



DATE: Wednesday, July 10, 2019

TIME: 9:00 a.m.

**Wireless access available**  
Network = MpoGuest  
Password = mpoaccess

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Commissioner Betsy VanderLey, Board Chairwoman, Presiding

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*PLEASE SILENCE CELL PHONES*

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|------|--|-----------------------|
| I.   | CALL TO ORDER AND PLEDGE OF ALLEGIANCE                   | Chairwoman VanderLey  |
| II.  | CHAIR'S ANNOUNCEMENTS                                    | Chairwoman VanderLey  |
| III. | EXECUTIVE DIRECTOR'S ANNOUNCEMENTS                       | Mr. Gary Huttman      |
| IV.  | CONFIRMATION OF QUORUM                                   | Ms. Cathy Goldfarb    |
| V.   | AGENDA REVIEW  | Mr. Gary Huttman      |
| VI.  | COMMITTEE REPORTS  |                       |
|      | Municipal Advisory Committee                             | NA                    |
|      | Community Advisory Committee                             | Mr. Atlee Mercer      |
|      | Technical Advisory Committee                             | Mr. William Hawthorne |
|      | Transportation Systems Management & Operations Committee | Mr. Benton Bonney     |

## **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 12, 2019 Board meeting
- B. Approval of Financial Report for May 2019
- C. Acknowledgement of Travel Report for May 2019
- D. Approval of the Amended & Restated Joint Metropolitan Planning Agreement w/Lake Sumter MPO
- E. Approval of the Consensus Planning Document-Performance Measures
- F. Approval of contract extension for Popcorn Initiative, Graphic Design Consultant
- G. Approval of contract extension for Digital Brew, Video Production Consultant

## **IX. OTHER ACTION ITEMS**

- A. Approval of the 2019/2020-2023-2024 TIP (Roll Call Vote) (Tab 2)  
<https://metroplanorlando.org/wp-content/uploads/TIP-2024-Draft-updated-6-26-19.pdf>  
Mr. Keith Caskey - MetroPlan Orlando Staff
- B. Approval of the Prioritized Project List (PPL) (Tab 3)  
[https://metroplanorlando.org/wp-content/uploads/MetroPlanOrlando\\_PPL\\_2024\\_25\\_DRAFT\\_FINAL\\_061919.pdf](https://metroplanorlando.org/wp-content/uploads/MetroPlanOrlando_PPL_2024_25_DRAFT_FINAL_061919.pdf)  
Mr. Nick Lepp - MetroPlan Orlando Staff

- C. Approval of the CFMPOA Regional PPL (Tab 4)  
Mr. Nick Lepp - MetroPlan Orlando Staff

## **X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 5)**

- A. Executive Director's Report
- B. FDOT Monthly Construction Status Report
- C. FDOT Quarterly Variance Report
- D. PD&E Tracking Report
- E. Air Quality Status Report
- F. BUILD Grant Application Letter of Support for Osceola County - Neptune Road
- G. BUILD Grant Application Letter of Support for FDOT - SR 60 Passing Lanes

## H. Letter of Support for LYNX for FTA's 5339 Bus and Bus Facilities Grant Program

### Featured Articles and Research

#### A. Curb Control

Parking is so passé. Swiftly changing mobility options and competing priorities mean planners need to practice active curb management.

#### B. Adventures in the Land of OZ (Opportunity Zones)

The federal Opportunity Zone program is helping funnel money into underinvested neighborhoods — and the time to get involved is now.

#### C. Local Government

Creating the Perfect Place to Live, Work, and Play

<https://w3.usa.siemens.com/buildingtechnologies/us/en/cities/Pages/cities.aspx>

## XI. OTHER BUSINESS/PRESENTATIONS

- A. Pedestrian & Bicycle Safety Action Plans – Mighk Wilson, MetroPlan Orlando

## XII. PUBLIC COMMENTS (GENERAL)

## XIII. ADJOURN REGULAR BOARD MEETING

## XIV. STRATEGIC PLAN WORKSHOP

- A. Board Workshop – Strategic Plan, The UCF Florida Institute of Government

## XV. NEXT MEETING: Wednesday, September 11, 2019

## XVI. ADJOURNMENT

*Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at [info@metroplanorlando.org](mailto:info@metroplanorlando.org) at least three business days prior to the event.*

*La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico [info@metroplanorlando.org](mailto:info@metroplanorlando.org) por lo menos tres días antes del evento.*

