusia County Council

How much should be requested in TIGER grant funding?  
(For now, let's assume 25% of project cost or \$17.5 million)

CFCRC Members/FDOT

To make up for the \$17.5 million gap,

Is FDOT agreeable to providing an additional \$8.75 million? This would be in keeping with one of FDOT's top financial management principles of leveraging state dollars to maximize federal dollars.

Nicola Liquori

Are the five local funding partners agreeable to providing an additional \$8.75 million? How to apportion this would need to be determined.

CFCRC Members



Meet with Congressional delegation members to request they submit a letter of support for a TIGER grant application. If there is not support, discuss next steps.

Senator Nelson	To be determined
Senator Rubio	To be determined
Congressman DeSantis	To be determined
Congresswoman Stephanie Murphy	To be determined
Congresswoman Val Demings	To be determined
Congressman Darren Soto	To be determined

(I have discussed this matter with staff representing Congresswoman Murphy, Congresswoman Demings and Congressman Soto. They feel these members will be onboard as long as the project is supported by Congressman DeSantis.)

Should the SunRail Phase II-North TIGER grant application be the only one supported by MetroPlan Orlando and the River to Sea TPO to demonstrate to USDOT that this is the region's top priority for a TIGER grant?

MetroPlan Orlando Board  
River to Sea TPO Board

There are other possible funding scenarios for SunRail Phase II-North – with or without a TIGER grant. One option is to ask FDOT to assume a larger portion of the non-federal share, although experience to date has been for FDOT and local governments to take on the same percentage. Another option is for MetroPlan Orlando and the River to Sea TPO to consider using their flexible federal funds (“SU” dollars). These funds cannot be used to meet any local match requirements but could be used as “other federal funds” to reduce the local funding contribution. Incorporating one of these options, or both, could make the TIGER grant application more competitive.

### Summary

The new round of TIGER grant funding gives our region another opportunity to come together and finish the 61-mile SunRail project. Doing this in a coordinated and deliberate manner requires that important discussions take place in the coming weeks. This paper is intended as a catalyst for these discussions. This topic will be on the agenda for the Central Florida Commuter Rail Commission's meeting and workshop scheduled for Wednesday, July 19.

I welcome your comments.

cc: Steve Martin, FDOT/D5 Secretary  
Jim Harrison, SunRail TAC Chairman  
Lois Bollenback, River to Sea TPO Executive Director



## ***Florida Department of Transportation***

**RICK SCOTT  
GOVERNOR**

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

**RACHEL D. CONE  
INTERIM SECRETARY**

June 1, 2017

Subject: Central Florida Mobility Week (October 28<sup>th</sup> through November 3<sup>rd</sup>, 2017)

Dear Community Partner,

On behalf of FDOT, I would like to thank you for your contributions to improve Central Florida's transportation systems. Your partnership is important as we implement the principles of our Florida Transportation Plan to embrace all modes of travel, innovation, and change in the future development of our system.

Consistent with this goal, FDOT District 5 successfully launched the annual "Mobility Week" initiative in the fall of 2016, a week-long collection of publicly hosted outreach events intended to bring attention to safe multimodal transportation choices. ***During this inaugural event, we partnered with 16 Central Florida agencies and organizations to host 19 grassroots events, spanning six counties in District 5.*** Through the various events, we collectively provided safety information to 6,000 children, fitted 180 bicycle helmets, certified 20 bike helmet fitters, car-fitted 15 senior drivers, administered more than 300 safety surveys and pledges, distributed 2,500 items to transit riders, and organized multiple bicycle trainings and group rides.

***Building on the success of the inaugural Mobility Week, I would like to invite your organization to become an active partner by either hosting or participating in Mobility Week 2017 events from October 28<sup>th</sup> through November 3<sup>rd</sup>.*** Mobility Week will be an ideal time to highlight your transportation achievements, roll out new initiatives or implement new policies. I am certain that among all of us there is an unlimited amount of creative ideas for activities.

Please contact Jo Santiago to participate at 407-482-7875 or [Jo.Santiago@dot.state.fl.us](mailto:Jo.Santiago@dot.state.fl.us) and provide a contact person at your agency that we can work with on brainstorming event ideas and logistics. I greatly appreciate your support with this annual event.

Sincerely,

Steven W. Martin, P.E.  
District Five Secretary



## MOBILITY WEEK INFORMATION SHEET

### **What is Mobility Week?**

Mobility Week is a cooperative effort by the Florida Department of Transportation and its partner agencies to promote awareness of safe and sustainable transportation choices. During Mobility Week, counties, cities and transportation agencies host public events to promote safe and sustainable transportation choices. It is an ideal time for agencies to highlight transportation achievements, roll out new initiatives or implement new policies.

Mobility Week is also an opportunity for residents to explore the various transportation choices available to them. The grassroots initiative gives people an opportunity to think about how sustainable transportation reduces traffic congestion, benefits the environment and improves community health.

### **When is Mobility Week 2017?**

Mobility Week 2017 is being celebrated from October 28<sup>th</sup> through November 3<sup>rd</sup>.

### **What happened at Last Year's Mobility Week?**

The annual Mobility Week initiative was successfully launched in the fall of 2016. During this inaugural event, 16 Central Florida agencies and organizations hosted 19 grassroots events, spanning six counties. Through the various events, the team provided safety information to 6,000 children, fitted 180 bicycle helmets, certified 20 bike helmet fitters, car-fitted 15 senior drivers, administered more than 300 safety surveys and pledges, distributed 2,500 items to transit riders, and organized multiple bicycle trainings and group rides. [Click here for a summary of Mobility Week 2016 events.](#)

### **What is the inspiration behind Mobility Week?**

The inspiration for Mobility Week comes from an annual event, European Mobility Week, which has been celebrated continent-wide in Europe since 2002. The European Mobility Week is usually celebrated from September 16<sup>th</sup> (International Car Free Day) through September 22<sup>nd</sup>. The 2016 European Mobility Week had participation from 2,427 cities in 51 countries. Participation in Mobility Week event is not limited to government entities but also includes businesses, non-governmental organizations, schools and other non-municipal actors.

### **What is FDOT's Role?**

Similar to the European Mobility Week campaign team, FDOT's role will be that of a campaign promoter and coordinator rather than the organizer of each event. FDOT will organize some events as well but that is not intended to be the agency's primary role. FDOT will develop thematic and social media promotion materials and make it available to all participants for their use. Once the Mobility Week website is established, all the partner agency events will be listed with links to the original agency



website and event page. The general public will also be able to take pledges to participate in the campaign as well as participate in the mix-it-up travel challenge.

### **What can a Public Agency do to participate in Mobility Week?**

All Public Agencies (counties, municipalities, transit agencies, metropolitan/transportation planning organizations) from the nine-county region in Central Florida (Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia,) are invited to participate in Mobility Week 2017. To take part, each participating agency must meet one of the two criteria:

1. **Organize an Event** during Mobility Week 2017. The event can take any form – from awareness-raising activities, to training, to information booths to games to public lectures as long as they are related to promoting safe and sustainable transportation like walking, bicycling, ridesharing and public transportation.
2. **Implement Permanent Measures** that contribute to creating awareness of various transportation options or assist people with making the switch to other transportation modes. This could be a policy adopted by a municipality such as reduced parking or mandatory bicycle parking, a new transit circulator, etc.

To register your agency, fill out the event registration form and e-mail us at [contact@mobilityweekcfl.com](mailto:contact@mobilityweekcfl.com)

### **Who is the intended target audience for Mobility Week?**

While the target audience for the Mobility Week initiative is to reach the general public, the campaign will specifically prioritize and focus on the two following categories:

1. Users that can benefit the most from having choices other than driving – transit users, seniors, school children, and the disabled
2. Users that would be most willing to try multimodal options for social or environmental reasons – millennials

### **What are some of the activities that a public agency can do during Mobility Week?**

Mobility Week provides an opportunity to initiate a wide range of activities for the various partner agencies. Some possible ideas are provided below.

#### Local Governments:

- Launching and promotion of programs or policies on multimodal mobility (e.g. bike to work days, incentives for using alternative transportation, etc.)
- Partner with transit agencies to build bicycle racks at high frequency stops
- Interviewing people that left their cars at home and highlighting the alternative transport choices they used





- Conduct pedestrian and bicycle safety review of major corridors
- Implement permanent measures that promote the use of sustainable modes
- Partnership with businesses and retailers for rewards and incentives for bicycling, walking, use of public transit
- Adoption of reduced parking requirements
- Launch of new walking or bicycling mobile app, proclamations, etc.
- Informational fairs on safe bicycling, walking, and transit use or information on safe walking/bicycling route

#### Transit Agencies:

- Offer ticket with special fares for a day or during the week
- Offering fare free ride for riders wearing transportation safety related costume
- Promote planned actions (promotional) on highly frequented routes
- Offering additional services with higher frequency, maps, travel advice, etc.
- Offering free rides to riders that are using public transport for the first time
- Partner with local governments to make bus stops accessible (low floor buses, lifts, ramps)
- Celebration of new infrastructure to support walking, bicycling, transit (e.g. launch a new bus route, mobile apps, etc.)

#### Employees/Businesses:

- Set up a 'parenting' scheme. The 'new cyclist' would cycle to the workplace with his/her 'parent' and could then be interviewed about the experience.
- Organize 'Bike to Work' day, offering incentives for commuters to use a bicycle.
- Organize a 'Commuter's Challenge' to show that cycling is not only the cheapest and healthiest mode, but most of the time also the fastest.
- Offer breakfast for people cycling to work.
- Hold a fashion show of cycling clothes or develop cycling kits (raincoat with company logo, etc.).
- Present bicycle-friendly companies with a designation or award.
- Distribute information on safe cycling routes to work



### What are the goals of the Mobility Week Campaign?

Goal 1: To promote mobility alternatives to encourage behavioral change from single occupancy driving to more sustainable modes of transportation, improve transportation user safety measures, and commit as a region to advance a culture of multimodalism.

- Objective 1: Target at least one event per mode in each of the nine counties within FDOT District Five by 2021.

Measure of Success: Number of events organized per year

- Strategy 1.1 – Promote events focused on increasing awareness of the various transportation alternatives available to the public such as buses, rail, paratransit, etc.
- Strategy 1.2 – Disseminate information on laws and rights of various roadway users to assist the public in gaining an understanding of each user's rights and unique challenges.
- Strategy 1.3 – Offer education and training aimed at improving bicycle, pedestrian, driver and transit rider safety.
- Strategy 1.4 – Educate public about the benefits and impacts of active transportation on health and environment.
- Strategy 1.5 – Encourage active participation in various programs supporting multimodal transportation.
- Strategy 1.6 – Target events that spread awareness of the challenges of vulnerable populations such as physically disabled, paratransit users, seniors, children, etc.,

Goal 2: To encourage regional and local government agencies to cooperatively adopt policies that promote sustainable mobility, as well as plan, design and construct infrastructure that promote active transportation and healthier communities.

- Objective 1: Target at least one event per mode in each of the nine counties within FDOT District Five by 2021.

Measure of Success: Number of events organized per year

- Strategy 1.1 – Promote events focused on increasing awareness of the various transportation alternatives available to the public such as buses, rail, paratransit, etc.
- Strategy 1.2 – Disseminate information on laws and rights of various roadway users to assist the public in gaining an understanding of each user's rights and unique challenges.
- Strategy 1.3 – Offer education and training aimed at improving bicycle, pedestrian, driver and transit rider safety.
- Strategy 1.4 – Educate public about the benefits and impacts of active transportation on health and environment.

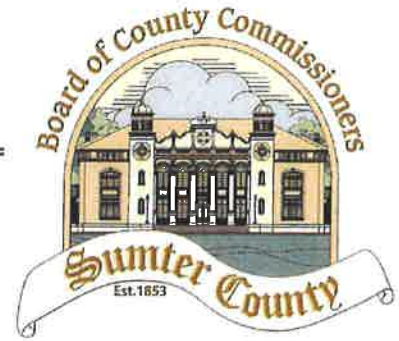


- Strategy 1.5 – Encourage active participation in various programs supporting multimodal transportation.
  - Strategy 1.6 – Target events that spread awareness of the challenges of vulnerable populations such as physically disabled, paratransit users, seniors, children, etc.,
- Objective 2: To achieve participation from at least 50 percent of the regional and local agencies in each county by 2021.
- Measure of Success: Number of agencies pledged to participate in the campaign
- Strategy 2.1 – Work with individual counties, municipalities, MPO/TPOs to adopt resolutions supporting Mobility Week.
  - Strategy 2.2 – Work with individual counties, municipalities, MPO/TPOs to organize events during Mobility Week.
  - Strategy 2.3 – Coordinate with agencies to showcase their mobility achievements during Mobility Week.

# ***Board of County Commissioners***

## ***Sumter County, Florida***

7375 Powell Road, Suite 200 • Wildwood, FL 34785 • Phone (352) 689-4400 • FAX: (352) 689-4401  
Website: <http://sumtercountyfl.gov>



June 6, 2017

Mr. Jeff Cole  
County Manager  
Lake County Board of County Commissioners  
315 West Main St.  
P.O. Box 7800  
Tavares, Florida 32778

RE: Lake-Sumter MPO

Mr. Cole,

Congratulations on your appointment as County Manager and your first week in the position!

The separation agreement executed by Mr. Fish can be rescinded by him on or before June 12, 2017; therefore, Lake County has a timing interest on Sumter County's response since Sumter County is pursuing the dissolution of the Lake-Sumter Metropolitan Planning Organization (LSMPO) and merging Lake County and Sumter County with MetroPlan Orlando. Our counties share the economic engine of The Villages® development and regional transportation networks.

The proposed departure of Mr. Fish from the LSMPO is a significant step in the right direction to put the LSMPO on the right track; however, there are systematic issues that the departure of Mr. Fish does not resolve. Resolution to the following conditions needs to be addressed before a new Executive Director takes the helm and the pursuit of MetroPlan Orlando as the solution.

The first issue relates to the cumbersome size of the existing LSMPO governing board. The governing board size is near the allowable membership of 25 per Florida Statutes §339.175(3)(a) and exceeds it based on the listing of the governing board members on the LSMPO website ([http://www.lakesumtermmpo.com/pdfs/mpo\\_members.pdf](http://www.lakesumtermmpo.com/pdfs/mpo_members.pdf)). The

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Vice Chairman  
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Doug Gilpin, Dist 2  
Chairman  
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Don Burgess, Dist 3  
Second Vice Chairman  
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7375 Powell Road  
Wildwood, FL 34785

Garry Breeden, Dist 4  
(352) 689-4400  
7375 Powell Road  
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Steve Printz, Dist 5  
(352) 689-4400  
7375 Powell Road  
Wildwood, FL 34785

Bradley S. Arnold,  
County Administrator  
(352) 689-4400  
7375 Powell Road  
Wildwood, FL 34785

Gloria R. Hayward, Clerk & Auditor  
(352) 569-6600  
215 East McCollum Avenue  
Bushnell, FL 33513

County Attorney  
The Hogan Law Firm  
Post Office Box 485  
Brooksville, Florida 34605



governing board size is a contributing factor in enabling Mr. Fish to continue his employment despite his failures.

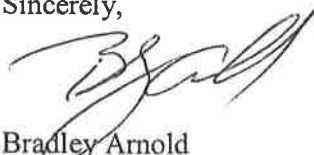
As a condition of moving the LSMPO forward, the governing board size should reflect its mission of long-range transportation planning and have a governing board that can maintain that vision with effective oversight. Based on the current population projections for Lake County and Sumter County, the governing board should be no greater than a five-member voting board. The composition would be two Lake County Commissioners, a rotating municipal position from Lake County, a rotating municipal position from Sumter County, and one Sumter County Commissioner. The Sumter County composition coincides with the interlocal service boundary agreements in place between Sumter County and its municipalities. Four ex-officio non-voting members should be limited to your position and mine (County Manager/County Administrator) and a School Board representative from each of our counties.

The LSMPO needs to be independent for it to function effectively in the interest of both counties; therefore, all employees of the LSMPO should not be employees of any of the jurisdictions it serves. The LSMPO legal counsel, personnel management, procurement services, and financial management should also be separate from any of the jurisdictions served.

Sumter County is prepared to increase its contributions to the LSMPO to effect the conditions listed herein since it is the only path where success can be reasonably envisioned versus the consolidation of Lake County and Sumter County with MetroPlan Orlando.

We value our relationship with Lake County, and the restructuring of the LSMPO is also the next logical step in growing our two-county area. We look forward to your partnership to salvage the LSMPO through the implementation of these conditions before pursuing the next Executive Director of the LSMPO.