*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 12, 2019  
**TIME:** 9:00 a.m.  
**LOCATION:** MetroPlan Orlando  
Park Building  
250 S. Orange Ave, Suite 200  
Orlando, FL 32801

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**Commissioner Betsy VanderLey, Board Chairwoman, Presided**

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#### **Members**

Hon. Jim Fisher for Hon. Jose Alvarez, City of Kissimmee  
Hon. Pat Bates, City of Altamonte Springs  
Hon. Bob Dallari, Seminole County  
Hon. John Dowless, Municipal Advisory Committee  
Hon. Buddy Dyer, City of Orlando  
Mr. M. Carson Good, GOAA  
Hon. Samuel B. Ings, City of Orlando  
Hon. Bryan Nelson, City of Apopka  
Hon. Victoria Siplin, Orange County  
Mr. Stephen Smith, Sanford Airport Authority  
Hon. Mayra Uribe, Orange County  
Hon. Betsy VanderLey, Orange County  
Hon. Jay Zembower, Seminole County

**Advisors in Attendance:**

Mr. Will Hawthorne, Technical Advisory Committee  
Mr. Thomas Kapp, Kissimmee Gateway Airport  
Mr. Atlee Mercer, Community Advisory Committee

**Members/Advisors not in Attendance:**

Mr. Benton Bonney, Transportation Systems Management & Operations Committee  
Hon. Emily Bonilla, Orange County  
Hon. Jerry L. Demings, Orange County  
Hon. Cheryl L. Grieb, Osceola County  
Hon. Fred Hawkins, Jr., Central Florida Expressway Authority  
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission  
Hon. Christine Moore, Orange County  
FDOT Secretary Mike Shannon, District 5  
Hon. Jeff Triplett, City of Sanford

**Staff in Attendance:**

Mr. Steve Bechtel, Mateer & Harbert  
Mr. Gary Huttman  
Mr. Keith Caskey  
Mr. Eric Hill  
Mr. Joe Davenport  
Ms. Lisa Smith  
Ms. Cathy Goldfarb  
Ms. Mary Ann Horne  
Ms. Sally Morris  
Mr. Alex Trauger  
Ms. Virginia Whittington  
Ms. Elizabeth Whitton  
Mr. Mighk Wilson

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

Commissioner Betsy VanderLay called the meeting to order at 9:00 a.m. and welcomed everyone. She acknowledged the third anniversary of the Pulse shooting and asked for a moment of silence in remembrance of the victims of that tragedy. Commissioner Jay Zembower led the Pledge of Allegiance.

## **II. CHAIRWOMAN'S ANNOUNCEMENTS**

None.

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

Mr. Gary Huttman called attention to the numerous events staff participated in since the May Board meeting. He recognized Commissioner Jim Fisher in attendance for Mayor Alvarez and Mr. Steve Bechtel for his 42 years of service for MetroPlan Orlando. Mr. Huttman called attention to two recent sales tax initiatives in Osceola and Volusia Counties and the need to regroup. He reported that Florida Greenways and Trails had meetings scheduled later in the week, which included a public session on Friday. Mr. Huttman noted that he just returned from a National Association of Regional Councils (NARC) meeting in Omaha where he participated in a panel discussion. In addition, he called attention to the upcoming COMTO Meeting in Tampa July 12 – 16 and the Autonomous Vehicle Symposium in Orlando July 15-18. Mr. Huttman reported that BUILD grant applications are due by July 15<sup>th</sup>. He also provided a report on the April 30<sup>th</sup> MPOAC meeting where minutes from the January meeting were approved and FDOT Secretary Kevin Thibault spoke. In addition, he reported, MPOAC Executive Director, Carl Mikyska, provided a report on Work Program activities, a budget report, a job description for governing board members and a 2019 legislative session update.

Commissioner VanderLey called upon Commissioner Uribe who provided a report on the MPOAC Institute that she recently attended. Commissioner Uribe noted that the MPOAC Institute was a very positive experience and she learned a great deal about what MetroPlan Orlando does. She also provided a report on the May 9<sup>th</sup> TDLCB meeting in which she noted that TDLCB is a board of advocates who address the needs of the disabled community. She added that LYNX is doing a great job and that the TDLCB will be looking to see what happens with Mears and LYFT.