Sincerely,



Bradley Arnold  
County Administrator

cc: Deputy Chief of Staff Brad Piepenbrink, Governor's Office  
Mr. Steve Martin, Florida Department of Transportation District 5 Secretary  
Honorable Lake County Board of County Commissioners  
Honorable Sumter County Board of County Commissioners  
Chairman Pat Kelley, Lake-Sumter Metropolitan Planning Organization  
Mr. Harry Barley, Executive Director, MetroPlan Orlando  
Ms. Melanie Marsh, Attorney (Lake County and Lake-Sumter MPO)

## Air Quality Monitoring: Ozone Attainment Status

*As of June 19th, 2017*

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2017	67	27-May
2016	63	10-May
2015	60	9-May
2014	60	4-May

2016 3-Year Attainment Average: 61

2017 Year-to-Date 3-Year Running Average: 63

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2017	67	9-Apr
2016	64	25-May
2015	61	1-May
2014	64	1-Apr

2016 3-Year Attainment Average: 63

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

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2017	65	27-May
2016	66	9-May
2015	59	18-Mar
2014	63	1-Apr

2016 3-Year Attainment Average: 63

2017 Year-to-Date 3-Year Running Average: 63

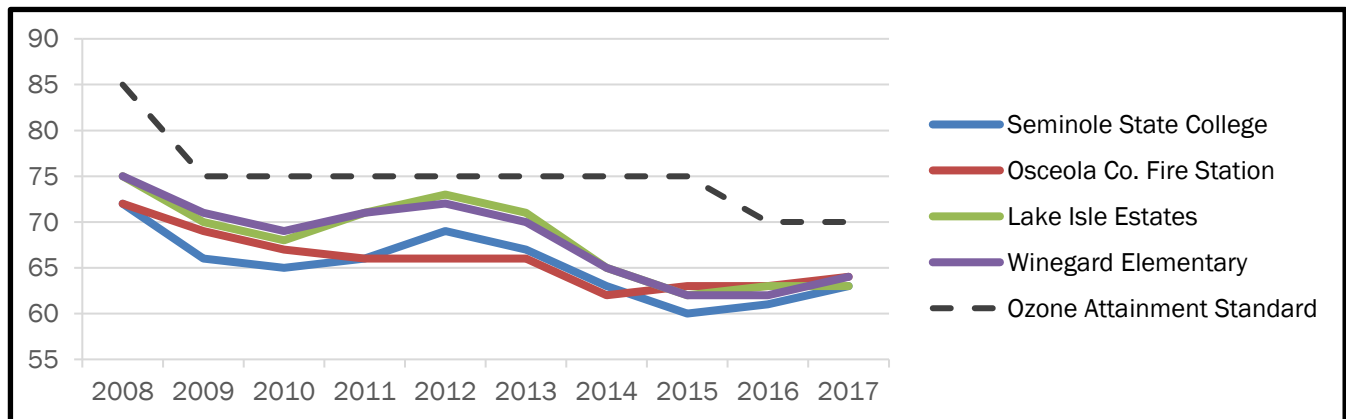
Winegard Elementary School (#L095-0008)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2017	68	8-May
2016	63	9-May
2015	61	9-May
2014	62	5-Jun

2016 3-Year Attainment Average: 62

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

## 10-Year Historic Ozone Attainment Status

*(Displayed in Parts per Billion)*

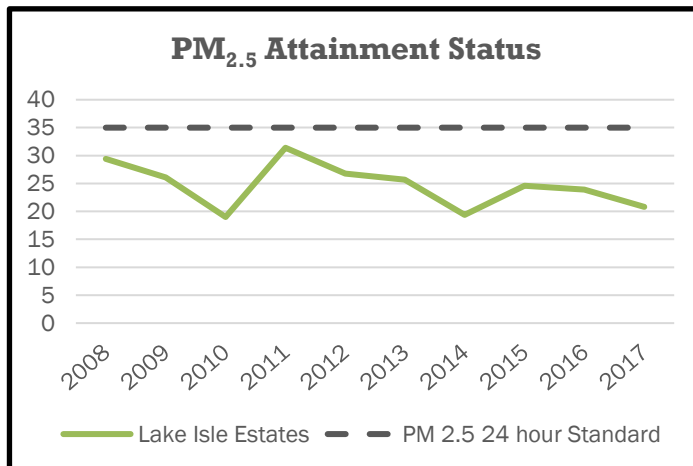


Source: Florida Department of Environmental Protection

### Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of June 19th, 2017

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM <sub>2.5</sub> (micrograms per cubic meter)	Date
2017	32	30-May
2016	24	1-Jan
2015	25	24-Aug
2014	19	13-Dec

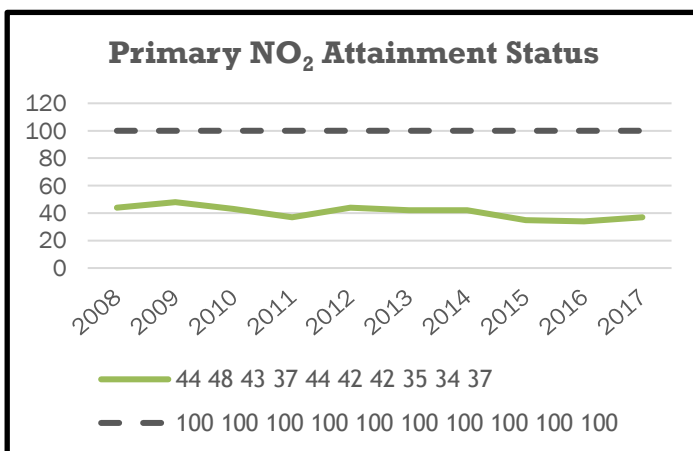
PM <sub>2.5</sub> 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2017	27
98th percentile, 3 year average - 2016	23



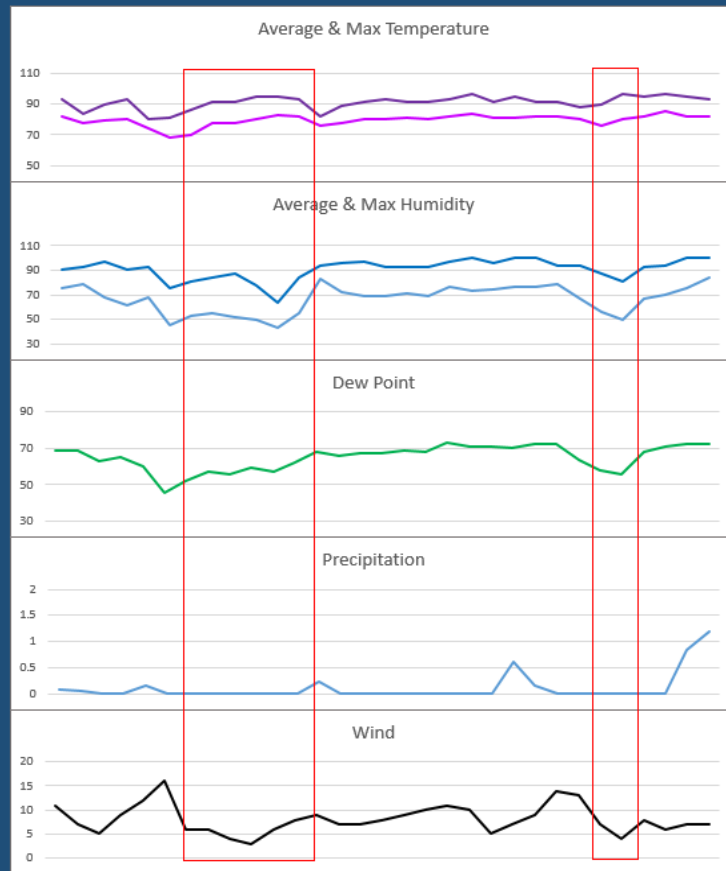
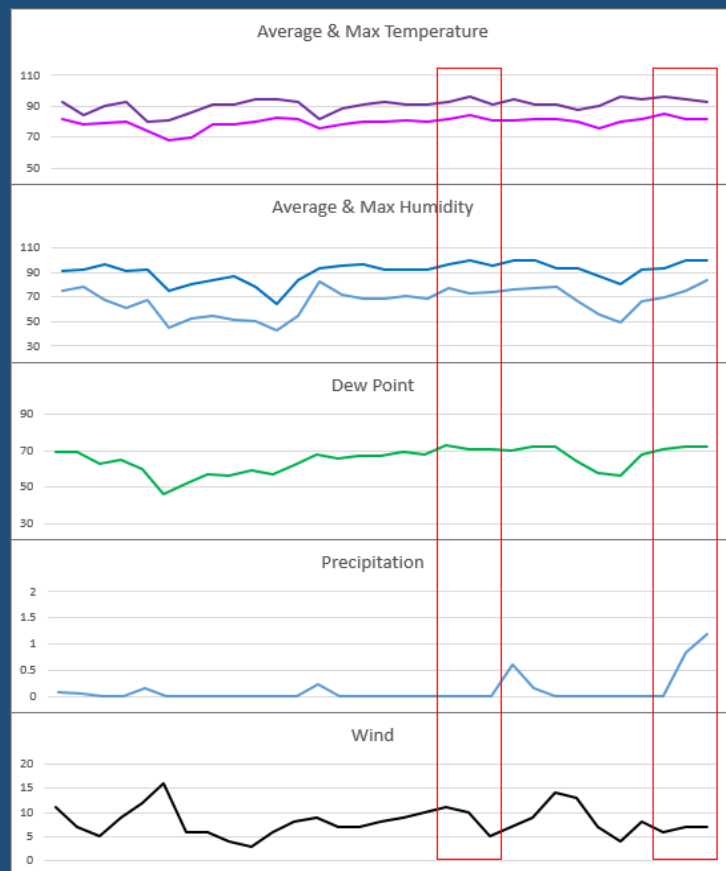
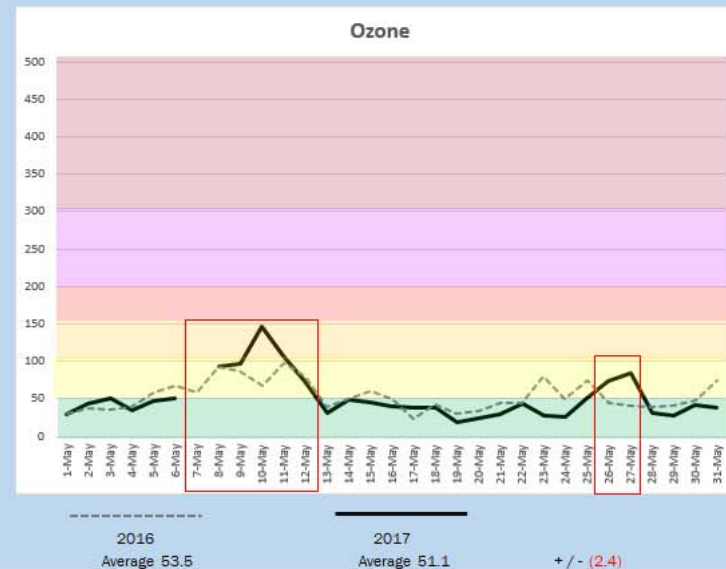
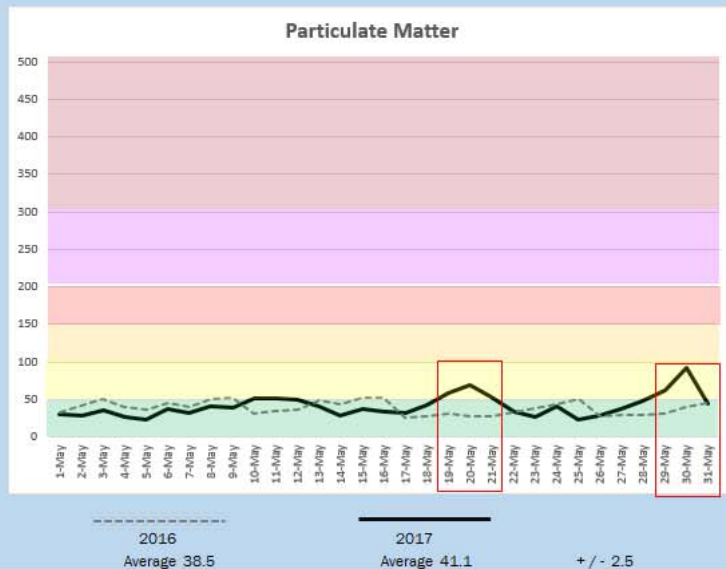
### Air Quality Monitoring: Primary NO<sub>2</sub> Attainment Status As of June 19th, 2017

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO <sub>2</sub> max one hour average (Parts per Billion)	Date
2017	37	1-Feb
2016	34	20-Jan
2015	35	22-Aug
2014	42	17-Jan

NO <sub>2</sub> max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2017	35
98th percentile, 3 year average - 2016	37



Source: Florida Department of Environmental Protection



Current PD&E Projects

TM List #	FM#	ETDM#	Project Name (Contract #)	County	PM (Env PM) (CV)	Consultant	Class of Action	Status	Next Milestone	Milestone Date	Design Funded FY	Design Funded Amount	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount	LDCA Anticipated	Last Updated
5	433693-1	13961	Poinciana Parkway Southport Connector (C9B38)	Osceola	AMS (CO) (LH)	Inwood	TBD	CFX Board voted on 9/8/16 to approve MOA with OCX to take over OCX masterplan projects. CFX advertised Concept, Mobility & Feasibility study for this project. Board selected 4 consultants in Janaury. Contract will most likely be executed in March 2017 with a 12 month contract time. Met with CFX, OCX and FDOT and agreed to put our study on hold until the completion of their study. Traffic completed by Kittleson (DTTM).	CFX to complete Concept and Mobility Study	Dec-17	Design Phase Not Funded	Design Phase Not Funded					Sep-19	5/8/2017
6	433693-2	13957	Poinciana Parkway (I-4 Connector) (C9B99)	Osceola	AMS (CO) (GG)	CH2MHill	TBD	CFX Board voted on 9/8/16 to approve MOA with OCX to take over OCX masterplan projects. CFX advertised Concept, Mobility & Feasibility study for this project. Board selected 4 consultants in Janaury. Contract will most likely be executed in March 2017 with a 12 month contract time. Met with CFX, OCX and FDOT and agreed to put our study on hold until the completion of their study. Traffic completed by Kittleson (DTTM).	CFX to complete Concept and Mobility Study	Dec-17	Design Phase Not Funded	Design Phase Not Funded					Sep-19	5/8/2017
7	435476-1	14135	I-75 at CR 514	Sumter	MIM (CO) (KC)	Arcadis	TBD (Type II CE)?	Staff hour negotiations completed, Arcadis will update the AFP and submit to professional services. In lockdown for this fiscal year, funds need to be encumbered by the end of the month.	Execute Contract	Jun-17							Dec-19	6/9/2017
8	432100-1	n/a	Segment 5 - West of US 27 to West of CR 532 (C9972)	Polk	BSP (GG)	HNTB	EA / FONSI Reeval	Received Biological Opinion. Public Hearing held May 9th. SAMR approved May 9th. Addressed final comments and re-uploaded to SWEPT, should be approved by 6/9/17	Final Approval in SWEPT	Jun-17	FY 2015 FY 2016	N/A					Dec-16	5/3/2017
8	432100-1	n/a	Segment 1 - West of CR 532 to West of SR 528 (C9972)	Osceola/ Orange	BSP (GG)	HNTB	EA / FONSI Reeval	Formal consultation letter to FHWA was submitted on 6/8/16. Received SHPO concurrence on 4/8/16. Public Hearing held 10/25/16. Received verbal approval of North and South SAMR. Addressed final comments and re-uploaded to SWEPT, should be approved by 6/9/17	Final Approval in SWEPT	Jun-17	FY 2015 FY 2016	\$3.4M \$6.9M					Dec-16	6/3/2017
8	432100-1	n/a	Segment 2 - West of SR 528 to West of SR 435 (C9972)	Orange	BSP (GG)	HNTB	EIS	Formal consultation letter to FHWA was submitted on 3/10/16. Informal consultation letter to FWS was submitted on 3/8/16, received concurrence on 4/6/16. Submitted CRAS to FHWA, received concurrence from SHPO on 6/23/16. Public Hearing held 10/10/16. SAMR approved May 9th. Sending EIS to FHWA for reveiw 5/5/17. FHWA has EIS and hopes to sign by 6/9/17. ROD will be prepared once EIS is signed.	Finalize Documents	Jun-17	FY 2015 FY 2016	\$1.0M \$2.4M					Dce-16	6/3/2017
8	432100-1	n/a	Segment 3 - East of SR 434 to east of US 17-92 (C9972)	Seminole	BSP (GG)	HNTB	EIS	EIS is currently being review by FHWA by hoping to obtain a ROD for the LDCA sometime in late June or early July. Formal consultation letter to FHWA was submitted on 2/1/16, received concurrence on 7/5/16. Informal consultation letter to FWS was submitted on 1/20/16, received concurrence on 2/28/16. CRAS submitted to FHWA on 2/25/16, received concurrence from SHPO on 5/23/16. Public Hearing held on 11/14/16. SAMR approved May 9th. Sending EIS to FHWA for reveiw 5/5/17. FHWA has EIS and hopes to sign by 6/9/17. ROD will be prepared once EIS is signed.	Finalize Documents	Jun-17	FY 2015 FY 2016	\$1.9M \$3.1M					Dec-16	6/3/2017
8	432100-1	n/a	Segment 4 - East of US 17-92 to East of SR 472 (C9972)	Volusia	BSP (GG)	HNTB	EIS	Formal consultation letter to FHWA was submitted on 2/1/16, received concurrence on 7/5/16. Informal consultation letter to FWS was submitted on 1/20/16, received concurrence on 2/28/16. CRAS submitted to FHWA on 2/25/16, received concurrence from SHPO on 5/23/16. Public Hearing held on 11/16/16. SAMR approved May 9th. Sending EIS to FHWA for reveiw 5/5/17. FHWA has EIS and hopes to sign by 6/9/17. ROD will be prepared once EIS is signed.	Finalize Documents	Jun-17	FY 2015 FY 2016	\$2.2M \$4.2M					Dec-16	6/3/2017
9	430136-1	13026	SR 514 Malabar Road (Babcock to US 1) (C9993)	Brevard	LFC (CO) (GG)	Atkins	SEIR	Meeting schedule for June 12 to review Adkins solution to FDOT request to tighted new alternative for the section between Corey and Marie in order to minimize the impact. Then we will proceed to meet with MSS Before meeting with EEL and going before the ARC Committee. PD&E Team is meeting with the Town of Malabar, Space Coast TPO and Brevard EEL to discuss next month. Next milestone is public hearing. Roundabouts recommended at Corey and Weber Roads.	Local Agency Meetings; EEL mtgs July 2017	Jul-17	FY 2020 DDR	\$4,088,900					Mar-18	6/8/2017
10	430132-1	13955	SR 35 (US 301) from C-470 to SR 44 (C9F84)	Sumter	MM (CO)	HDR	TBD	Continuing to coordinate with FTE and Traffic Ops for interchange configurations. VE Study scheduled for June 19th - 23rd	VE	Jun-17	FY 2020	\$6,965,540					May-18	6/9/2017
11	435859-1	14269	West SR 50 from Sumter/Hernando County Line to CR 33	Hernando, Sumter, Lake	(LC) (HC) (LH)	Kittelson	SEIR or NMSA	Special Use Permits have been issued and work has begun within the Forest. Presented management update meeting in May 25th and their were not significant changes or comments. We have meet with the Hernando MPO TAC/CAC and most of the comment we in support of the 4 lane widening. Next meeting is with the Hernando MPO on June 20. Public Alternative Meeting set on July 11 & 13.	Public Alternative Mtg	Jul-17	FY 2018 DDR (435859-2 thru -5)	\$16,000,000					Jan-19	6/8/2017
12	435471-1	N/A	S. Sumter Connector Trail from Withlacoochee State Trail to Van Fleet Trail	Sumter	LC (HC)	TranSyste ms	Cat 1 or NMSA	Working on coordination meeting with Sumter County on their two JPA Projects on CR673 & CR478 that will have the trail running through both projects. Working on obtaining the special use permit to working within the Forrest. Working on PIP, Public Notices & Updating Schedule.	Local Agency Meetings;	Jun-17	2019 SA / TALT	\$2,958,340	No	No	2023 DDR	\$13,675,898	2019	6/8/2017
19	437093-1	14227	Space Coast Trail from Max Brewer Causeway to Atlantic Ocean	Brevard	LFC (CO) (GG)	Kimley Horn	NPS and USFWS EA	Finally received obtaining ARPA Permits from MINWR and CANA working on setting up date to start field work and developing design alternatives. Next agency coordination meeting is Tuesday, June 20th.	Agency mtg	Jun-17	FY 2022 moved out from FY 18	\$4,791,360					Feb-19	6/8/2017
	240216-4	4972	SR 46 from SR 415 to CR 426 (LAP Oversight)	Seminole	MIM (CO)	AECOM	Type II CE	Aecom has submitted the Naturea Resource Evaluation Report, in ERC for OEM to review (Comments due date July 3, 2017)	Public Hearing	Aug-17	FY 2022 240216-8	\$5,175,240					Oct-17	6/9/2017
	434912-1	14187	C-470 from CR 527 to Turnpike	Sumter	MIM (HC)	VHB	Type II CE	Responding to comments from the public hearing and finalizing doucments for OEM Review	Finalize Documents	Jul-17	FY 2020 SL/SN	\$5,096,140					Sep-17	6/9/2017
	435209-1	14242	I-75 at 49th Street Interchange and 49th St. from end of NW 35th St to NW 49th St	Marion	HJJ (KL)	Metric	Type II?	NTP on May 12, 2017. Due to delay on execution missed the window to take traffic counts before school is out.	Traffic Analysis	Aug-17	FY 2022 SL	\$1,631,140					Oct-20	5/8/2017
	439862-1	n/a	Oak Hill to Edgewater, US-1 @ Kennedy Parkway to Dale Avenue	Volusia	JB LC (KL)	Inwood CS (AIM)	NMSA	Should have TWO executed by mid May. SunTrail project. 11.6 miles. Use CSC - Inwood. \$800,000 funded FY 2017	Execute TWO and NTP	May-17	No	No	No	No	No	No	2018	5/5/2017
	439865-1	n/a	SJR2C Trail: US-1 from Canal Street to Beville Road	Volusia	LC (CO)	Scalar	NMSA	Negotiations staff hour have been submitted to PSU. We are anticipating NTP in July. \$1,500,000 funded FY 2017	Execute Contract	Jun-17	2019 TLWR	\$3,500,000	No	No	No	No	2019	6/8/2017
	439874-1	n/a	SJR2C Trail: Lake Beresford Park to Grand Avenue	Volusia	MIM (KL)	Inwood CS (AIM)	NMSA	Staffhour negotiations completed 6/9/17, will be finalized and submitted on 6/12. Next step is to prepare TWO for AIM under Inwood's continuing services contract. Funds will then need to be job-cost from the available SunTrail Funds	Execute Contract	Jun-17	No		No				???	6/9/2017
	439876-1	n/a	SJR2C Trail: SR 15 (US 17) from SR 40 to Putnam County Line	Volusia	LC (HC)		NMSA	Project advertised and 7 LOIs received. Longlist sheduled on June 14, shortlist on June 26 and Oral Presentation on August 1. \$1,500,000 funded FY 2018. Planned contract execution December 2017.	longlist/Shortlist selection	11/30/2017	No	No	No	No	No	No	2020	6/8/2017
	440424-1	14290	CR 405/NASA Parkway from US-1 to Space Commerce Way	Brevard	MM (CO) (KC)	TBD		Bridge replacement. No widening. Estimate given to NASA for PD&E, survey, mapping, permitting and development of RFP for D/B. Anticipate getting funds in January 2017. Post ad date is march 27. Advertised 5/22/17, LOI's received 6/5/17. Longlist scheduled for 6/23/17. Internal FDOT Team / NASA Meeting held 6/8/17 to share information with the team prior to reviewing the LOI's.	longlist/Shortlist selection	Jun-17								6/13/2017

Contract Number	Service Ending Date	Financial Number	PA	CSS	Contractor	Description	Percent Day	Percent Money	Adjusted Estimated Completion
ESU00	5/29/2017	425638-2-72-05	Navarro, Kim	Thorn, Jennifer	ALTAIR ENVIRONMENTAL GROUP, L.L.C.	Desilting and Pipe Liner on Various State Roads in Orange County	49.02%	84.61%	3/29/2017
ESU01	8/27/2018	412326-5-72-09	Eric Planter	Thorn, Jennifer	ALTAIR ENVIRONMENTAL GROUP, L.L.C.	Desilting on Various State Roads in Orange and Seminole Counties	35.52%	26.02%	1/30/2018
ESU02	1/0/1900	427956-1-72-14	0	0	CITYWIDE PAVING	Various Concrete Driveway Repairs	0.00%	-	1/0/1900
ESU03	1/0/1900	429142-1-72-06	Crespi, Peter	0	Lane	Mill and Resurface	0.00%	0.00%	1/0/1900
ESU04	2/18/2017	412326-4-72-04	Baker, Blake	Baker, Blake	RD WEST COAST HOME, INC	RTMC Clearing and Grubbing	108.55%	78.80%	2/18/2017
EW371	Paid by LTD	413607-1-52-01 & 413607-4-G2-01	Willson, Lee	Willson, Lee	S&S CONCRETE/CHALK RIVER BRIGGS 7500138705169	CR 46A FROM US 441 TO CR 415	109.94%	109.94%	10/01/2016
ESW991	8/3/2018	404418-2-52-01 & 404418-4-G2-01	Navarro, Kim	Thorn, Jennifer	LAFLURE NURSERIES AND GARDEN CENTER LLC	Landscaping - SR 15/600 (US 17/92) Interchange at SR 436	47.20%	86.29%	8/4/2018
ESV23	9/7/2018	436858-1-52-01	Navarro, Kim	Thorn, Jennifer	DYNAMICS GROUP, INC.	Landscaping - SR 46 From Uppala Rd to Airport Blvd	41.41%	83.46%	8/8/2017
ESV31	5/31/2019	435435-2-52-01	Duazo, Jonathan	Duazo, Jonathan	LAFLURE NURSERIES AND GARDEN CENTER LLC	Landscaping - SR 500 (US 441) From Lee Road to Beggs Road	12.03%	78.12%	3/31/2019
EST71	NA	437100-1-52-01	Sawaya, George	Sawaya, Dustin	COLLAGE DESIGN & CONSTRUCTION GROUP, INC.	RTMC Building	3.79%	-	1/0/1900
ESY80	1/0/1900	439905-1-52-01	Navarro, Kim	Thorn, Jennifer	ATLANTIC CIVIL CONTRACTORS CORP	DISTRICTWIDE PUSHBUTTON TRAFFIC IMPROVEMENTS ORANGE/SEMINOLE	47.20%	86.29%	1/0/1900
T5449	NA	2392031-4-52-01 & 2392031-4-56-01	Charles Crossman	Shaw, Nemisha	PRINCE CONTRACTING LLC	SR 50 FROM F OF CH425 (DEAN RD) TO F OF OLD CHENEY HWY	99.91%	95.66%	3/4/2017
T5448	NA	240216-2-52-01	0	0	SOUTHLAND CONSTRUCTION, INC.	SR 46 FROM MELLON, INE	45.12%	92.41%	12/1/2018
T5549	NA	432402-1-52-01 & 432402-4-G2-01	Crespi, Peter	Carpenter, Sandy	HUBBARD CONSTRUCTION COMPANY	Mill and Resurface - SR 500/US441 FROM S OF SPRINT BLVD TO CENTRAL AVE	91.33%	96.61%	5/10/2017
T5557	NA	240196-1-52-01 & 240196-1-56-01, 02, 03	Womick, Todd	Oakes, Jeff	BERGERON LAND DEVELOPMENT, INC	SR 15/600 (US 17/92) FROM SHEPARD RD TO LAKE MARY BLVD	36.28%	30.34%	3/19/2017
T5568	NA	434425-1-52-01 & 434425-1-52-02	Planter, Eric	Carpenter, Sandy	ATLANTIC CIVIL CONTRACTORS CORP	SR 436 SE 436 FROM N OF SR 50 TO N OF OLD CHENEY HWY	88.24%	78.31%	6/5/2017
T5576	NA	415030-5-52-01 & 415030-5-52-02 & 415030-5-56-01	Simpson, Terry	Carpenter, Sandy	MASCI GENERAL CONTRACTORS, INC	SR 434 FROM SMITH STREET TO FRANKLIN STREET	49.09%	28.30%	11/18/2017
T5579	NA	432402-2-52-01	Planter, Eric	Thorn, Jennifer	GOSALIA CONCRETE CONSTRUCTORS, INC.	Slab Replacement - SR 500 and SR 441	23.75%	49.78%	1/1/2018
T5581	NA	433040-1-52-01 & 433040-1-52-02 & 433040-1-52-03	Eric Planter	Carpenter, Sandy	ATLANTIC CIVIL CONTRACTORS CORP	Traffic Signals - SR 434 (Alafaya Trail) from Alexandria Blvd. to Mitchell Hammock Rd.	14.59%	3.67%	9/23/2017
T5582	NA	238275-6-52-01	Navarro, Kim	White, Patrick	HALFAX PAVING, INC	Roadway Reassignment - CR 46A from North of Arundel Way to SR 46	0.00%	1.15%	1/0/1900
#REF!	#REF!		#REF!	#REF!			#REF!	#REF!	#REF!
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Time and Money Updated: 4/21/2017			PA/PO Notes		UPDATED: 5/5/2017				
1	Finproj Number		425638-2-72-05		SA 01 executed for 60 days / 40 additional bands  Service Ending Date: 5/29/17				
	Contract Number		E5U00						
	Contract Location		Desilting and Pipe Liner on Various State Roads in Orange County						
	Contractor Name		ALTAIR ENVIRONMENTAL GROUP, L.L.C.						
	Federal Aid Number		N/A						
	Letting		9/7/2016		Work Begin		11/7/2016		
	Awarded		9/26/2016		Time Begin		11/7/2016		
	Execution		10/17/2016		Original Estimated Completion		3/15/2017		
	Notice to Proceed		11/6/2016		Adjusted Estimated Completion		3/29/2017		
	Service Ending Date		5/29/2017						
	Contract Days Progress				Contract Dollars Progress				
	Original Days		130		Original Amount		\$371,988.50		
	Days Used as of Today		100		Estimate Paid to Date		\$314,711.85		
	Present Days		204		Present Amount		\$371,968.50		
	Contract Day		204 of 204		% Amount Used to Present		84.61%		
% Used		49.02%		Remaining Overrun Funds		\$0.00			
Contact Information						Table Below UPDATED: 5/5/2017			
		Name		Phone		Email			
Resident Engineer (FDOT)		Womick, Todd		407-482-7833		<a href="mailto:todd.womick@dot.state.fl.us">todd.womick@dot.state.fl.us</a>			
Construction Project Manager		Navarro, Kim		407-482-7829		<a href="mailto:kim.navarro@dot.state.fl.us">kim.navarro@dot.state.fl.us</a>			
Project Adminsitrator		Navarro, Kim		407-482-7829		<a href="mailto:kim.navarro@dot.state.fl.us">kim.navarro@dot.state.fl.us</a>			
Contract Support Specialist (CSS)		Thorn, Jennifer		-		-			
<a href="#">Go to CIM</a>						CPPR/CFPR GRADE:		98	
						DBE % (Com%/Pmt%):			
						ACTUAL CONTRACT TIME:		152/204	
						CURRENT CEI EFFICIENCY (%):		n/a	
						NEGOTIATED CEI (%):		n/a	
						CEI GRADE:		n/a	
NOTES									

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***Florida Department of Transportation***

**RICK SCOTT  
GOVERNOR**

719 South Woodland Boulevard  
DeLand, Florida 32720

**MIKE DEW  
SECRETARY**

June 14, 2017

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

RE: Fourth Quarter Variance Report (April 2017 – June 2017)

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 2017 through June 2017. This quarter's variance report compares the July 1, 2016 adopted work program with changes made to the adopted work program in the fourth quarter of Fiscal Year 2016/2017. The project listed below includes a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

**SEMINOLE COUNTY**

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**FM# 240200-2 – State Road 429/State Road 46 (Wekiva Parkway) from East of Wekiva River Road to Orange Boulevard – New Road Construction Project**

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7/1/16 Adopted Phase Cost: Construction Utility Phase = \$8,325,000 (FY 2016/17)

Revised Phase Cost: Construction Utility Phase = \$18,902,568 (FY 2016/17)

Phase Cost Increase: Construction Utility Phase = (127%)

Reason for Cost Increase

Florida Power & Light cost updates. Original estimates were done in July 2015.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'K Smith', with a stylized, cursive script.

Kellie Smith  
Government Liaison Administrator

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

06/14/2017 07.32.26

(CALCULATED)

BUDGETED 1,3.6

FLORIDA DEPARTMENT OF TRANSPORTATION

VARIANCE REPORT

ORANGE COUNTY

PAGE 1

VARPHASE 1-X

2017 THROUGH 2021

COST INCREASES

07/01/2016 06/14/2017

ITEM NO BD STA C TS PROJECT DESCRIPTION PH ST YR YR PH ST YR YR PHASE AMOUNT ST YR YR PHASE AMOUNT DIFFERENCE

21Q	2394221	05	014	1	03	SR 434 FOREST CITY FROM SR 424 EDGEWATER	52	2A	20	20	E	8,563,152	2A	20	20	E	9,007,657	444,505
TPK	4114061	08	090	7	02	WIDEN TPK FROM OSCEOLA CNTY LINE TO BEAC	56	2A	17	17	E	682,247	4A	17	17	C	980,618	298,371
		08	090	7	02	WIDEN TPK FROM OSCEOLA CNTY LINE TO BEAC	62	2A	17	17	E	15,889,003	4A	17	17	E	16,652,087	763,084
DNMR	4230291	05	090	7	03	SR 535 AT INTERNATIONAL DRIVE	52	2A	17	17	E	780,340	4A	17	17	E	915,964	135,624
21Q	4242171	05	010	1	03	SR 414 (MAITLAND BLVD) FROM SR 400 (I-4)	43	2A	17	17	E	1,522,440	2A	17	17	E	5,154,000	3,631,560
		05	010	1	03	SR 414 (MAITLAND BLVD) FROM SR 400 (I-4)	52	2A	19	19	E	10,785,972	2A	19	19	E	10,833,249	47,277
22Q	4302256	05	070	5	16	SHINGLE CREEK TRAIL - DESTINATION PARKWA	58	2A	17	17	E	1,000,000	4A	17	17	E	1,575,000	575,000
DNMR	4324022	05	090	1	03	SR 500/US 441 FROM CR 437 ORANGE AVE TO N	62	2A	17	17	E	3,125	4A	17	17	E	3,840	8,715
DNMR	4336481	05	090	1	03	SR 527 (ORANGE AVE) FROM S OF LAKE GATE 1	61	4A	17	17	E	16,791	4A	17	17	E	59,696	42,905
TPK	4336631	08	010	7	02	SAND LAKE RD / TPK INTERCHANGE (SR482/SR 52)	2A	21	21	21	E	36,964,283	2A	21	21	E	43,118,394	6,154,111
		08	010	7	02	SAND LAKE RD / TPK INTERCHANGE (SR482/SR 52)	2A	21	21	21	E	4,589,549	2G	21	21	E	6,683,351	2,093,802
DNMR	4344241	05	090	1	03	US 441 FROM S OF TAFT VINELAND TO S OF B	61	4A	17	17	E	9,584	4A	17	17	E	64,584	55,000
		05	090	1	03	US 441 FROM S OF TAFT VINELAND TO S OF B	62	4A	17	17	E	96,507	4A	17	17	E	100,097	3,590
DNMR	4344251	05	090	1	03	SR 436 FROM N OF SR 50 TO N OF OLD CHENE	61	4A	17	17	E	7,652	4A	17	17	E	32,652	25,000
DNMR	4353111	05	010	2	09	ORANGE-ORLANDO IMPH. CONSTRUCT SOUTH AIRP	94	2A	17	17	E	30,483,836	2A	17	17	E	33,673,836	2,990,000
DNMR	4353121	05	010	2	09	ORANGE-ORLANDO IMPH. SOUTH AIRPORT PAVEN	94	2A	17	17	E	19,657,548	2A	17	17	E	33,618,624	13,660,916
TPK	4357841	08	014	7	02	WIDEN TPK- SR50 CLERMONT TO ORANGE/LAKE	52	2A	21	21	E	24,138,780	2G	21	21	E	26,406,322	2,267,542
		08	014	7	02	WIDEN TPK- SR50 CLERMONT TO ORANGE/LAKE	62	2A	21	21	E	3,017,348	2G	21	21	E	3,295,840	278,492
DNMR	4364351	05	010	1	13	ORANGE COUNTY GAP SEGMENT 1 FROM CLARCON	52	2A	20	20	E	217,124	2A	20	20	E	251,790	34,666
		05	010	1	13	ORANGE COUNTY GAP SEGMENT 1 FROM CLARCON	52	2A	20	20	E	217,124	2A	20	20	E	251,790	34,666
DNMR	4371562	08	090	7	02	ORLANDO SOUTH INTERCHG- RESURFACE RAMPS &	52	2A	17	17	E	9,554,347	4A	17	17	E	10,317,634	763,317
		08	090	7	02	ORLANDO SOUTH INTERCHG- RESURFACE RAMPS &	52	2A	17	17	E	1,190,511	4A	17	17	E	1,755,345	564,774
TPK	4371662	08	030	9	02	TURNPIKE MAINLINE AT I-4 (MP 259 - DIREC	32	2A	17	17	E	350,000	2A	17	17	E	4,678,144	4,328,144
		08	030	9	02	TURNPIKE MAINLINE AT I-4 (MP 259 - DIREC	52	2A	18	18	E	63,684,229	2G	18	18	E	101,430,078	37,745,849
		08	030	9	02	TURNPIKE MAINLINE AT I-4 (MP 259 - DIREC	62	2A	18	18	E	7,960,527	2G	18	18	E	9,066,061	1,105,534
DNMR	4373301	05	010	1	03	SR 527/SR 426/ORANGE AVENUE - ORANGE AVE	32	2A	17	17	E	817,000	4A	17	17	E	1,259,934	442,934
		05	010	1	03	SR 527/SR 426/ORANGE AVENUE - ORANGE AVE	52	2A	19	19	E	3,060,331	2A	19	19	E	4,027,720	967,389

R1Q = Reported 1st Quarter  
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R3Q = Reported 3rd Quarter  
TPK = Turnpike Project  
TURNP = Does Not Meet Requirements