Commissioner VanderLey recognized Mayor John Dowless for his service as MAC representative on the MetroPlan Orlando Board, She also acknowledged Mayor Dale McDonald, who was in the audience, as the new MAC representative.

Mayor Dyer provided a report on the May 30<sup>th</sup> Commuter Rail Commission meeting where Secretary Thibault spoke and affirmed his willingness to collaborate on SunRail. Commission members, he added, received the final transition analysis report and the Working Group was tasked with coming up with next steps.

Commissioner Zembower reported on the May 31<sup>st</sup> Central Florida MPO Alliance meeting where CFMPOA members approved the February 15<sup>th</sup> meeting minutes and the draft CFMPOA Prioritized Project List. In addition, committee members had presentations on the Four Corners 2045 LRTP, Regional Resilience Collaborative and a 2019 Legislative Session Wrap Up.

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

Ms. Cathy Goldfarb confirmed a quorum of 13 voting members present.

#### **V. AGENDA REVIEW**

Mr. Huttman reported that they were ready to move forward with the agenda as printed

#### **VI. COMMITTEE REPORTS**

Mayor John Dowless reported that MAC met on June 6<sup>th</sup> welcomed new MAC member, Mayor Matt Morgan, City of Longwood. He noted that MAC's biennial Officer elections were held. Mayor Dale McDonald, City of Maitland, was elected Chairman and Council Member Keith Trace, City of St. Cloud, was elected Vice-Chair. In addition, there was a review of MAC's bylaws, but no changes were recommended. Mayor Dowless reported that presentations at the meeting included an update on the Northeast Connector Feasibility Study; a preview of the FY 2019/20-2023/24 TIP, a preview of the FY 2024/25-2039/40 Prioritized Project List, a presentation on the Corrine Drive Complete Streets Study, and a legislative session wrap up.

Mr. Atlee Mercer reported that Community Advisory Committee members met on May 22<sup>nd</sup> and welcomed four new members that CAC appointed the previous month. The new members, he noted, were excited to get involved with the committee and bring a lot of fresh perspectives. The only action item CAC had was approval of the minutes. Mr. Mercer reported that CAC members received a preview of the new Transportation Improvement Program and Prioritized Project List. In addition, committee members heard a presentation on the outcome of the Corrine Drive Complete Streets Study, a legislative wrap-up, and an update on Wekiva Parkway.

Mr. Will Hawthorne reported that Technical Advisory Committee members met on May 24<sup>th</sup> and heard presentations from MetroPlan Orlando staff on the FY 2019/20 – 2023/24 TIP, the FY 2024/25 – 2039/40 PPL, the Corrine Drive Complete Streets Study and the wrap-up of the 2019 Florida legislative session

Mr. Eric Hill read the TSMO report in the absence of Mr. Benton Bonney. He reported that the Transportation Systems Management & Operations Committee met on May 24, 2019 and approved the April 26, 2019, TSMO Meeting Minutes. TSMO members had a preview of the new FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) and the new FY 2024/25 – 2039/40 PPL. Subsequent to the discussion on the PPL, he noted, a working group was created to develop criteria for ranking TSMO projects that were not suitable for the project ranking criteria that has been established at MetroPlan Orlando. Mr. Hill added that committee members had a presentation on the Corrine Drive Complete Streets study and an update on the recent session of the Florida Legislature, focusing on transportation issues.

**VII. PUBLIC COMMENTS ON ACTION ITEMS**

None.

**VIII. CONSENT AGENDA**

- A. Approval of Minutes from May 8, 2018 Board meeting**
- B. Approval of Financial Report for April 2019**
- C. Acknowledgement of Travel Report for April**
- D. Approval for FY 2019 Year End Budget Amendment**

**MOTION:** Mayor John Dowless moved approval of Consent Agenda, Action Items A-D.  
Commissioner Samuel Ings seconded the motion, which passed unanimously

**IX. OTHER ACTION ITEMS**

- A. No Action Items**

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

- A. Executive Director's Report**
- B. FDOT Monthly Construction Status Report**
- C. General Information**

- **NARC Annual Meeting in Omaha – June 9-June 12, 2019**

**D. Featured Articles and Research**

In the past decade, there was a 43 percent increase in renters over the age of 60. The trend brings with it new challenges -- and benefits -- for cities.