## FLORIDA DEPARTMENT OF TRANSPORTATION

## (CALCULATED)

# VARIANCE REPORT

## VARPHASE 1-X

## ORANGE COUNTY

COST INCREASES

2017 THROUGH 2021

COST INCREASES													07/01/2016 TENTATIVE	06/14/2017 TENTATIVE					
ITEM NO	BD	STA	C	TS	PROJECT DESCRIPTION	PH	ST	YR	PH	PHASE AMOUNT	ST	YR	PHASE AMOUNT	DIFFERENCE					
DMR	4373311	05	010	7	03	US 441/SR 500/ORANGE BLOSSOM TRAIL-N OF JO 32	2A	17	17	E	662,000	4A	17	17	E	669,613	1,613		
		05	010	7	03	US 441/SR 500/ORANGE BLOSSOM TRAIL-N OF JO 52	2A	19	19	E	3,178,867	2A	19	19	E	3,850,874	672,307		
DMR	4373381	05	010	7	03	SR 500/US 441/ORANGE BLOSSOM TRAIL-E OF	32	2A	17	17	E	810,000	4A	17	17	E	939,701	129,701	
		05	010	7	03	SR 500/US 441/ORANGE BLOSSOM TRAIL-E OF	52	2A	18	18	E	4,362,044	2A	18	18	E	5,017,745	655,702	
		05	010	7	03	SR 500/US 441/ORANGE BLOSSOM TRAIL-E OF	62	2A	18	18	E	368,350	2A	18	18	E	553,200	184,850	
DMR	4373411	05	010	1	03	SR 435/KIRKMAN ROAD FROM N OF SR 482	TO 32	2A	17	17	E	1,390,000	4A	17	17	E	1,920,574	530,574	
		05	010	1	03	SR 435/KIRKMAN ROAD FROM N OF SR 482	TO 52	2A	19	19	E	5,631,638	2A	19	19	E	10,428,180	796,542	
DMR	4374581	05	010	5	16	N. FORT CHRISTMAS ROAD FROM LAKE PICKETT	38	2A	17	17	E	163,820	4A	17	17	E	167,320	3,500	
DMR	4375321	08	096	7	02	BRIDGE-PAINTING BRACHLINE EAST BRIDGES	7	62	2A	17	17	E	87,986	4A	17	17	E	314,538	26,552
2/Q	4375551	05	005	2	01	1-4 DOWNTOWN IMPROVEMENTS S OF W CHURCH	54	2A	17	17	E	3,500,000	4A	17	17	E	4,500,000	1,000,000	
DMR	4375921	05	010	1	03	SR600/SR500/US441/US17-92 FROM S OF SR48	32	2A	17	17	E	355,000	4A	17	17	E	752,085	397,085	
		05	010	1	03	SR600/SR500/US441/US17-92 FROM S OF SR48	52	2A	19	19	E	553,898	2A	19	19	E	595,411	141,553	
2/Q	4376341	05	010	1	03	SR 551 (GOLDENROD ROAD) FROM SR 408	TO S 32	2A	17	17	E	500,000	4A	17	17	E	1,659,940	1,159,940	
		05	010	1	03	SR 551 (GOLDENROD ROAD) FROM SR 408	TO S 4B	2A	19	19	E	241,000	4A	19	19	E	270,000	29,000	
		05	010	1	03	SR 551 (GOLDENROD ROAD) FROM SR 408	TO S 41	2A	19	19	E	60,000	2A	19	19	E	148,526	88,526	
		05	010	1	03	SR 551 (GOLDENROD ROAD) FROM SR 408	TO S 43	2A	19	19	E	542,000	2A	19	19	E	650,000	108,000	
		05	010	1	03	SR 551 (GOLDENROD ROAD) FROM SR 408	TO S 45	2A	19	19	E	137,500	2A	19	19	E	145,874	8,374	
TPK	4379873	08	010	7	02	SAFETY IMPROVEMENTS TPK MAINLINE IN ORAN	22	2A	17	17	E	185,000	4A	17	17	E	254,200	69,200	
DMR	4383311	05	010	4	13	NATURAL DISASTER ORANGE-COUNTY-WIDE HURRI	D1	4A	17	17	E	101,400	17	17	E	13,404	13,404		
		05	010	4	13	NATURAL DISASTER ORANGE-COUNTY-WIDE HURRI	F1	4A	17	17	E	101,500	17	17	E	1,000	899		
DMR	4384291	05	005	2	09	ORANGE-ORLANDO EXEC WEST RAMP TAXILANE R	94	2A	19	19	E	55,077	2A	19	19	E	82,000	26,923	
DMR	4384821	05	005	2	09	ORANGE-ORLANDO EXEC TAXIWAY REHABILITATE	94	2A	18	18	E	145,027	2A	18	18	E	211,800	96,773	
DMR	4384951	05	010	2	09	ORANGE-ORLANDO EXEC TAXIWAY REHABILITATE	94	2A	17	17	E	152,423	4A	17	17	E	443,443	261,430	
DMR	4385471	08	010	7	02	ORLANDO SOUTH ULTIMATE INTERCHANGE AT SR 22	2A	17	17	E	2,000,000	2A	17	17	E	4,621,817	2,621,817		
DMR	4385481	08	005	7	02	PAINT BRIDGES ON RAMPS AT SR91/SR429 INT	62	2A	20	20	E	737,723	2A	20	20	E	1,871,423	1,133,700	
DMR	4387441	05	010	3	08	ORANGE-LYNX CENTER REG TRANSF AUTH SERV	84	2A	17	17	E	505,093	2A	17	17	E	618,146	1305,077	

R1Q = Reported 1st Quarter  
R2Q = Reported 2nd Quarter  
R3Q = Reported 3rd Quarter  
TPK = Turnpike Project  
DNR = Does not Meet Requirements

06/14/2017 07.32.26

(CALCULATED)

BUDGETED 1,3,6

FLORIDA DEPARTMENT OF TRANSPORTATION  
VARIANCE REPORT  
ORANGE COUNTY

PAGE 3

VARPHASE 1-X

2017 THROUGH 2021																		
COST INCREASES	ITEM NO	BD STA	C TS	PROJECT DESCRIPTION	07/01/2016		06/14/2017		DIFFERENCE									
					PH	TENTATIVE	PH	TENTATIVE										
					PH	ST YR	YR	PHASE AMOUNT	ST YR	YR	PHASE AMOUNT							
	4387451	05	010	2	08	ORANGE LYNN GEN PL REG TRANSP AUTH SERV	84	2A	17	17	E	457,731	2A	17	17	E	716,462	258,731
	4395621	05	010	2	13	METROPOLIAN FR 2016/2017-2017/2018 UPNP	14	4A	17	17	E	1,378,337	2A	17	17	E	5,818,740	4,440,403
	PHASE COUNT				54	COST INCREASES		TOTALS		277,176,612	TOTALS		371,768,733	94,592,121				
	PHASE COUNT				54	ORANGE COUNTY		TOTALS		277,176,612	TOTALS		371,768,733	94,592,121				

R1Q = Reported 1st Quarter  
R2Q = Reported 2nd Quarter  
R3Q = Reported 3rd Quarter  
TPK = Turnpike Project  
DNUR = DOES NOT MEET Requirements



06/14/2017 07.32.26

(CALCULATED)

BUDGETED 1,3,6

FLORIDA DEPARTMENT OF TRANSPORTATION

VARIANCE REPORT

SEMINOLE COUNTY

PAGE 4

VARPHASE 1-X

2017 THROUGH 2021									
07/01/2016					06/14/2017				
TENTATIVE					TENTATIVE				
ITEM NO	BD STA	C TS	PROJECT DESCRIPTION	PH ST YR YR	PH ST YR YR	PHASE AMOUNT	PHASE AMOUNT	DIFFERENCE	
2402002	05 014	1 03	SR429/46 (WEKIVA PKWY) FROM E OF WEKIVA RI	56 2A 17 17 E	8,325,000 4A 17 17 E	18,902,568	10,577,568		12796
2402003	05 010	1 03	SR 46 (WEKIVA PKWY) FROM W OF CENTER RD	32 2A 17 17 E	1,662,135 4A 17 17 E	1,946,870	284,735		1790
2402167	05 070	7 03	SR 46 SR 415 TO CR 426 SEMINOLE COUNTY	52 2A 17 17 E	1,403,249 4A 17 17 E	1,513,365	110,116		890
4295852	05 070	5 06	CR 46A FROM WEST OF RIDGEWOOD AVE TO EAS 58 2A 17 17 E	611,784 4A 17 17 E	2,296,104	1,682,320			Intersection
05 070	5 06	CR 46A FROM WEST OF RIDGEWOOD AVE TO EAS 61 2A 17 17 E	3,000 4A 17 17 E	10,000					
05 070	5 06	CR 46A FROM WEST OF RIDGEWOOD AVE TO EAS 68 2A 17 17 E	63,198 4A 17 17 E	276,135					
4305133	05 005	2 03	US 17-92 BEAWARE REPLACEMENT AROUND LAKE 78 2A 17 17 E	2,500,000 4A 17 17 E	7,900,000	4,500,000			MAINT
4305133	05 005	2 03	SEMINOLE OBL SAMPORD ROAD ACQUISITION	94 2A 17 17 E	125,000 4A 17 17 E	150,080	25,080		Friction
4330401	05 090	1 03	SR 434 FROM MITCHELL HAMMOCK RD TO ALEXA 52 2A 17 17 E	1,073,864 4A 17 17 E	1,175,669	101,805			9%
05 090	1 03	SR 434 FROM MITCHELL HAMMOCK RD TO ALEXA 61 2A 17 17 E	3,075 4A 17 17 E	8,075		5,000			Traffic Signals
4350533	05 020	1 01	I-4 SR 400A AT US 17-92	62 2A 17 17 E	125,953 4A 17 17 E	275,929	149,976		Lighting
4363261	05 040	7 13	ST JOHNS RIVER BRIDGE SECURITY SYSTEM	52 2A 17 17 E	744,150 4A 17 17 E	800,052	55,902		8%
05 040	7 13	ST JOHNS RIVER BRIDGE SECURITY SYSTEM	62 2A 17 17 E	110,534 4A 17 17 E	203,492	92,958			84%
4375761	05 005	5 13	FLORIDA CENTRAL PARKWAY FROM SR 434 TO E 58 2A 17 17 E	1,031,459 4A 17 17 E	1,373,965	342,496			
4383351	05 100	4 13	NATURAL DISTASTER SEMINOLE COUNTY/DE HUR DL 4A 17 17 E	101 5A 17 17 E	3,445				
4385491	05 005	7 02	PAINT BRIDGES ON SEMINOLE HWY (SR 417)	62 2A 20 20 E	227,116 2A 20 20 E	550,771	323,655		
PHASE COUNT	16		COST INCREASES	TOTALS	18,007,618	36,486,430	18,478,812		
PHASE COUNT	16		SEMINOLE COUNTY	TOTALS	18,007,618	36,486,430	18,478,812		

R1Q = Reported 1st Quarter  
R2Q = Reported 2nd Quarter  
R3Q = Reported 3rd Quarter  
TPK = Turnpike Project  
DNR = Does not Meet Requirements

## FLORIDA DEPARTMENT OF TRANSPORTATION

(CALCULATED)

BUDGETED 1,3,6

VARIANCE REPORT  
OSCEOLA COUNTY

VARPHASE 1-X

OSCEOLA COUNTY

2017 THROUGH 2021

COST INCREASES

COST INCREASES				07/01/2016		06/14/2017	
ITEM NO	BD STA	C ITS PROJECT DESCRIPTION	PH ST YR YR	TENTATIVE PHASE AMOUNT	PH ST YR YR	TENTATIVE PHASE AMOUNT	DIFFERENCE
4059102	05 005 2 08	OSCEOLA-US 192 CORRIDOR SRT	94 2A 17 17 E	1,000,000	2A 17 17 E	3,500,000	2,500,000
41114064	08 090 7 02	WIDEN TPK FROM S OF OSCEOLA PKWY TO OSCEOLA PKWY	61 4A 17 17 E	6,910	2A 17 17 E	9,780	2,870
41114064	08 090 7 02	WIDEN TPK FROM S OF OSCEOLA PKWY TO OSCEOLA PKWY	62 2A 17 17 E	672,686	4A 17 17 E	729,296	56,610
4183211	05 090 7 03	SR 500 (US 17-92) 2 INTERSECTIONS VINE S	52 2A 17 17 E	1,799,121	4A 17 17 E	1,898,543	99,422
4183211	05 090 7 03	SR 500 (US 17-92) 2 INTERSECTIONS VINE S	62 2A 17 17 E	67,340	2A 17 17 E	75,426	8,086
4184033	05 014 7 03	SR 600(US17/92) FROM PLEASANT HILL RD TO 41	2A 17 17 E	381,100	2A 17 17 E	401,700	20,600
4283285	05 005 2 06	HOAGLAND BLVD FROM N OF SHINGLE CREEK TO 54	2A 18 18 E	5,594,398	2A 18 18 E	5,737,844	143,446
4289711	08 010 7 03	PART BRIDGES ON SOUTHERN CONNECTOR	920 32 2A 17 17 E	185,500	4A 17 17 E	195,780	10,280
4344061	05 040 7 03	SR 15 FROM E OF BRIDGE OVER TURNPIKE TO 62	2A 18 18 E	560,215	2A 18 18 E	580,941	20,726
4349161	05 070 5 06	WEST OAK STREET INTERSECTION IMPROVEMENT	48 2A 17 17 E	400,000	4A 17 17 E	1,679,133	1,279,133
4361941	08 014 7 02	WIDEN TPK, US192/441 TO OSCEOLA PKWY (MP 52	2A 19 19 E	95,102,610	2A 19 19 E	103,528,640	8,426,030
4361941	08 014 7 02	WIDEN TPK, US192/441 TO OSCEOLA PKWY (MP 62	2A 19 19 E	11,887,826	2G 19 19 E	11,905,793	17,967
4365161	08 010 7 02	RESURFACE TURNPIKE MAINLINE IN OSCEOLA C	32 2A 19 19 E	339,173	2G 19 19 E	483,552	144,379
4374441	05 096 7 03	US441, US192 & I-4, OSCEOLA BRIDGES	9200 61 4A 17 17 E	2,050,000	4A 17 17 E	22,150	20,100
4374511	05 010 1 03	US 192 AT HOAGLAND BLVD	32 2A 17 17 E	300,000	4A 17 17 E	821,175	521,175
4374511	05 010 1 03	US 192 AT HOAGLAND BLVD	41 2A 19 19 E	20,000	2A 19 19 E	21,855	1,855
4374511	05 010 1 03	US 192 AT HOAGLAND BLVD	52 2A 21 21 E	1,058,859	2A 21 21 E	1,150,899	92,040
4374721	05 010 5 13	EAST LAKE ELEMENTARY SIDEWALK E OF TURNB	38 2A 17 17 E	167,341	4A 17 17 E	21,590	5,279
4374711	05 010 5 13	INTERNATIONAL DRIVE SIDEWALK, SR 447	OVE 38 2A 17 17 E	247,900	4A 17 17 E	64,443	39,543
4382331	05 010 4 13	NATURAL PRESERVE OSCEOLA COUNTWIDE HURR	D1 4A 17 17 E	101	4A 17 17 E	1,000	899
PHASE COUNT	20	COST INCREASES	TOTALS	119,519,130		132,929,470	13,410,340
PHASE COUNT	20	OSCEOLA COUNTY	TOTALS	119,519,130		132,929,470	13,410,340
PHASE COUNT	90	GRAND TOTALS	TOTALS	414,703,360		541,184,633	126,481,273

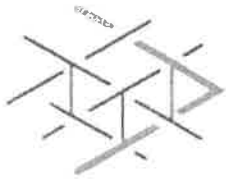
FRASE COUNT 50 SECOND

R1Q = Reported 1st Quarter  
R2Q = Reported 2nd Quarter  
R3Q = Reported 3rd Quarter  
TPK = Turnpike Project  
PMUR = Does Not Meet Requirements

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FLORIDA DEPARTMENT OF TRANSPORTATION
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C O N T R O L   C A R D   R E P O R T
=====
REPORT NAME: VARPHASE PHASE VARIANCE REPORT
DETAIL REPORT OPTION: X
SUMMARY REPORT OPTION: N
NAME SEARCH/FIELD: N ( )
VERSION CODE: G1
FISCAL YEAR: 2017
NO. OF YEARS: 01
DISTRICT/COUNTY SORT: C
DISTRICT/COUNTY CODE: 05
DISTRICT/COUNTY TYPE: G
COUNTY NUMBER: MP
TRANSPORTATION SYSTEM:
ITEM STATUS:
BOX CODE:
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ITEM GROUP: EXCLUDE: N
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INCLUDE CANDIDATES:
SAMAS BUDGET CATEGORY:
PGM PLAN CAT/SUB-CAT: /
PROGRAM PLAN GROUP:
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MINIMUM AMOUNT: 0 LEVEL: F
COST TYPE: X (CALCULATED)
EXCL IN-HOUSE, FCO, ETC:
INCLUDE NO CHANGES: L
90/10 PERCENT: 000

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NATIONAL ASSOCIATION OF REGIONAL COUNCILS

**FOR IMMEDIATE RELEASE**

Contact: Anna Rosenbaum  
202.618.6363 / [anna@narc.org](mailto:anna@narc.org)

## **The National Association of Regional Councils Elects 2017-2018 Leadership**

**Washington, D.C. (June 19, 2017)** – The National Association of Regional Councils (NARC) recently celebrated its 51st Annual Conference and Exhibition in Monterey, California and elected leaders for 2017-2018. For over 50 years, NARC has served as a national voice for a regional approach to meeting local challenges. NARC members work collaboratively in their communities – large and small, urban and rural -- to address the needs of their citizens and promote a regional approach to planning for the future.

Bob Dallari, Commissioner of Seminole County, Florida, was elected to serve as president of the Association. Since 2010, Dallari has held a variety of positions at NARC, including president-elect, senior vice president, and region V board representative. At home, Commissioner Dallari serves as chairman for both the MetroPlan Orlando Board of Directors and the Central Florida Commuter Rail Commission Governing Board while also participating on the boards for Habitat for Humanity, Kids House of Seminole County, Seminole County Industrial Development Authority, and Seminole County Arts Council. He dedicates much of his time to working on policy and planning initiatives that support transportation, greenways and trails, sustainable growth, preservation of natural lands and wilderness areas, water conservation, and safety.

President Dallari expressed his deepest thanks for all the support he received from NARC and its members, stating "I'm honored to serve as NARC's President. I am very grateful to my predecessor, Ron Shaffer, for his good work this past year. In the year ahead I will be working closely with President-elect Geof Benson and Senior Vice President Marge Vogt to further strengthen the organization in ways that benefit all members. We're fortunate to have a very talented staff and a strong Executive Directors Council to support this effort. From the work we do each day in our hometown communities, we know what can happen when good people come together to get the job done. The same is true with a national membership organization like NARC. NARC is our forum for coming together to mobilize and learn how to benefit the regions we serve across the country."

NARC congratulates President-elect Geof Benson, Commissioner of Beverly Shores, Indiana and Senior Vice President Marge Vogt, Councilmember from Olathe, Kansas for their successful elections to board leadership. NARC also thanks Immediate Past President Ron Shaffer, Commissioner of Johnson County, Kansas for his service to the Association. Board members representing NARC districts and at-large seats were also elected.

In addition to its governing board of directors, NARC has an advisory Executive Directors Council comprised of executive directors from regional planning organizations across the country. Mid-Ohio Regional Planning Commission Executive Director William Murdock succeeds Green River Area Development District Executive Director Jiten Shah as chairman of the Executive Directors Council and vice president of NARC.

NARC welcomes returning and newly elected board members:

President Bob Dallari, Commissioner, Seminole County, FL; President-elect Geof Benson, Commissioner, Beverly Shores, IN; Sr. Vice President Marge Vogt, Councilmember, Olathe, KS; Vice President William Murdock, Mid-Ohio Regional Planning Commission; Immediate Past President Ron Shaffer, Commissioner, Johnson County, KS; Region I Director Steve Cassano, State Senator, CT; Region II Director Matthew Holt, Freeholder, Hunterdon County, NJ; Region III Director Kenyan McDuffie, Councilmember, District of Columbia; Region IV Director Jennifer Robinson, Council Member, Town of Cary, NC; Region V Director, Bryan Caletka, Councilmember, Davie, FL; Region VI Director, Blair Milo, Mayor, La Porte, IN; Region VII Director Greg Terry, Judge/Executive, Carlisle, KY; Region VIII Director John Smaligo, Commissioner, Tulsa County, OK; Region IX Director Robert Cannon, Supervisor, Clinton Township, MI; Region X Director Wes Suiter, Judge, Angelina County, TX; Region XI Director Carol Vinton, Supervisor, Mills County, IA; Region XII Director Rita Sanders, Mayor, Bellevue, NE; Region XIII Director P. Bret Milburn, Commissioner, Davis County, UT; Region XIV Director Fred Strong, Councilmember, Paso Robles, CA; Region XV Director Jim Restucci, Mayor, Sunnyside, WA; At-Large Director Joy Fuchs, Commissioner, Washington County, TX; At-Large Director Garret Nancolas, Mayor, Caldwell, ID; At-Large Director Julie Pierce, Council Member, Clayton, CA; At-Large Director Daniel Troy, Commissioner, Lake County, OH; National League of Cities Appointee Pam O'Connor, Councilmember, Santa Monica, CA; National Association of Counties Appointee James D. Healy, Board Member, Dupage County, IL; and Association of Metropolitan Planning Organizations Appointee DeLania Hardy, AMPO Executive Director.

NARC welcomes returning and newly elected Executive Directors Council members:

Chair William Murdock, Mid-Ohio Regional Planning Commission; First Vice Chair Andrew Gruber, Wasatch Front Regional Council; Second Vice Chair Mary K. Murphy, North Jersey Transportation Planning Authority; Immediate Past Chair Jiten Shah, Green River Area Development District; Region I Representative Tim Brennan, Pioneer Valley Planning Commission; Region I Representative Lyle Wray, Capitol Region Council of Governments; Region II Representative Jim Hassinger, Southwestern Pennsylvania Commission; Region II Representative Barry Seymour, Delaware Valley Regional Planning Commission; Region III Representative Chuck Bean, Metropolitan Washington Council of Governments; Region V Representative Doug Hooker, Atlanta Regional Commission; Region V Representative Gregory Stuart, Broward Metropolitan Planning Organization; Region VI Representative Mark Policinski, Ohio-Kentucky-Indiana Regional Council of Governments; Region VI Representative Ty Warner, Northwestern Indiana Regional Planning Commission; Region VII Representative Sherry McDavid, FIVCO Area Development District; Region VII Representative Jennifer Beck Walker, Purchase Area Development District; Region VIII Representative Rich Brierre, Indian Nations Council of Governments; Region VIII Representative John Johnson, Association of Central Oklahoma Governments; Region IX

Representative Jim Kinnick, Eastgate Regional Council of Governments; Region IX  
Representative Kathleen Lomako, Southeast Michigan Council of Governments; Region X  
Representative Jim Reed, Central Texas Council of Governments; Region X  
Representative Tom Wilkinson, Jr., Brazos Valley Council of Governments; Region XI  
Representative Todd Ashby, Des Moines Area Metropolitan Planning Organization; Region XI  
Representative David Warm, Mid-America Regional Council; Region XII Representative Greg  
Youell, Metropolitan Area Planning Agency; Region XII Representative Matt Stoll, Community  
Planning Association; Region XIII Representative Miriam Gillow-Wiles, Southwest Colorado  
Council of Governments; Region XIV Representative Gary Gallegos, San Diego Association of  
Governments; Region XIV Representative Hasan Ikhrata, Southern California Association of  
Governments; Region XV Representative Fred Abousleman, Oregon Cascades West Council of  
Governments; Region XV Representative Bill Fashing, Cowlitz-Wahkiakum Council of  
Governments; At-Large Representative Harold Barley, MetroPlan Orlando; At-Large  
Representative David Cleveland, East Texas Council of Governments; At-Large Representative  
Ron De Carli, San Luis Obispo Council of Governments; At-Large Representative Rosa De Leon  
Park, Stanislaus Council of Governments; At-Large Representative Sallie Fahey, Tippecanoe  
County Area Plan Commission; At-Large Representative Grace Gallucci, Northeast Ohio  
Areawide Coordinating Agency; At-Large Representative Brian Martin, Miami Valley Regional  
Planning Commission; At-Large Representative Sue Pigg, Tri-County Regional Planning  
Commission; At-Large Representative Diane Rath, Alamo Area Council of Governments; and  
At-Large Representative James Turnwald, Michiana Area Council of Governments.

Click [HERE](#) to access additional information about NARC's leadership.

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### **About The National Association of Regional Councils**

*NARC serves as a national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities - large and small, urban and rural. For additional information, please visit [www.NARC.org](http://www.NARC.org).*



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National Association of Regional Councils  
660 North Capitol Street NW, Suite 440  
Washington, DC 20001

## **FACT SHEET**

### **2018 BUDGET: INFRASTRUCTURE INITIATIVE**

#### **Importance of Infrastructure**

The President has consistently emphasized that the Nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. The United States no longer has the best infrastructure in the world. For example, according to the World Economic Forum, the United States' overall infrastructure places 12<sup>th</sup>, with countries like Japan, Germany, the Netherlands, and France ranking above us. This underperformance is evident in many areas, from our congested highways, which costs the country \$160 billion annually in lost productivity, to our deteriorating water systems, which experience 240,000 water main breaks annually.

#### **The Current System is Not Working**

The Federal Government inefficiently invests in non-Federal infrastructure. In part, our lack of sustained progress has been due to confusion about the Federal Government's role in infrastructure. During the construction of the Interstate System, the Federal Government played a key role – collecting and distributing Federal tax revenue to fund a project with a Federal purpose. As we neared the completion of the Interstate System, those tax receipts were redirected to projects with substantially weaker nexus to Federal interests.

The flexibility to use Federal dollars to pay for essentially local infrastructure projects has created an unhealthy dynamic in which State and local governments delay projects in the hope of receiving Federal funds. Overreliance on Federal grants and other Federal funding can create a strong disincentive for non-Federal revenue generation.

At the same time, we continue to apply Federal rules, regulations, and mandates on virtually all infrastructure investments. This is despite the Federal Government contributing a very small percentage of total infrastructure spending. Approximately one-fifth of infrastructure spending is Federal, while the other four-fifths are roughly equally divided between State and local governments on one hand and the private sector on the other.

We will reevaluate the role for the Federal Government in infrastructure investment. For example, in the Interstate System, the Federal Government now acts as a complicated, costly middleman between the collection of revenue and the expenditure of those funds by States and localities. Put simply, the Administration will be exploring whether this arrangement still makes sense, or whether transferring additional responsibilities to the States is appropriate.

#### **The Administration's Goal: Seek and Secure Long-Term Changes**

Given these challenges, the Administration's goal is to seek long-term reforms on how infrastructure projects are regulated, funded, delivered, and maintained. Providing more Federal funding, on its own, is not the solution to our infrastructure challenges. Rather, we will work to

fix underlying incentives, procedures, and policies to spur better infrastructure decisions and outcomes, across a range of sectors.

### **Key Principles**

As the Administration develops policy and regulatory changes, and seeks statutory proposals working with Congress, we will focus on proposals that fall under the following key principles:

1. *Make Targeted Federal Investments.* Focusing Federal dollars on the most transformative projects and processes stretches the use and benefit of taxpayer funds. When Federal funds are provided, they should be awarded to projects that address problems that are a high priority from the perspective of a region or the Nation, or projects that lead to long-term changes in how infrastructure is designed, built, and maintained.
2. *Encourage Self-Help.* Many States, tribes, and localities have stopped waiting for Washington to come to the rescue and have raised their own dedicated revenues for infrastructure. Localities are better equipped to understand the right level – and type – of infrastructure investments needed for their communities, and the Federal Government should support more communities moving toward a model of independence.
3. *Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment.* The Federal Government provides services that non-Federal entities, including the private sector, could deliver more efficiently. The Administration will look for opportunities to appropriately divest from certain functions, which will provide better services for citizens, and potentially generate budgetary savings. The Federal Government can also be more efficient about disposing underused capital assets, ensuring those assets are put to their highest and best use.
4. *Leverage the Private Sector.* The private sector can provide valuable benefits for the delivery of infrastructure, through better procurement methods, market discipline, and a long-term focus on maintaining assets. While public-private partnerships will not be the solution to all infrastructure needs, they can help advance the Nation's most important, regionally significant projects.<sup>1</sup>

### **2018 Budget**

The President's target of \$1 trillion in infrastructure investment will be funded through a combination of new Federal funding, incentivized non-Federal funding, and newly prioritized and expedited projects. While this Administration proposes additional funding for infrastructure, we will structure that funding to incentivize additional non-Federal funding, reduce the cost associated with accepting Federal dollars, and ensure Federal funds are leveraged such that the end result is at least \$1 trillion in total infrastructure spending.



While we will continue to work with the Congress, States, tribes, localities, and other infrastructure stakeholders to finalize the suite of Federal programs that will support this effort, the 2018 Budget includes \$200 billion in outlays related to the infrastructure initiative.

*In addition to the \$200 billion, these proposals are also in the 2018 Budget:*

- **Air Traffic Control Corporatization.** The *Budget* proposes to create a non-governmental entity to manage the nation's air traffic control system. Many countries have corporatized their air traffic control function, separating it from the governmental aviation safety regulation function. This will be a multi-year effort resulting in a more efficient airspace while maintaining our premier aviation safety record. The proposal would reduce aviation passenger taxes and the new entity would be responsible for setting and collecting fees directly from users based on their use of the Nation's airspace.
- **Increase Infrastructure Flexibility at VA.** The Department of Veterans Affairs (VA) has a nationwide physical footprint that includes aging facilities, which are not always located where veterans most need care. The Administration will pursue numerous reforms to help VA acquire and maintain the facilities necessary to provide veterans high quality medical care where they live. The *Budget* includes proposals to expand VA's authority to lease out its vacant assets for commercial or mixed-use purposes and to speed its ability to pursue facility renovations and improvements. Future reforms will encourage public-private partnerships and reduce barriers to acquisition, contracting, and disposals.
- **Divestiture of the Power Marketing Administration's (PMA's) Transmission Assets.** The *Budget* proposes to sell the PMA's transmission assets. Investor-owned utilities provide for the vast majority of the Nation's electricity needs. The PMA's transmission infrastructure assets (lines, towers, substations, and rights of way) could be leased out so the private sector could fulfill transmission functions. Leasing these assets will more efficiently allocate economic resources and help relieve long-term pressures on the Federal deficit related to future Federal capital investment.
- **Reform the laws governing the Inland Waterways Trust Fund.** The *Budget* proposes to reform the laws governing the Inland Waterways Trust Fund, including by establishing a fee to increase the amount paid by commercial navigation users of inland waterways. In 1986, the Congress mandated that commercial traffic on the inland waterways be responsible for 50 percent of the capital costs of the locks, dams, and other features that make barge transportation possible on the inland waterways. The additional revenue proposed in the *Budget* will finance future capital investments in these waterways to support economic growth.

### **Illustrative Examples of Funding Proposals**

The following proposals will be pursued by the Administration as part of the Infrastructure Initiative.

- **Expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.** TIFIA helps finance surface transportation projects through direct loans, loan guarantees, and lines of credit. One dollar of TIFIA subsidy leverages roughly \$40 in project value. If the amount of TIFIA subsidy was increased to \$1 billion annually for 10 years, that could leverage up to \$140 billion in credit assistance, and approximately \$424 billion in total investment. In addition, the Administration supports the expansion of TIFIA eligibility.
- **Lift the Cap on Private Activity Bonds and Expand Eligibility to Other Non-Federal Public Infrastructure.** The Private Activity Bonds (PABs) program allows the Department of Transportation to allocate authority to issue tax-exempt bonds on behalf of private entities constructing highway and freight transfer facilities. PABs have been used to finance many Public Private Partnerships (P3s) projects, along with TIFIA. As of August 15, 2016, nearly \$11.2 billion in PABs have been issued for 23 projects. The Administration recommends removing the \$15 billion cap under current law to ensure that future P3 projects can take advantage of this cost-saving tool, and encourage more project sponsors to take advantage of this tool. The Administration also supports the expansion of PAB eligibility.
- **Incentivize Innovative Approaches to Congestion Mitigation.** The Urban Partnership Agreement Program – and its successor, the Congestion Reduction Demonstration Program – provided competitive grants to urbanized areas that were willing to institute a suite of solutions to congestion, including congestion pricing, enhanced transit services, increased telecommuting and flex scheduling, and deployment of advanced technology. Similar programs could provide valuable incentives for localities to think outside of the box in solving long-standing congestion challenges.
- **Liberalize Tolling Policy and Allow Private Investment in Rest Areas.** Tolling is generally restricted on interstate highways. This restriction prevents public and private investment in such facilities. We should reduce this restriction and allow the States to assess their transportation needs and weigh the relative merits of tolling assets. The Administration also supports allowing the private sector to construct, operate, and maintain interstate rest areas, which are often overburden and inadequately maintained.
- **Fund the Water Infrastructure Finance and Innovation Act program (WIFIA) Program.** The Environmental Protection Agency's new WIFIA loan program is designed to leverage private investments in large drinking water and wastewater infrastructure projects, particularly those large, high-cost projects that have private ownership or co-investment. Because WIFIA loans can only support up to 49 percent of a project's eligible cost, the Federal investment must be leveraged with non-Federal sources.
- **Encourage the Use of Army Corps of Engineers (Corps) Contributed/Advanced Funding Authorities.** Most construction work by the Corps is funded on a cost-shared basis between the Corps and a non-Federal sponsor. However, many projects authorized for construction, though a priority for non-Federal sponsors, do not present a high return

for the Nation and therefore do not receive Federal funding. Some non-Federal sponsors have therefore chosen to fund construction activities on their own. The Administration will leverage the Corps' authorities to enter into such agreements to take advantage of this innovative approach to delivering projects.

#### *New Federal Tools:*

The Federal Budget is recorded on a cash basis, which provides a transparent mechanism to record and control spending. Given the size of the Federal Government, cash budgets make sense because they are less complicated to produce and less subject to changes in economic assumptions. However, cash budgeting may not give appropriate weight to the long-term benefits of investing in infrastructure and cause the Government to make project choices that have lower short-term but higher-long term costs. We should discuss different tools to support better decision-making while maintaining transparency and fiscal restraint, such as:

- **Federal Capital Revolving Fund.** The Administration is developing a proposal to establish a mandatory revolving fund for the financing of Federally-owned civilian capital assets. The Fund would be repaid with annual appropriations, and would help address the underinvestment in capital assets driven in part due to the large upfront costs of such procurements. Creation of such a fund parallel to the appropriations process to fund investment in Federally-owned civilian capital assets would avoid capital investments having to compete with operating expenses in the annual appropriations process. Instead, agencies would pay for capital assets as they are utilized. The repayments would be made from future appropriations, which would provide an incentive to select projects with the highest return on investment, including future cost avoidance.
- **Partnership Grants for Federal Assets.** In a number of sectors, the Federal Government has utilized loans to non-Federal partners to improve infrastructure. However, credit assistance cannot be utilized to improve Federal assets. In essence, the Government neither can loan itself funding, nor can it make loans to private entities to improve assets that will remain Federal. In some circumstances, however, a private partner might want to build or improve a Federal facility and donate it to the Government in exchange for the right to retain revenue from the associated activities. The Administration is developing a proposal to offer those partners grants in lieu of loans to buy down the cost of a Federal asset improvements, which would benefit both the Government, through new facilities for Government use, and the non-Federal partner, through continued access to revenue sources.

#### **Environmental Review and Permitting Process Enhancements.**

The environmental review and permitting process in the United States is fragmented, inefficient, and unpredictable. Existing statutes have important and laudable objectives, but the lack of cohesiveness in their execution make the delivery of infrastructure projects more costly, unpredictable, and time-consuming, all while adding little environmental protection. The Administration will seek several proposals that will enhance the environmental review and permitting process, such as:

- **Improving Environmental Performance.** The inefficiencies of the current process result in too much time and too many resources dedicated to time-intensive analyses that do not necessarily improve the environment. The Administration will propose pilot programs to experiment with different ways projects will perform to better protect and enhance the environment.
- **Accountability.** The review and permitting of projects should be included in each agency's mission, and their performance should be tracked and measured. For agencies that significantly underperform, the public should know how much that costs both the taxpayers and the project. The Administration will seek proposals for tools to start holding agencies accountable for their performance.
- **One Federal Decision.** Project proponents have to navigate the Federal environmental review and permitting process on their own. Under the current system, project sponsors work with one agency, only to be told to stand in line with several other agencies for numerous other approvals. We can do better. The Federal Government is capable of navigating its own bureaucracy and designating a single entity with responsibility for shepherding each project through the review and permitting process.
- **Unnecessary Approvals.** The funding of infrastructure is predominately State, local and private, yet the Federal Government exerts an inordinate amount of control over all infrastructure with unnecessary bureaucratic processes. The Administration supports putting infrastructure permitting into the hands of responsible State and local officials where appropriate.
- **Judicial Reform.** The current standards of judicial review force Federal agencies to spend unnecessary time and resources attempting to make a permit or other environmental document litigation-proof. The Administration believes our resources would be better spent on enhancing the environment rather than feeding needless litigation. As such, the Administration will submit proposals that curtail needless litigation.