[Mortgage No More: Baby Boomers Who Rent Are On the Rise](#)

[Florida Poly researchers are working to protect driverless cars from cyberattacks](#)

State Smart Transportation Initiative, University of Wisconsin-Madison

<https://www.ssti.us/2019/04/safety-and-speed-management-speeding-into-a-crash/>

Researchers re-evaluate how we value transportation

<https://www.ssti.us/2019/05/researchers-re-evaluate-how-we-value-transportation/>

Jarrett Walkers Presentation - March 14, 2019

<https://www.youtube.com/watch?v=ivfg3MmWavU>

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

## **XI. OTHER BUSINESS/PRESENTATIONS**

### **A. Draft TIP Preview**

Mr. Keith Caskey, MetroPlan Orlando staff, presented a preview of the new FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). Copies of the FDOT highway, TSMO, bicycle and pedestrian, transit and commuter rail sections of the TIP were provided online and in the supplemental folder. The FY 2023/24–2039/40 Prioritized Project List that was adopted last year and has been updated to highlight the latest project phases funded based on the new TIP was also provided. The new TIP will be presented for approval at the July 10<sup>th</sup> Board meeting. Mr. Caskey reviewed the project changes from the previous TIP. He reported that the TIP public hearing is scheduled for June 17<sup>th</sup>, at the downtown Orlando Public Library. The hearing will begin at 5:30 p.m. where the audience can view the maps and ask questions followed by a formal presentation at 6:00 p.m.

### **B. Corrine Drive Study**

Ms. Elizabeth Whitton, MetroPlan Orlando staff, gave a presentation on the Corrine Drive Complete Streets study. The final report on this study could be accessed at this link: <https://metroplanorlando.org/wp-content/uploads/Corrine-Drive-Study-Final-Report-with-AppendixApril-2019.pdf>. Ms. Whitton provided some background information on the study, the project team and existing conditions. She reviewed the three phases of the study and played a short video which detailed the proposed redesign. In addition, she reviewed the three options available for implementing the project and key facts for the redesign. Ms. Whitton reported that an online survey, which had been available through the month of May, indicated that 87% of the 500 respondents preferred the recommended design.

**XII. PUBLIC COMMENTS (GENERAL)**

None.

**XIII. ADJOURN REGULAR BOARD MEETING**

There being no further business, the meeting adjourned at 9:45 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 10th day of July 2019.

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Commissioner Betsy VanderLey, Chairwoman

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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.*

**XIV. STRATEGIC PLAN WORKSHOP**

**XV. NEXT BOARD MEETING: Wednesday, July 10, 2019**

**XVI. ADJOURNMENT OF THE STRATEGIC PLAN WORKSHOP**

**METROPLAN ORLANDO  
AGENCYWIDE  
BALANCE SHEET  
For Period Ending 05/31/19**

**ASSETS**

Operating Cash in Bank	\$	1,038,110.07
Petty Cash	\$	125.00
SBA Investment Account	\$	1,688,569.02
FL CLASS Investment Account	\$	1,545,990.87
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	42,188.83
Accounts Receivable - Grants	\$	546,804.65
Fixed Assets-Equipment	\$	706,293.18
Accumulated Depreciation	\$	(429,138.10)

<b>TOTAL ASSETS:</b>	<b>\$</b>	<b>5,158,943.52</b>
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**LIABILITIES**

Accrued Personal Leave	\$	278,219.28
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<b>TOTAL LIABILITIES:</b>	<b>\$</b>	<b>278,219.28</b>
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**EQUITY**

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	42,188.83
Deposits	\$	20,000.00
Unassigned:	\$	4,818,535.41

<b>TOTAL EQUITY:</b>	<b>\$</b>	<b>4,880,724.24</b>
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<b>TOTAL LIABILITIES &amp; EQUITY:</b>	<b>\$</b>	<b>5,158,943.52</b>
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Net difference to be reconciled:	\$	-
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**METROPLAN ORLANDO**  
**AGENCYWIDE REVENUES & EXPENDITURES**  
For Period Ending 05/31/19