## REBUILD AMERICA'S **Infrastructure**

Lower the average  
permit time from

**10 YEARS** to **2 YEARS.**



President Trump's regulatory reforms will spur growth and investment. In order to jumpstart investment, the President aims to dramatically reduce permitting time for these infrastructure projects from 10 years to 2 years and to get a "yes" or "no" quickly by slashing regulations.

## REBUILD AMERICA'S **Infrastructure**

Unleash **PRIVATE SECTOR**  
capital and expertise to  
rebuild our cities and states.



The President's plan will make America dominant by unleashing private sector capital and expertise to rebuild our cities and states.

## REBUILD AMERICA'S **Infrastructure**

Invest in **RURAL**  
**INFRASTRUCTURE.**



The President has dedicated \$200 billion in his budget for infrastructure that can be leveraged for a \$1 trillion investment into our crumbling systems. Investing in rural infrastructure is a key part of the President's plan.

## REBUILD AMERICA'S **Infrastructure**

Reimagine America's approach  
to infrastructure with  
**TRANSFORMATIVE PROJECTS.**



The President's plan will also invest in bold new transformative projects that will change America's approach to infrastructure.

# REBUILD AMERICA'S **Infrastructure**

Work-force training initiative  
focused on **SKILL-BASED**  
**APPRENTICESHIP EDUCATION.**



The President's plan will also make America ready for the future with a work-force training initiative focused on skill-based apprenticeship education.

## REBUILD AMERICA'S **Infrastructure**

### BY THE NUMBERS

✓ **\$200 Billion**  
INFRASTRUCTURE FUNDING

✓ **\$15 Billion**  
FOR TRANSFORMATIVE PROJECTS

✓ **8 Year Reduction**  
IN PERMIT PROCESS TIME

✓ **\$100 Billion**  
FOR LOCAL PRIORITIZATION OF  
INFRASTRUCTURE NEEDS

✓ **\$25 Billion**  
FOR RURAL INFRASTRUCTURE

✓ **1 Million Apprentices**  
IN 2 YEARS

President Trump's plan addresses these challenges directly and implements new policies to make America's infrastructure second to none.







Florida Chamber Foundation

# **LESS POVERTY, MORE PROSPERITY: The Florida Fiscal Cliffs Report**



**FLORIDA  
CHAMBER**  
Foundation

[www.FLFoundation.org](http://www.FLFoundation.org)



## EXECUTIVE SUMMARY

In many ways, Florida is moving in the right direction. Florida is the 16th largest economy in the world and creates one out of every 10 jobs in the United States. Florida is the third largest state in the nation and welcomes more than 1,000 new residents each day. For many, this is the Florida they live in- one that is prosperous, creates jobs and economic opportunity.

Yet, there is a very different reality many Floridians live in.

The latest available data shows that Florida has more than 3.129 million people living in poverty, with 944,415 of that total under the age of 18. This is compared to the national overall poverty rate of 13.5 percent and 19.7 percent for national under-18. The sheer number of Floridians living in poverty in our state impacts not only individual families, but also businesses, Florida's economy and our state's global competitiveness. Most policymakers, state and business leaders, and the general public are unaware of the complexity of how social programs may distort labor markets and make it difficult for families in poverty to move toward economic self-sufficiency. The path to prosperity in Florida relies on work-based solutions, but distortions in the labor market hinder that process.

Many social services designed to help low-income working individuals and families have "cliffs," where small increases in incomes will disqualify families from receiving any level of financial assistance. This "cliff" is especially profound in relation to child care tuition subsidies such as Florida's School Readiness program – a program specifically designed to offset the high cost of quality child care for low-income working families providing children with foundational early learning experiences that support kindergarten readiness and later positive educational outcomes.

The importance to business and industry leaders is the distortions in the labor market caused by these cliffs. A potential employee who may be qualified for a job, or the current employee of a Florida business who may be eligible for a raise, or may qualify for a higher-paying job may well feel compelled to pass on that opportunity given the overall financial implications to their economic stability. Employers are also penalized, as they may find a qualified and productive employee who will turn down a job, a raise, or a promotion because it makes them ineligible for a program that is designed to help their children.

This report is intended to identify the challenges Florida faces now and will face in the future, and to help Floridians understand what challenges families in poverty face in working to achieve economic self-sufficiency.

This report is not meant to provide exhaustive analysis of all the social service programs designed to support adults and children in poverty in Florida.

Florida has opportunities to change policies related to access and eligibility that benefit low-income working families, Florida businesses, our economy and our global competitiveness. Amending current policies could help significantly change the amount of distortions in the labor markets if, rather than losing access to a program, more families could keep access and pay increasing amounts of co-payments, thus removing large penalties for marginal increases in family income. Revising eligibility policies to eliminate or greatly reduce the "cliff effect" for social services that support children and families in poverty would incentivize efforts to increase earnings and create a pathway to economic self-sufficiency.

## The Complex Nature of Poverty

The latest available data shows that Florida has more than 3.129 million people living in poverty, with 944,415 of that total under the age of 18. This is compared to the national overall poverty rate of 13.5 percent and 19.7 percent for national under-18. The sheer number of Floridians living in poverty in our state impacts not only individual families, but also businesses, Florida's economy and our state's global competitiveness. There is significant need to better understand the number of children and families in poverty, where they reside, and potential limitations in current social service delivery that might impede economic self-sufficiency. There are two general types of poverty in Florida: situational, or poverty resulting from temporary setbacks like loss of a job or home foreclosure, and generational, a cycle that is born into. There is also compelling need to contemplate two-generational strategies – that is the intentional focus on more effective policies and alignment of services supporting both children and their parents – helping both generations of families in poverty move toward economic independence.

This report is intended to identify the challenges Florida faces now and will face in the future, and to help Floridians understand what challenges families in poverty face in working to achieve economic self-sufficiency. This report is not meant to provide exhaustive analysis of all the social service programs designed to support adults and children in poverty in Florida. There are a multitude of programs with differing benefits, varying income requirements, and differing levels of participation.

Florida State University graduate students<sup>1</sup> in the Applied Masters of Economics program recently conducted meaningful research analyzing 13 social service programs: *Poverty, Benefit Cliffs, and the Incentives Problem for Families in Florida*. The lengthy analysis included federal and state eligibility requirements, both financial and length of service, as well as any resulting fiscal “cliff.” This “cliff” occurs when a marginal increase in income results in a loss in public benefits, often times leaving families with fewer resources as income increases. Having a job with upward mobility is important. But unfortunately, this “cliff” becomes a disincentive for many.

Due to the complex and diverse way that benefit allotments are calculated, a system was developed to categorize the structure of the social benefit allotments as “soft cliff” or “hard cliff.” A soft cliff results when benefits slowly phase out as income increases. The analysis demonstrated that soft cliffs are a more favorable benefit structure, as the family is not significantly penalized when their income increases. Hard cliffs occur when a marginal increase in income results in a significant or complete loss in benefits, meaning that a small increase in income can result in thousands of dollars in lost resources. The hard cliff benefit structure is detrimental to family resources, yet hard cliffs are the types most often faced by Florida families in poverty.

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<sup>1</sup> *Poverty, Benefit Cliffs, and the Incentives Problem for Families in Florida*. Nicholas Hyder, M.S., Erin Mahagan, M.S., Cesar Marques, M.S., and Sebastian Builes, M.S. (2016)

The results of the analysis documented that for many individuals in poverty, there can be a fairly straightforward projection line of how social services can support pathways to economic stability. However, for families with young children, there is not a linear upward trajectory or pathway — there is a profound fiscal cliff. Therefore, what many Floridians with young children in poverty experience as they work and improve their incomes is that marginal increases in wages result in substantial losses in program benefits.

According to the United Way of Florida's *Asset Limited, Income Constrained, Employed (ALICE)*<sup>2</sup> analysis, child care is often the greatest cost impediment to economic stability for families with young children.

**In most Florida counties, the least expensive child care is a budget expense more costly than the least expensive rent.** This is an important consideration for low-income working families. For this reason, the impact of child care is analyzed in this report as a significant example of how existing public policies can disrupt the pathway toward economic self-sufficiency for families with young children in poverty.

Of particular significance is Florida's School Readiness program — a taxpayer subsidized tuition program designed to help low-income working families pay for quality child care and provide young children foundational early learning experiences that support later school success. Floridians living in poverty with young children experience large benefit “cliffs,” where marginal increases in income can cause the total loss of eligibility for the School Readiness program — impacting the economic stability of the family and the educational development of the child or children.

The importance to business and industry leaders is the distortions in the labor market caused by these cliffs. An employee who may be eligible for a raise, or may qualify for a higher-paying job, may well feel compelled to decline that opportunity given the overall financial implications to their economic stability. Employers are also penalized, as they may find a qualified and productive employee who will turn down a job, a raise, or a promotion because it makes them ineligible for a program that is designed to help their children.

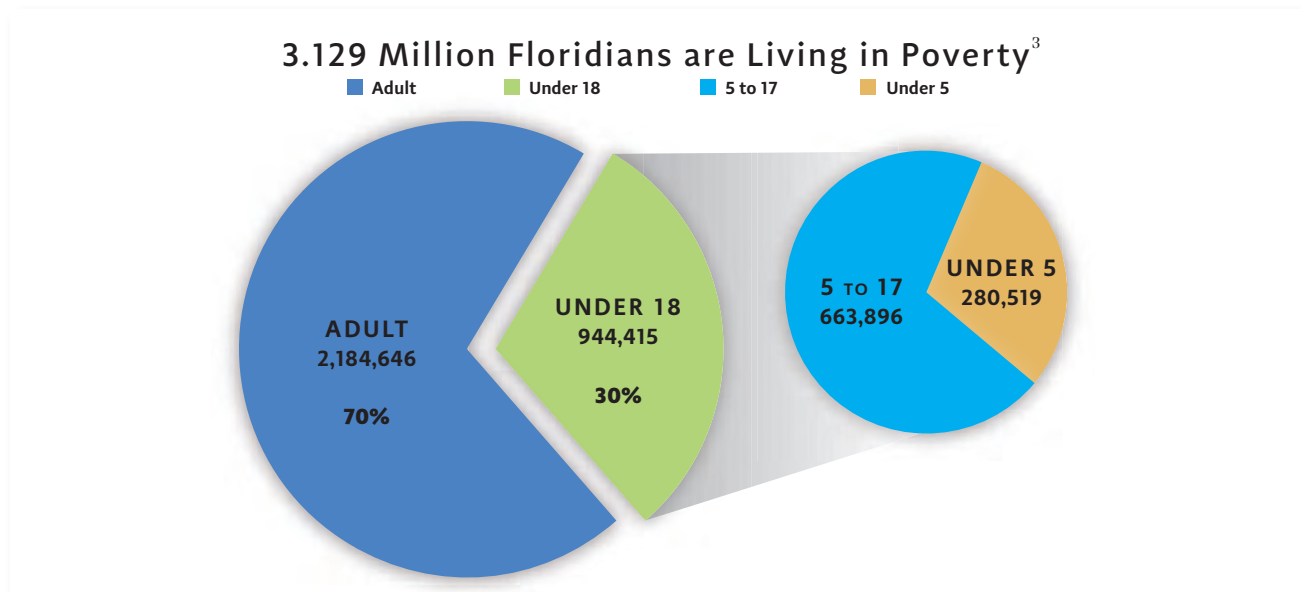
Redesigning the qualifications for social service programs could help significantly change the amount of distortions in the labor markets if, rather than losing access to a program, more families could keep access and pay increasing amounts of co-payments, thus removing the large penalty for marginal increases in family income. Revising eligibility policies to eliminate or greatly reduce the “cliff effect” for social services that support children and families trying to work their way out of poverty would incentivize efforts to increase wages and create a pathway to economic self-sufficiency.

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<sup>2</sup> *Asset Limited, Income Constrained, Employed: Florida*. United Way of Florida. 2017.

## Floridians Living in Poverty

The most recent data available from the U.S. Census\* shows that there are 3.129 million people in Florida who live in poverty – 15.8 percent of all Floridians, or nearly 1 in 6. Of that number, 944,415 are under the age of 18 – 23.4 percent of the total in this age group. Those under age 5 living in poverty total 280,898 – indicating a 26.0 percent poverty rate for those under age 5 in Florida.



The above chart shows that of those in Florida living in poverty, 70 percent are adults and 30 percent are under 18 years old. Of that 30 percent in the under-18 population, age 5 to 17 makes up around 70 percent of this group, with the other 30 percent of the under-18 age group under 5 years old.

Florida's poverty rates in all age categories are higher than U.S. rates – the below table shows Florida's poverty rates compared to the U.S. rate using the latest available census data.\*

2015 POVERTY RATE	All Ages	Under 18	Under 5	
	Florida	15.8%	23.4 %	26.0%
	U.S.	14.7%	20.7%	22.8%

Poverty rates in Florida have improved slightly since 2014.

FLORIDA POVERTY RATE				
		All Ages	Under 18	Under 5
	2014	16.6%	24.2%	26.5%
	2015	15.8%	23.4%	26.0%

<sup>3</sup>Of the age 5 to 17 Floridians in poverty, 646,658 of them are living with families. Subtracting them from the total leaves 17,238 not living with a family.

\*2015 is latest available U.S. Census data

## Poverty Income Guidelines

People are counted as being in poverty when their annual income falls below the federal poverty guideline. These poverty guidelines are issued each year by the U.S. Department of Health and Human Services. The table of poverty guidelines by family size shown to the right applies to 48 states and the District of Columbia. **An important item to note is the poverty income guidelines are the same regardless of the differences in cost of living between states or between differing areas in the state. There is no indexing for cost of living differences between states or by region.** The 2017 poverty income guidelines are the same as the 2016 guidelines for this group.

### 48 STATES:\* 2017 POVERTY INCOME GUIDELINES

Persons in family/household	Income
1	\$11,880
2	\$16,020
3	\$20,160
4	\$24,300
5	\$28,440
6	\$32,580
7	\$36,730
8	\$40,890

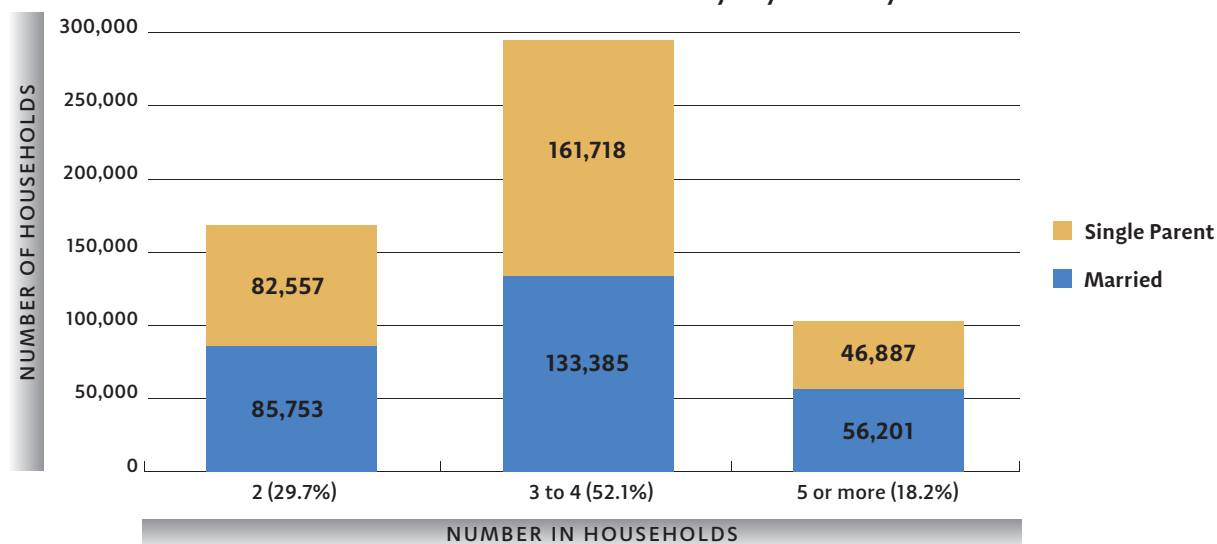
For households with more than 8 persons, add \$4,160 for each additional person

\*does not include Hawaii or Alaska

## Household Size of Families Living in Poverty

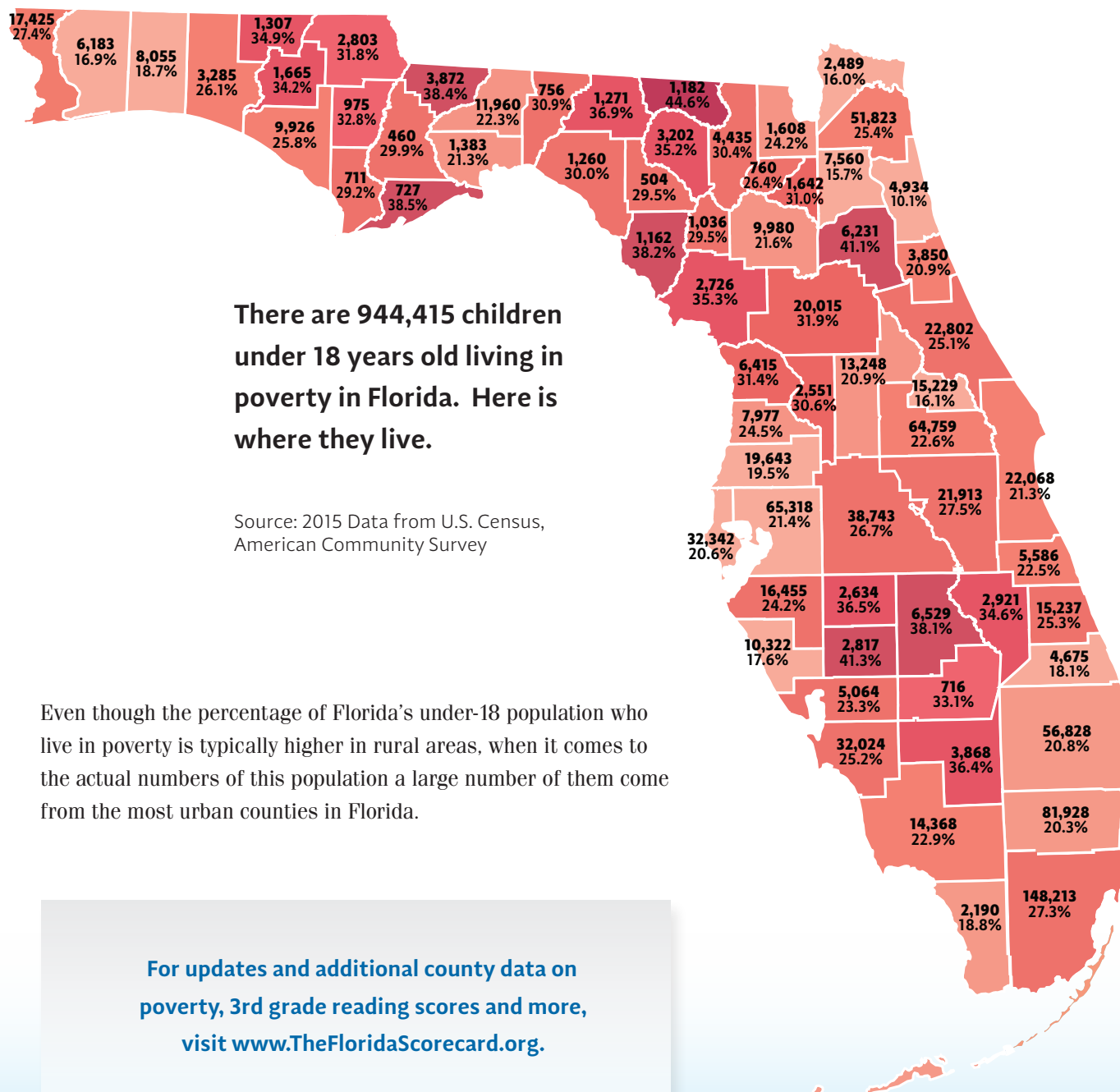
The more than 3.1 million Floridians living in poverty are made up of 566,501 Florida households. Of those households, 81.8 percent of them have 4 or fewer people. Those headed by a single parent make up 51.4 percent of the total.

Florida Households in Poverty by Family Size



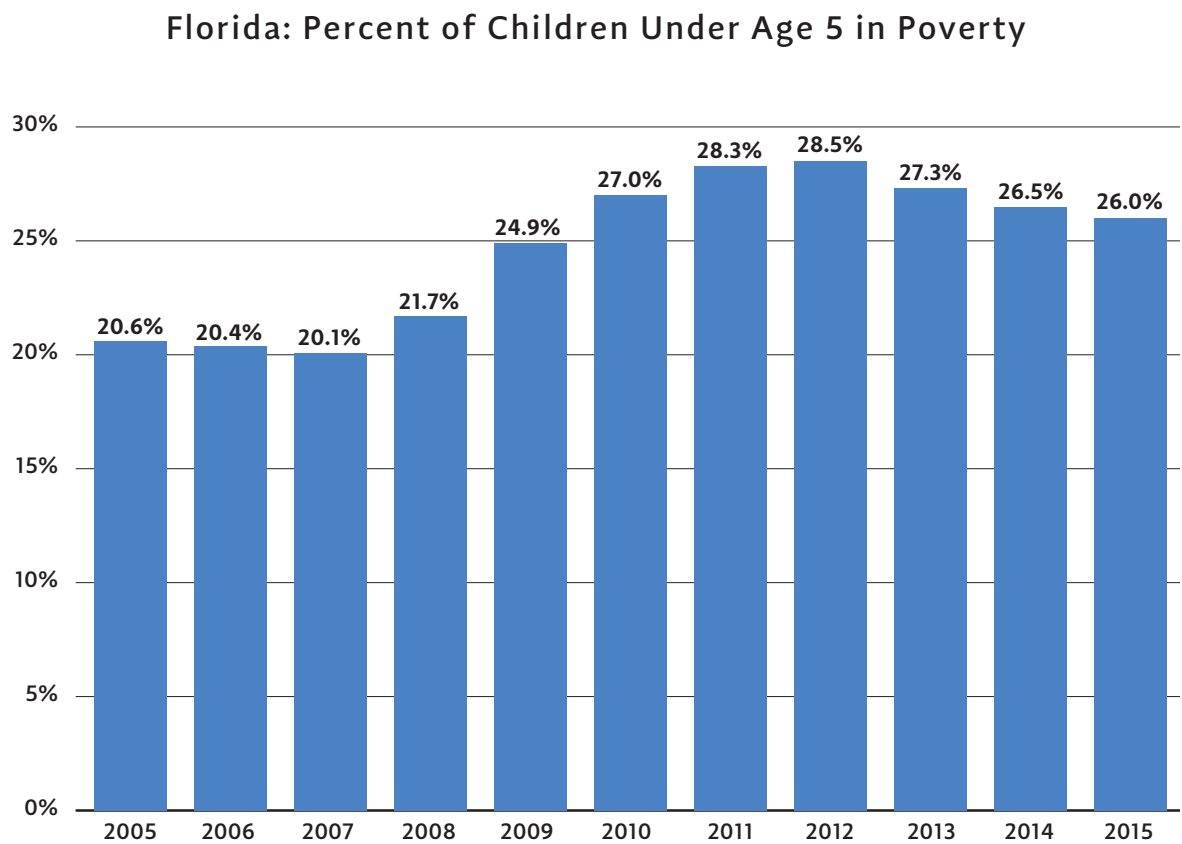
Using 2014 data

The map below shows the number of people under 18 years old living in poverty as well as the poverty rate, by county, of Florida's under-18 population. **Poverty rates for Florida's under-18 population range from a low of 10.1 percent in St. John's County, to a high of 44.6% in Hamilton County.** The median under-18 poverty rate for Florida counties is 26.3 percent, and the state average is 23.4 percent.



## Generational Poverty: Children Under Age 5 in Florida

Of particular concern to Florida's future is the poverty rate of children under 5 years old. The sooner we can move them from poverty, the sooner society can see the benefits of keeping children in a positive environment. This population will be part of Florida's workforce for the year 2030 and beyond. The chart below shows the trend in poverty rates since 2005 in Florida for the under-age-5 population. Florida experienced significant increases in this poverty rate during the Great Recession and, although rates peaked in 2012, the rates have not dropped to pre-recession levels.



In the under-5 age category, there is only official data for the 40 most-populated counties in Florida. These 40 counties cover approximately 96 percent of Florida's population. Just as in the under-18 age category, the number of under-5 children in poverty is highly concentrated. In this category, the top 6 counties make up 50.5 percent of the total amount of children in Florida under age 5 who are living in poverty.

## Florida in 2030

Florida is currently experiencing substantial population growth with a net growth of just over 1,000 people per day. This growth provides substantial opportunities for Florida, yet simultaneously presents challenges because it will further strain our education and training programs, and the programs designed to help families out of poverty. Estimates from the Population Studies Center at the Bureau of Economic and Business Research (BEBR) at the University of Florida include a growth of 16.2 percent in the age birth-4 category between now and 2030, and a growth of 13.8 percent in the age 5 to 9 category. Growth for the 10 to 14 age category is expected to be 13.7%, and the 15-17 age group at 11.1% between now and 2030. This means there will be more people in the under-18 age category, so the consequences will be even greater in the future than they are at present.

Children birth to age 9 should be a focus with the projections for growth in poverty populations given Florida will have to prepare if it wants to be ready for 2030. Age 9 is an important milestone given it typically aligns to the third grade. Third grade reading proficiency has been correlated with high school graduation rates and career success and is critical to alleviating future poverty. According to [TheFloridaScorecard.org](http://TheFloridaScorecard.org), currently only 52 percent of Florida's 3rd graders are reading at or above a 3rd grade reading level.

A growing population of young children in poverty may indeed leave Florida worse off if changes are not made to programs like School Readiness to increase access for children and families. With an additional 180,000 children in the age group birth to 4, an unknown number of them will be living in poverty. Unless Florida's poverty rate changes substantially, that will mean more than 46,000 more children in poverty in this age group than are currently in the state. And if down the line, work-based solutions toward prosperity aren't realized, those who are behind will always stay behind or never catch up.

UNDER-18 POVERTY RATE	Age Group	Estimated Population Growth, 2030	Current Poverty Rate	Estimated Additional Children in Poverty 2030
	Birth-4	180,159	26.0%	46,841
	5-9	157,531	22.0%	34,657
	10-14	158,049	22.0%	34,771
	15-17	77,544	22.0%	17,060
	<b>Total</b>	<b>573,283</b>		<b>133,329</b>

Unless Florida makes collective progress toward lowering poverty rates, there could be an additional 133,329 more Florida children living in poverty by 2030 – an increase of more than 14 percent more than the current number of 944,415.

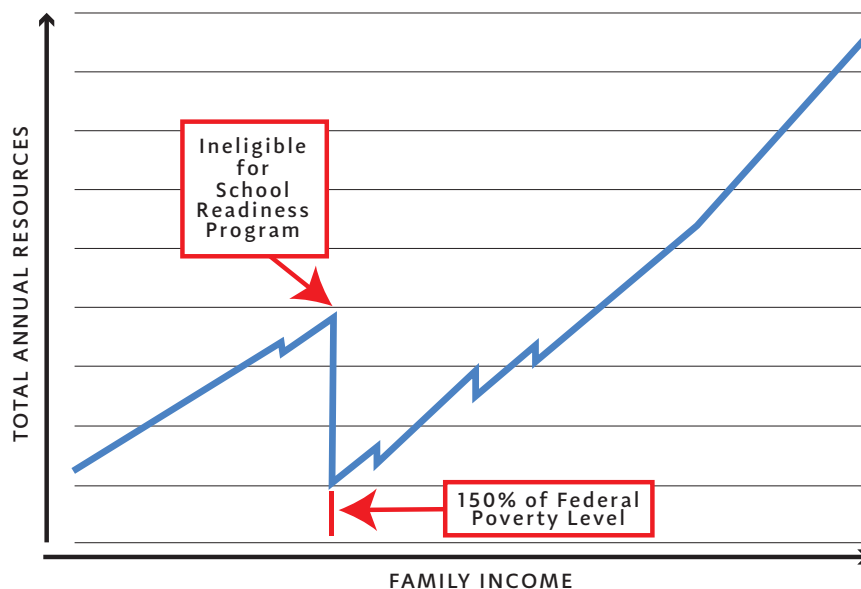


## The Complexity of Analyzing Multiple Programs

Because of the complexity in analyzing multiple social programs and the impacts changes in family income have on benefits, there is little extensive analysis done on this issue in Florida or most other states. The lack of information contributes to the difficulty for state leaders, policymakers and business people to understand how changes in family income impact the amount of social services and the associated funding households in poverty can access.

Policymakers and business leaders are also unlikely to understand the effects on families living in poverty because of the complexity and the differing qualification levels for programs. Most employers don't understand that if they have employees or applicants who are receiving social program benefits, those employees or potential employees could be faced with cliffs, where a marginal increase in their pay may mean the loss of substantial benefits for them. Employers are unlikely to understand why employees might turn down a job or an increase in salary. Employees might do this because a salary increase could disqualify them from programs, most especially for the child care programs that are expensive to replace for young families.

**Example of Loss of State-Funded Program as Family Income Rises**



The chart above shows the path of the gain and loss of family resources that a Florida family in poverty with young children would face as they raise their family income above poverty levels. The large “cliff” shows where benefits would be lost for the School Readiness Program. This program is worth thousands of dollars per year to families in poverty who have young children. There are small cliffs for many other programs, but the loss of child care programs as incomes rise can cause the greatest losses in resources for families as they improve their incomes.

These cliffs are important because the largest loss of support for low-income families are those meant to help children become ready for school. Not only is this a critical time in a child's development, but access to quality child care also has the proven benefit of increasing productivity and attendance for employees, given that employees with stable child care are less likely to lose focus on their jobs from worrying about their children's care during the work week.

As shown in the above chart, at the time of applying for the School Readiness program, only those families who have incomes less than 150 percent of the federal poverty level are typically accepted. One thing positive for those families who are already using the School Readiness programs is their income can raise to 200 percent of the federal poverty level before being disqualified. However, as families are applying and becoming certified for this program, there still exists a substantial distortion in the labor market near the 150 percent of poverty level income cutoff. If there existed a soft cliff, where marginal increases in income did not cause substantial changes in resources for families, but instead resulted in higher co-payments for families, then their children would be able to receive School Readiness services without drastic changes in family annual resources. The positive result of such a change is increasing the upward mobility of parents and the foundational learning of children.

At 200 percent of the federal poverty level, a parent or parents who must pay full price for quality child care will be using substantial percentages of their income for this expense. Policymakers wanting to end generational poverty should consider this, so that the labor market distortions caused by marginal increases in parental incomes are not met with substantial changes to families' financial positions. We recommend rethinking the "cliff" and re-engineering a "bridge" to opportunities for prosperity for parents and children.

## Florida's Opportunities for Improving its Future Workforce

Florida has the opportunity to improve its future, by addressing these issues as it prepares for the year 2030. By continuously improving the following elements by making investments in Florida's workforce and creating work-based solutions, Florida will become prepared for its future. Some of the key opportunities are:

- 1. Two-Generational Strategies:** The poverty rate for children is substantially higher than the overall poverty rate for Florida. One of the emerging strategies to better support children and families in poverty in America is the two-generation approach to poverty. This type of approach recognizes that focusing on interventions for children living in poverty without addressing the needs of the parents of those children leads to sub-optimal results. Dual focus enables family and economic stability that supports short- and long-term outcomes for the entire family, and particularly the children.<sup>4,5</sup>
- 2. Early Learning:** There have been documented successes with early learning interventions such as the federal Head Start program. Brookings Institute recently released a report that shows children who participate in Head Start show higher high school graduation rates, and it is especially advantageous for minority students.<sup>6</sup> The benefits of keeping children in a positive environment include that they have higher probabilities of graduating from high school and higher probabilities of going on to post-secondary education. Recent research shows that children in Head Start retain advantages in later school years.<sup>7</sup>
- 3. Early Learning Investments:** Nobel Laureate James J. Heckman and others have demonstrated the economic benefits of early education. Heckman's research shows intervening earlier in a child's life equates to a longer and better return on investment. For states such as Florida, which depends upon 77 percent of its General Revenue, and more than one-fourth of total revenue, from sales and use taxes – it is clear that it's in the best interest of the state to help all Florida children get the best start they can, and get the education that will qualify them for jobs in the higher tier of salaries.
- 4. Transportation:** One of the big issues facing low-income families is that of transportation. A serious disruption in transportation leads to less ability for workers to get to their jobs and less ability to access services such as job training.
- 5. Access to Services:** There is often an issue of access of services in the rural areas. Access is not solely a transportation issue, it is often a logistics issue with offices for programs in many different places with multiple application processes.

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<sup>4</sup> Creating Opportunities for Families: A Two-Generation Approach. The Annie E. Casey Foundation, 2014.

<sup>5</sup> W.K. Kellogg Foundation's Secure Families is a leader in this effort.

<sup>6</sup> The Long-Term Impact of the Head Start Program. Bauer L. and Schanzenback, D. Brookings Institution. Aug. 2016. <https://www.brookings.edu/research/the-long-term-impact-of-the-head-start-program/>

<sup>7</sup> Phillips, D., Gormley, W., and Anderson, S. (2016). "The Effects of Tulsa's CAP Head Start Program on Middle-School Academic Outcomes and Progress," *Journal of Developmental Psychology*, Vol. 52, No. 8, 1247-1261.

State and County	ALL AGES		UNDER 18		AGE 5-17	
	Count	Percent	Count	Percent	Count	Percent
Florida	3,129,061	15.8	944,415	23.4	646,658	22.0
Alachua	52,258	21.1	9,980	21.6	6,770	21.4
Baker	4,189	16.8	1,608	24.2	1,129	23.1
Bay	29,301	16.5	9,926	25.8	6,528	23.9
Bradford	5,013	21.3	1,642	31.0	1,169	30.6
Brevard	75,268	13.4	22,068	21.3	15,495	20.0
Broward	263,607	14.0	81,928	20.3	54,609	18.7
Calhoun	2,781	22.2	975	32.8	670	30.0
Charlotte	20,980	12.4	5,064	23.3	3,546	21.5
Citrus	24,249	17.5	6,415	31.4	4,346	28.8
Clay	23,388	11.6	7,560	15.7	5,236	14.1
Collier	48,198	13.6	14,368	22.9	9,599	20.8
Columbia	12,413	19.7	4,435	30.4	3,172	30.0
DeSoto	9,821	30.5	2,817	41.3	1,908	38.3
Dixie	4,264	29.3	1,162	38.2	798	37.0
Duval	142,660	16.0	51,823	25.4	34,875	24.4
Escambia	44,835	15.4	17,475	27.4	11,827	26.3
Flagler	12,213	11.7	3,850	20.9	2,744	19.4
Franklin	2,351	23.7	727	38.5	505	36.1
Gadsden	10,596	24.5	3,872	38.4	2,725	37.2
Gilchrist	3,102	19.2	1,036	29.5	744	28.3
Glades	2,683	22.1	716	33.1	483	28.3
Gulf	2,724	21.9	711	29.2	496	28.2
Hamilton	3,685	31.8	1,182	44.6	839	44.5
Hardee	6,636	25.9	2,634	36.5	1,833	35.0
Hendry	9,945	25.8	3,868	36.4	2,685	34.8
Hernando	25,217	14.3	7,977	24.5	5,782	23.4
Highlands	22,419	22.9	6,529	38.1	4,731	37.6
Hillsborough	209,040	15.8	65,318	21.4	43,582	19.8
Holmes	4,535	25.9	1,307	34.9	864	31.3
Indian River	19,051	13.0	5,586	22.5	3,958	21.4
Jackson	9,032	22.5	2,803	31.8	1,852	28.8
Jefferson	2,479	19.4	756	30.9	513	29.0
Lafayette	1,645	23.8	504	29.5	339	26.6