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 403,136.59	3,379,050.81	\$ 5,344,285.00	\$ 1,965,234.19	63.23%
State Revenue	\$ 10,230.54	116,195.41	\$ 236,890.00	\$ 120,694.59	49.05%
Local Revenue	\$ 0.00	1,178,127.00	\$ 1,178,127.00	-	100.00%
Interest Income	\$ 7,087.19	73,107.81	\$ 67,000.00	\$ (6,107.81)	109.12%
Other	\$ 0.00	11,922.76	\$ 12,500.00	\$ 577.24	95.38%
Contributions	\$ 15,000.00	45,000.00	\$ 35,000.00	\$ (10,000.00)	128.57%
Cash Carryforward	\$ 0.00	0.00	\$ 305,479.00	\$ 305,479.00	0.00%
Local Match - Transfers In	\$ 10,230.55	45,133.43	\$ 135,009.00	\$ 89,875.57	33.43%
<b>TOTAL REVENUES:</b>	<b>\$ 445,684.87</b>	<b>\$ 4,848,537.22</b>	<b>\$ 7,314,290.00</b>	<b>\$ 2,465,752.78</b>	<b>66.29%</b>
<b>EXPENDITURES</b>					
Salaries	\$ 180,974.55	1,454,828.21	\$ 1,901,489.00	\$ 446,660.79	76.51%
Fringe Benefits	\$ 60,047.36	482,711.98	\$ 617,385.00	\$ 134,673.02	78.19%
Local Match - Transfers Out	\$ 10,230.55	45,133.43	\$ 135,009.00	\$ 89,875.57	33.43%
Audit Fees	\$ 0.00	24,500.00	\$ 37,500.00	\$ 13,000.00	65.33%
Computer Operations	\$ 2,939.94	66,586.51	\$ 109,161.00	\$ 42,574.49	61.00%
Dues & Memberships	\$ 484.00	11,544.50	\$ 17,650.00	\$ 6,105.50	65.41%
Equipment & Furniture	\$ 0.00	13,223.33	\$ 17,400.00	\$ 4,176.67	76.00%
Graphic Printing/Binding	\$ 3,036.00	23,654.33	\$ 32,842.00	\$ 9,187.67	72.02%
Insurance	\$ 1,579.58	25,760.66	\$ 32,614.00	\$ 6,853.34	78.99%
Legal Fees	\$ 3,975.00	39,508.50	\$ 42,000.00	\$ 2,491.50	94.07%
Office Supplies	\$ 3,043.86	27,922.79	\$ 44,662.00	\$ 16,739.21	62.52%
Postage	\$ 73.90	2,405.14	\$ 3,100.00	\$ 694.86	77.59%
Books, Subscrips/Pubs	\$ 262.71	6,045.25	\$ 7,673.00	\$ 1,627.75	78.79%
Exec. Dir 457 Def. Comp.	\$ 1,153.86	7,307.78	\$ 10,133.00	\$ 2,825.22	72.12%
Rent	\$ 24,406.82	248,368.14	\$ 283,822.00	\$ 35,453.86	87.51%
Equipment Rent/Maint.	\$ 1,172.53	18,699.77	\$ 24,806.00	\$ 6,106.23	75.38%
Seminar & Conf. Regist.	\$ 929.00	14,952.50	\$ 21,445.00	\$ 6,492.50	69.72%
Telephone	\$ 509.78	4,642.45	\$ 7,130.00	\$ 2,487.55	65.11%
Travel	\$ 3,820.33	33,391.34	\$ 39,950.00	\$ 6,558.66	83.58%
Small Tools/Office Mach.	\$ 266.86	562.89	\$ 1,200.00	\$ 637.11	46.91%
HSA/FSA Annual Contrib.	\$ 0.00	9,250.00	\$ 12,500.00	\$ 3,250.00	74.00%
Computer Software	\$ 0.00	0.00	\$ 2,500.00	\$ 2,500.00	0.00%
Contingency	\$ 0.00	0.00	\$ 30,000.00	\$ 30,000.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	2,984.35	\$ 9,594.00	\$ 6,609.65	31.11%
Pass-Thru Expenses	\$ 4,121.72	107,472.71	\$ 778,433.00	\$ 670,960.29	13.81%
Consultants	\$ 229,917.68	1,798,671.43	\$ 2,946,286.00	\$ 1,147,614.57	61.05%
Repair & Maintenance	\$ 0.00	4,200.00	\$ 3,000.00	\$ (1,200.00)	140.00%
Advertising/Public Notice	\$ 836.25	8,795.83	\$ 11,026.00	\$ 2,230.17	79.77%
Other Misc. Expense	\$ 94.94	5,023.57	\$ 15,840.00	\$ 10,816.43	31.71%
Contributions	\$ 0.00	100,841.97	\$ 100,950.00	\$ 108.03	99.89%
Educational Reimb.	\$ 0.00	511.00	\$ 1,690.00	\$ 1,179.00	30.24%
Comm. Rels. Sponsors	\$ 0.00	12,000.00	\$ 15,500.00	\$ 3,500.00	77.42%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	\$ -	0.00%
<b>TOTAL EXPENDITURES:</b>	<b>\$ 534,109.22</b>	<b>\$ 4,601,500.36</b>	<b>\$ 7,314,290.00</b>	<b>\$ 2,712,789.64</b>	<b>62.91%</b>
<b>AGENCY BALANCE:</b>	<b>\$ (88,424.35)</b>	<b>\$ 247,036.86</b>			



metroplan orlando  
A REGIONAL TRANSPORTATION PARTNERSHIP

## Travel Summary - May 2019

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Traveler: Nick Lepp  
Dates: May 6-7, 2019  
Destination: Jacksonville, FL  
Purpose of trip: FDOT Vision Zero Workshop & LRTP Visioning  
Cost: \$328.07  
Paid By: MetroPlan Orlando funds

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Traveler: Eric Hill  
Dates: May 7-10, 2019  
Destination: Phoenix, AZ  
Purpose of trip: NOCoE Peer Exchange  
Cost: \$1,194.92  
Paid By: American Association of State Highway and Transportation Officials

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Traveler: Eric Hill  
Dates: May 12-17, 2019  
Destination: Washington, DC  
Purpose of trip: Mobility Inclusion for Under Served Populations  
Cost: \$864.50  
Paid By: MetroPlan Orlando Funds and TRB

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AMENDED AND RESTATED JOINT METROPOLITAN PLANNING AGREEMENT  
BETWEEN  
LAKE-SUMTER MPO  
AND METROPLAN ORLANDO

THIS AMENDED AND RESTATED JOINT METROPOLITAN PLANNING AGREEMENT (“Agreement”), entered on the date indicated below, is by and between the Lake~Sumter Metropolitan Planning Organization (“Lake-Sumter MPO”) and MetroPlan Orlando, a transportation planning organization (“MetroPlan”), hereinafter collectively referred to as “the parties”.

**WITNESSETH**

**WHEREAS**, the Lake-Sumter MPO and MetroPlan are metropolitan planning organizations established by Section 339.175, Florida Statutes for the purpose of encouraging and promoting the safe and efficient management, operation and development of surface transportation systems; and

**WHEREAS**, the Lake-Sumter MPO and MetroPlan serve an Urbanized Area (UZA) in both Metropolitan Planning Areas (MPA); and

**WHEREAS**, on February 14, 2018, the parties entered into a Joint Metropolitan Planning Agreement, pursuant to 23 CFR § 450.314, in which the parties formalized their continued cooperation together to address the transportation needs in those areas where they share boundaries (“2018 Planning Agreement”); and

**WHEREAS**, staff and policy board members from both the Lake-Sumter MPO and MetroPlan Orlando already coordinate regional transportation issues through participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the Central Florida MPO Alliance (CFMPOA), and the monthly coordination on Metropolitan Transportation Plan (MTP) efforts; and

**WHEREAS**, Lake-Sumter MPO and MetroPlan desire to amend and restate their Joint Metropolitan Planning Agreement.

**NOW THEREFORE, IN CONSIDERATION** of the mutual terms, understandings, and conditions, hereinafter set forth, the parties hereby agree as follows:

1. **Recitals.** The foregoing recitals are true and correct and incorporated herein by this reference.
2. **Purpose.** The purpose of this Agreement is to formalize the agreement between the parties to continue to cooperate in carrying out the metropolitan transportation planning process in accordance with Section 339.175, Florida Statutes, 23 C.F.R 450.312, and the goals and requirements of the most recent federal legislation. The Lake-Sumter MPO and MetroPlan entered into the 2018 Planning Agreement and now enter into this current Agreement to set forth the obligations and responsibilities so as to best manage the interconnections. The purpose of the

Agreement is not to be an approval of a merger of the individual parties into a single metropolitan planning organization.

3. **Effective Date.** This Agreement shall become effective upon the date the last party hereto executes it ("Effective Date"). By executing this Amended and Restated Joint Metropolitan Planning Agreement, the Lake-Sumter MPO and MetroPlan agree that that 2018 Planning Agreement is terminated as of the Effective Date of this Agreement.