## APPENDIX 1, PAGE 2

State and County	ALL AGES		UNDER 18		AGE 5-17	
	Count	Percent	Count	Percent	Count	Percent
Lake	41,272	12.8	13,248	20.9	9,484	20.1
Lee	110,398	15.9	32,024	25.2	22,455	23.9
Leon	59,366	21.8	11,960	22.3	8,179	21.2
Levy	8,725	22.1	2,726	35.3	1,869	32.8
Liberty	1,422	22.6	460	29.9	322	28.8
Madison	4,437	27.0	1,271	36.9	877	35.8
Manatee	53,080	14.8	16,455	24.2	11,448	22.8
Marion	62,271	18.7	20,015	31.9	13,746	29.9
Martin	17,125	11.2	4,675	18.1	3,262	16.7
Miami-Dade	529,850	20.0	148,213	27.3	102,636	26.5
Monroe	8,638	11.3	2,190	18.8	1,525	19.0
Nassau	8,407	10.8	2,489	16.0	1,733	14.8
Okaloosa	21,966	11.3	8,055	18.7	5,472	18.4
Okeechobee	8,534	23.2	2,921	34.6	1,922	32.0
Orange	196,882	15.6	64,759	22.6	44,113	21.3
Osceola	59,226	18.5	21,913	27.5	15,340	26.0
Palm Beach	189,355	13.5	56,828	20.8	39,092	19.5
Pasco	71,760	14.6	19,463	19.5	13,008	17.4
Pinellas	127,287	13.6	32,342	20.6	21,093	18.5
Polk	109,907	17.3	38,743	26.7	27,002	25.1
Putnam	19,291	27.3	6,231	41.1	4,311	39.0
St. Johns	22,001	9.8	4,934	10.1	3,376	8.9
St. Lucie	48,570	16.4	15,237	25.3	10,808	24.1
Santa Rosa	19,681	12.3	6,183	16.9	4,172	15.2
Sarasota	38,874	9.7	10,322	17.6	7,266	16.6
Seminole	51,205	11.5	15,229	16.1	10,410	14.6
Sumter	11,178	10.1	2,551	30.6	1,754	29.2
Suwannee	9,499	23.6	3,202	35.2	2,224	34.0
Taylor	4,061	21.2	1,260	30.0	878	29.0
Union	2,710	26.2	760	26.4	511	24.6
Volusia	82,326	16.3	22,802	25.1	15,667	23.4
Wakulla	4,623	16.5	1,383	21.3	927	19.1
Walton	9,104	14.8	3,285	26.1	2,248	24.7
Washington	5,451	24.8	1,665	34.2	1,176	32.1

## APPENDIX 2: FLORIDA UNDER AGE 5 POVERTY RATE 2005, 2008, 2011, 2014

Under-5 Poverty Rate Percent	2005	2008	2011	2014
Florida	20.5	21.5	28.1	26.5
Alachua	40.1	27.8	20.2	27.2
Bay	25.1	15.8	23.6	25.0
Brevard	15.0	16.7	23.2	26.7
Broward	16.9	16.9	23.1	20.6
Charlotte	18.9	11.9	15.4	16.0
Citrus	20.2	53.4	45.0	31.9
Clay	16.6	14.8	12.7	17.6
Collier	22.3	17.7	38.6	33.6
Columbia	n/a	37.1	48.4	40.2
Miami-Dade	24.8	21.8	29.1	27.5
Duval	18.1	17.4	28.9	30.4
Escambia	28.2	29.3	32.8	26.3
Flagler	16.4	19.0	55.0	8.5
Hernando	14.6	27.1	38.0	19.6
Highlands	29.3	35.2	27.6	25.0
Hillsborough	20.9	24.0	27.9	27.3
Indian River	23.1	33.0	15.4	25.6
Lake	30.1	21.0	7.8	25.3
Lee	19.5	19.8	30.6	27.6
Leon	21.0	16.6	29.0	27.0
Manatee	19.1	23.9	34.9	24.5
Marion	30.6	48.5	35.6	30.8
Martin	14.8	20.5	27.5	27.4
Monroe	7.6	2.9	18.7	16.6
Nassau	n/a	22.0	21.1	11.5
Okaloosa	21.3	8.5	32.4	24.4
Orange	17.6	17.0	29.2	30.0
Osceola	27.0	11.1	25.9	26.8
Palm Beach	19.4	18.2	28.1	23.2
Pasco	15.9	20.5	26.9	18.8
Pinellas	15.3	20.6	24.8	18.8
Polk	29.4	30.9	35.8	35.0
Putnam	15.8	40.5	54.0	56.3
Saint Johns	7.6	9.5	18.6	6.2
Saint Lucie	17.5	20.7	40.1	38.3
Santa Rosa	11.4	22.4	17.2	8.3
Sarasota	11.1	23.2	19.6	26.8
Seminole	15.5	15.6	16.1	14.1
Sumter	0.0	15.0	15.9	29.0
Volusia	18.4	24.0	28.5	32.0



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**TAB 5**





## MEMORANDUM

**TO:** Harry Barley, Executive Director, MetroPlan Orlando

**FROM:** Steven R. Bechtel, Jay W. Small, Mateer & Harbert, P.A.

**DATE:** June 28, 2017

**RE:** Discretionary sales surtax

### Issues:

First, under the current statutory authorization, can two or more charter counties, based on an affirmative majority vote of the electorate in the counties, implement a regional discretionary sales surtax, despite the lack of a majority vote by the electorate in each county?

Second, assuming the answer to the first question is in the negative, what are the potential legal obstacles to amending to §212.055(1)(a), Fla. Stat. (2017) to authorize two or more charter counties to implement a regional discretionary sales surtax based on an affirmative majority vote of the combined electorate of the counties? Related to this second question is whether there are any legal impediments to an amendment of §212.055(1)(a) which would make the statute applicable to counties based on population classifications and thresholds.

### Summary Conclusions:

In response to the first question, §212.055(1)(a) currently precludes a combined vote by two or more charter counties.

In response to the second question, no specific language has been reviewed relating to a potential change in the statute. Therefore, hypothetically, if the Legislature amended §212.055(1)(a) so that it was applicable to all counties without regard to population thresholds, it likely would be regarded as a valid general law. If the Legislature amended §212.055(1)(a) to incorporate population thresholds, provided that there is a reasonable probability that other counties could enter the population classification in the future, an amendment to §212.055(1)(a) would likely be regarded as a valid general law. Similarly, §212.055 would have to be amended to authorize a regional discretionary sales surtax by two or more non-charter counties.

### Analysis:

#### **I. Plain Language of §212.055**

Discretionary sales surtaxes are governed by §212.055. The introduction to §212.055 provides:

It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section,

irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

Section 212.055(1)(a) provides:

Each charter county that has adopted a charter, each county the government of which is consolidated with that of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under chapter 343 or chapter 349 may levy a discretionary sales surtax, *subject to approval by a majority vote of the electorate of the county* or by a charter amendment approved by a majority vote of the electorate of the county. (Emphasis added).

The plain language of §212.055(1)(a) currently precludes an aggregated majority vote by the electorate of two or more charter counties. The first independent clause of the statute lists three different situations under which each charter county may levy a discretionary sales surtax. By listing these three situations, the Legislature excluded other possible scenarios. This is borne out by the phrase beginning, “*subject to approval*” in the second independent clause. This phrase, read in conjunction with the preceding clauses, contemplates the approval by a majority of a charter county’s electorate, not the majority of the aggregate electorate of two or more charter counties.

## **II. Amendment to §212.055(1)(a)**

This memorandum is focused solely on §212.055(1)(a), not revenue measures under the Infrastructure Sales Tax, §212.055(2), Fla. Stat. (2017). Subsection 212.055(2)(d)1 does not authorize a regional discretionary sales surtax which may only be implemented under §212.055(1)(a). Section 212.055(2)(d)1 does not authorize the levy of a regional discretionary sales surtax.

Based on the existing statute’s text, an amendment to §212.055(1)(a) would be required to permit a discretionary regional sales surtax by two or more charter counties. This memorandum next considers whether such an amendment may be enacted as a special law, a general law of local application, or a general law based on a valid population classification.

### **a. Special Laws**

A *special* law relates to, or is designed to operate upon, particular persons or things in a specifically indicated part of the state, or upon classified persons or things or within classified territory when the classification is not permissible or illegally adopted. *Angelo’s Aggregate Materials, Ltd. v.*

*Pasco County*, 118 So.3d 971 (Fla. 2d DCA 2013). There are specific constitutional limitations on the enactment of a special law in Art. III, §10 of the Florida Constitution which provides that

No special law shall be passed unless notice of intention to seek enactment thereof has been published in the manner provided by general law. Such notice shall not be necessary when the law, except the provision for referendum, is conditioned to become effective only upon approval by vote of the electors of the area affected.

These safeguards on the enactment of a special law require specific notice by the Legislature or approval by the electors of the county or area in which it will apply. Thus, a special law is unconstitutional if it is not adopted in accordance with Art. III, § 10 and applies only in a particular geographic location without a valid basis to distinguish that location from another.

**b. General Laws of Local Application**

It is unlikely that an amendment to §212.055(1)(a) based on reasonable population thresholds would be subject to challenge. Besides the limitations on special laws in Art. III, §, 10, Art. III, § 11 prohibits certain enumerated categories of special laws **and** general laws of local application which operate within a particular area of the state or upon specific classes when the classification is illegal. Relevant to this memorandum, Art. III, §11 (a)(2) prohibits the enactment of a general law of local application pertaining to the “**assessment or collection** of taxes for state or county purposes, including extension of time therefor, relief of tax officers from due performance of their duties, and relief of their sureties from liability.” (Emphasis added).

Despite these proscriptions against special laws and general laws of local application, Art. III, § 11(b) provides that local political subdivisions **may** enact general laws on **other subjects** besides those prohibited by Art. III, §11(a) if those general laws are based on classifications reasonably related to the subject of the law. A law relating to subdivisions of the state or to subjects, persons, or things as a class is a valid general law if the classification is based upon proper differences which are inherent in or peculiar to the class. *Schrader v. Florida Keys Aqueduct Authority*, 840 So. 2d 1050 (Fla. 2003). If the purpose of the statute is one of statewide importance and impact, and the classification is reasonably related to the law’s purpose, it is a valid general law and will not be regarded as general law of local application in violation of Art III, §11(a)(2).

Concerning an amendment to §212.055(1)(a) based on reasonable population based classifications, the Florida Supreme Court has interpreted Art. III, §11(b) to proscribe only local enactments bearing on the mechanics of tax assessment and collection. *Metropolitan Dade County v. Golden Nugget Group*, 464 So.2d 535 (Fla. 1985) (*Golden Nugget II*). *Golden Nugget II* affirmed the Third District Court of Appeal’s decision in *Metropolitan Dade County v. Golden Nugget Group*, 448 So.2d 515 (Fla. 3<sup>rd</sup> DCA 1974) (*Golden Nugget I*). *Golden Nugget I* involved a challenge by a group of hotel and motel owners to a county ordinance enacted pursuant to §212.057, Fla. Stat. (1983). That statute authorized certain counties to levy a convention development tax on specified rental and lease agreements. Pursuant to the statutory authorization, Dade County adopted an ordinance which levied the tax and provided for the collection, distribution, and application of the revenues. *Id.* at. 517.

Three counties potentially could have implemented the tax. The district court affirmed the circuit court's summary judgment holding that Dade County's ordinance was invalid. Regarding the statutes, the hotel and motel owners also argued that they were unconstitutional as (1) improperly enacted special or local acts, as (2) violations of equal protection or due process, and as (3) an unconstitutional special law or general law of local application pertaining to the assessment and collection of taxes in contravention of the proscription in Art. III, §11(a)(2). *Id.* at 519.

The district court upheld the constitutionality of the statutes as valid general laws with classifications reasonably related to the subject matter of the laws. *Id.* at 522. In rejecting constitutional challenges to the statutes, the court noted that Art. III, §10(a)(2)'s proscription only applies to local enactments bearing on the mechanics of tax assessment and collection and not as a prohibition against "special acts or general laws of local application that empower local government to levy or impose a tax." *Id.* at 519.

The district court's ruling, which rejected these constitutional arguments, was affirmed by *Golden Nugget II*, 464 So.2d at 535. The Florida Supreme Court ruled that there is a presumption in favor of a classification's reasonableness in the legislative enactment of general laws. *Id.* at 537. See also, *Department of Legal Affairs v. Sanford – Orlando Kennel Club, Inc.*, 434 So.2d 879, 883 (Fla. 1983) (classifications of financially ailing harness racing facilities).

**c. General Laws Based on Valid Population Thresholds**

Orange, Seminole and Osceola Counties are charter counties, possessing home rule powers. The constitution authorizes the subdivision of the state into county political units. Art. VIII, § (1)(a). Art. VIII, § (1)(c) directly confers upon charter counties a broad grant of power. "Counties operating under county charters shall have all powers of local self-government not inconsistent with general law, or with ***special law approved by vote of the electors***. The governing body of a county operating under a charter may enact county ordinances not inconsistent with general law. The charter shall provide which shall prevail in the event of conflict between county and municipal ordinances." Art. VIII, § (1)(g), Fla. Const.; *Lowe v. Brevard County*, (Fla. 4<sup>th</sup> DCA 2000).

Charter counties have all powers of local self-government not inconsistent with *general law* or with *special law* approved by vote of the electors. Art. VIII, § 1(g), Fla. Const. *Speer v. Olson*, 367 So. 2d 207 (Fla. 1978); *Citizens for Reform v. Citizens for Open Government, Inc.*, 931 So. 2d 977 (Fla. 3<sup>rd</sup> DCA. 2006). By contrast, non-charter counties have a broad grant of ***legislative*** home rule power which are subject to "general or special law." Art. VIII, § (1)(f), Fla. Const.

A *general law* operates uniformly throughout the state with some permissible classifications or relates to a state function or instrumentality. *Pasco County*, 118 So. 3d at 975; *Village of Wellington v. Palm Beach County*, 941 So. 2d 595 (Fla. 4th DCA 2006). A general law operates universally throughout the state. *State, Dept. of Business and Professional Regulation, Div. of Pari-Mutuel Wagering v. Gulfstream Park Racing Assn., Inc.*, 912 So. 2d 616 (Fla. 1st DCA 2005), *aff'd*, 967 So. 2d 802 (Fla. 2007).

Related to this second issue is whether the Legislature could amend §212.055(1)(a) to be applicable to counties based on a population classification. Art. III, §11(b) expressly allows for

charter counties to enact laws based on reasonable classifications. Art. III, §11(b) provides,

In the enactment of general laws on other subjects, political subdivisions or other governmental entities may be classified only on a basis reasonably related to the subject of the law.

General laws may allow for reasonable population based classifications. *Lewis v. Mathis*, 345 So.2d 1066 (Fla. 1977). In *Lewis*, the Florida Supreme Court upheld a statute which established the salaries of county court judges based on the population of the county. *Lewis* recognized that the Legislature has wide discretion in choosing a classification, and therefore that classification carried a presumption of validity. *Id.* at 1068. The court reiterated that the impact of an area's population on the area's social character has long been realized by Florida courts. The test of validity of a statute based on a population-based classification is whether the classification is potentially applicable to other political subdivisions of the state with the same population. *Id.*

The Florida Supreme Court has upheld the validity of population based statutory classifications if there is a reasonable probability of other local governments entering the population classification in the future. *City of Miami v. McGrath*, 824 So.2d 143, 146, 151 (Fla. 2002) (addressing a statute which authorized only municipalities with populations of more than 300,000 on a date certain to impose a parking tax, and holding that the statute was a special law because its express terms limited its application and excluded any other municipalities from joining the class in the future); *Dep't of Bus. Regulation v. Classic Mile*, 541 So.2d 1155, 1158 n. 4 (Fla. 1989) (declaring statute unconstitutional because conditions only applied to Marion County, could never apply to others, and the appellants made no attempt to demonstrate a reasonable relationship between the classification and the subject of the statute); *W. Flagler Kennel Club, Inc. v. Fla. State Racing Comm'n*, 153 So.2d 5, 8 (Fla. 1963) (holding the statute applicable only to Broward County and noting that the appellants failed to attempt to demonstrate a reasonable relationship between the classification and the subject of the statute). Read together, these cases instruct that the criterion that determines if a reasonable relationship exists between the classification adopted and the purpose of the statute is whether the classification is potentially open to additional parties. *License Acquisitions, LLC v. Debary Real Estate Holdings, LLC*, 155 So.3d 1137, 1143 (Fla. 2014).

The Florida Supreme Court has upheld the constitutionality of general laws regarding the levy of discretionary surtaxes by a county. *Thomas v. Department of Revenue*, 466 So.2d 1069 (Fla. 1985) (§§125.0167 and 201.031 authorizing discretionary documentary sales surtax for purposes of assisting low and moderate income families not an invalid local or special law), *approving*, *Thomas v. Department of Revenue*, 453 So.2d. 192 (Fla. 3<sup>rd</sup> DCA 1984).

Based on the foregoing, the existing version of §212.055(1)(a) is a general law, not a special law. If an amendment to §212.055(1)(a) is not geographically limited and applied uniformly throughout the state it would be regarded a general law. To effectuate a scheme like that posed in the question, the counties will have to enter into agreements with one another as authorized by §125.01(p)(w) Fla. Stat. (2017). Counties also possess all implied power necessary or incident to the carrying out of enumerated powers. *See* 125.01(3)(a), Fla. Stat. (2017). To implement the changes, the charter counties comprising MetroPlan will need to adopt routine ordinances for voter referenda and to

authorize the required interlocal agreements under §§125.01(3)(a) and 125.01(p)(w).

Further, if §212.055(1)(a) is amended to apply to counties based on population thresholds, provided that other counties could enter the class, it is likely that the amendment would be regarded as a valid population based statutory classification, immune from constitutional challenge.

### ***III. Non-Charter Counties***

Although this memorandum addresses amendments to §212.055(1)(a) in the context of charter counties possessing home rule powers, non-charter counties similarly could participate in implementation of a regional discretionary sales surtax assuming a statutory amendment.

Non-charter counties have only those powers delegated to them by the Legislature. Art. VIII, § 1(f) provides as follows:

Counties not operating under county charters shall have such power of self-government ***as is provided by general or special law***. The board of county commissioners of a county not operating under a charter may enact, in a manner prescribed by general law, county ordinances not inconsistent with general or special law, but an ordinance in conflict with a municipal ordinance shall not be effective within the municipality to the extent of such conflict. (Emphasis added).

Charter and non-charter counties would need to be included in the text of any proposed amendment to §212.055.

### ***IV. Conclusions and Next Steps***

If the Legislature amended §212.055(1)(a) to be applicable to all counties without regard to population thresholds, it likely would be regarded as a valid general law. If the Legislature amended §212.055(1)(a) to incorporate population thresholds, provided that there is a reasonable probability that other counties could enter the population classification in the future, an amendment to §212.055(1)(a) would likely be regarded as a valid general law. These conclusions do not change whether the affected counties are charter or non-charter counties.

If the MetroPlan Board is supportive of amending §212.055(1)(a), several steps will need to be taken to implement the regional discretionary sales surtax. The major steps are summarized below:

1. State legislative and executive branch enactment of an amendment to §212.055(1)(a);
2. Potential approval of referenda by the electors of the affected counties;
3. Negotiation of interlocal agreements to implement a regional discretionary sales surtax; and,
4. Adoption of local county ordinances and resolutions approving interlocal agreements.