4. **Planning Products and Timeframes.** The parties hereby agree to coordinate and collaborate in good faith and with due diligence to each product described below:

**(a) Regional Transportation Model**

The parties are working together with the Florida Department of Transportation (FDOT) and other neighboring MPOs to develop a coordinated update to the Central Florida Regional Planning Model (CFRPM). FDOT will oversee and coordinate the development, validation, use, maintenance, and future improvement of this model. The parties agree to continue to support and coordinate all travel demand modeling activities through the monthly LRTP Committee and at the CFMPOA.

**(b) Regional Long Range Transportation Plan (LRTP)**

The parties will continue to coordinate and collaborate on a Regional Multi-Modal Transportation System that connects the two Metropolitan Planning Areas (MPA). The system will continue to remain a component of each MPO's MTP and will continue to identify regionally significant Multi-Modal projects.

**(c) Joint Regional Project Priorities**

On the basis of the Joint Regional Multi-Modal Transportation System addressed in paragraph 4(b) above, the MPOs agree to continue adopting priorities for funding un-programmed improvements on the State Strategic Intermodal System (SIS), for Regional Bicycle and Pedestrian connections, Transportation Systems Management & Operations projects, and Transportation Regional Incentive Program (TRIP) projects that will be competing for statewide discretionary funding. The parties also agree to continue adopting priorities jointly through the CFMPOA. Both sets of Joint Regional Project Priorities consistent with Long Range Transportation Plans or Metropolitan Transportation Plans must be adopted by each MPO's governing board. Either MPO governing board may require that the Joint Regional Project Priorities be reconsidered at any time. This collaboration and the products developed will recur each subsequent year during the duration of this Agreement and will be a continuing obligation and commitment.

**(d) Joint Regional Public Involvement Process Component**

The parties will collaborate to maintain continued coordination on projects located in, and connecting to each MPA. Projects located in the Urbanized Area (UZA) will be noticed on both MPOs websites.

(e) **Web Page and Project Coordination**

The parties will continue to maintain project related links to both MPOs web pages, and notices of projects addressed in paragraph 4(d).

(f) **Transportation Performance Measures and Target Setting**

The parties will collaborate and cooperatively develop information related to transportation performance measures. Both parties supported the FDOT targets for Federal Performance Measures, and will continue to coordinate on the assessment and significant progress toward meeting Federal Performance Targets.

(g) **Transportation Improvement Program (TIP)**

The parties will coordinate to ensure the development of a consistent five-year Transportation Improvement Program (TIP) within the shared Orlando UZA located in the Lake-Sumter MPO MPA. Transportation improvements in the shared UZA located in the Lake-Sumter MPO MPA that are not included in the MetroPlan Orlando Long Range Transportation Cost Feasible Plan, are not eligible for the Transportation Management Area (TMA) funding associated with the Orlando UZA. MetroPlan will coordinate and incorporate Transportation Improvement Projects, in the shared UZA for information only, including local projects on and off the federal aid system.

(h) **Unified Planning Work Program (UPWP)**

The parties agree that these coordination efforts and outcomes shall be documented in subsequent transmittals of the Unified Planning Work Program (UPWP) and other planning products, to the State, the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration.

5. **Conflict Resolution.** The parties to this Agreement concur that if an issue is otherwise irresolvable, their staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agree to submit the issue to the East Central Florida Regional Planning Council (ECFRPC) for non-binding arbitration. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek declaratory judgment as provided in Chapter 86, Florida Statutes.

6. **Term and Termination.** This Agreement shall become effective upon the Effective Date and shall remain in effect until terminated by the parties. A party seeking to terminate this Agreement must provide written notice to the other party. Upon receipt of the notice of intent to terminate, the parties will enter a written termination agreement memorializing the responsibilities to be provided after the date of termination.

7. **Modifications.** No modification, amendment, or alteration of the terms or conditions contained herein shall be effective unless contained in a written document executed by the parties, with the same formality and of equal dignity herewith.

8. **Entire Agreement.** This document embodies the entire agreement between the parties. It may not be modified or terminated except as provided herein.

9. **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be invalid, it shall be considered deleted here from, and shall not invalidate the remaining provisions.

10. **Counterparts.** This Agreement may be executed in any number of counterparts each of which, when executed and delivered, shall be an original, but all counterparts shall together constitute one and the same instrument.

11. **Additional Agreements.** In addition to this Agreement, additional agreements may be or may have been executed between the Lake~Sumter MPO and MetroPlan, including but not limited to the interlocal agreement constituting the Central Florida MPO Alliance, of which both the Lake~Sumter MPO and MetroPlan Orlando are parties along with, the River to Sea TPO, the Space Coast TPO, Ocala/Marion County Transportation Planning Organization, and the Polk TPO.

**IN WITNESS WHEREOF**, the parties hereto have made and executed this Agreement on the respective dates under each signature, each party by and through its authorized representative.

ATTEST:

**LAKE~SUMTER METROPOLITAN  
PLANNING ORGANIZATION**

\_\_\_\_\_  
Doris LeMay, Executive Assistant

Reviewed as to form and legality:

\_\_\_\_\_  
Nick Girone, Chair

This day \_\_ of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Melanie Marsh, MPO Attorney

**METROPLAN ORLANDO**

ATTEST:

\_\_\_\_\_  
Cathy Goldfarb, Coordinator and  
Recording Secretary

Approved as to Form and Legality:

\_\_\_\_\_  
Betsy VanderLey, Chairwoman

This \_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Steven Bechtel  
MetroPlan Orlando General Counsel



## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

**Agenda Item:** IX.E. (Tab 1)

**Roll Call Vote:** No

**Action Requested:** MetroPlan Orlando Staff requests approval of the Transportation Performance Measures Consensus Planning Document.

**Reason:** The document outlines the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements in “Fixing America’s Surface Transportation” Act (FAST Act), signed December 4, 2015 (Pub. L. No. 114-94)

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

- This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. MetroPlan Orlando will adopt this document by separate board action concurrent with the annual Transportation Improvement Program (TIP) board action.
- This is an agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

**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:** These documents are provided at Tab 1:

Florida TPM Consensus Planning Agreement



## **Transportation Performance Measures Consensus Planning Document**

### **Purpose and Authority**

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.



## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### 2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

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<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, [mark.reichert@dot.state.fl.us](mailto:mark.reichert@dot.state.fl.us)*

*Carl Mikyska, Executive Director, MPOAC, 850-414-4062, [carl.mikyska@mpoac.org](mailto:carl.mikyska@mpoac.org)*



## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

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

**Roll Call Vote:** No

**Action Requested:** Approval is requested to exercise the option to extend the agreement for graphic design services with Popcorn Initiative, Inc. for an additional one year period.

**Reason:** This agreement is set to expire on September 30, 2019 unless extended as allowed by the contract.

**Summary/Key Information:** The Board approved a three year contract, with two options to renew for an additional one year each, with Popcorn Initiative, Inc. for graphic design services. Approval is requested to exercise the first option to extend this agreement. Funds are available in the approved FY 2020 budget for planned graphic design services. Activities are assigned by task work order for each project.

**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:** None



## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

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

**Roll Call Vote:** No

**Action Requested:** Approval is requested to exercise the option to extend the agreement for video production services with Digital Brew for an additional one year period.

**Reason:** This agreement is set to expire on September 30, 2019 unless extended as allowed by the contract.

**Summary/Key Information:** The Board approved a three year contract, with two options to renew for an additional one year each, with Digital Brew for video production services. Approval is requested to exercise the first option to extend this agreement. Funds are available in the approved FY 2020 budget for planned graphic design services. Activities are assigned by task work order for each project.

**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:** None

**TAB 2**







## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

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

**Roll Call Vote:** Yes

**Action Requested:** Board approval is requested for the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) and Resolution No. 19-04.

**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 2019/20 – 2023/24 TIP includes:

- Over \$1.5 billion in federal and state funds for highway projects, including the I-4 Ultimate and Beyond the Ultimate projects
- Over \$981 million in funding for Florida's Turnpike Enterprise projects, including managed toll express lanes on Florida's Turnpike and additional funding for the Colonial Parkway
- Over \$49 million in federal and state funds for Transportation System Management & Operations (TSMO) projects
- Over \$31 million in federal and state funds for bicycle and pedestrian projects
- Nearly \$760 million in federal and state funds for transit projects
- Over \$213 million in federal and state funds for commuter rail projects
- Over \$98 million in federal and state funds for aviation projects

**MetroPlan Budget Impact:** None

**Local Funding Impact:** Nearly \$2 billion in locally funded projects included in the TIP for information purposes

**Committee Action:**

CAC:	Recommended approval on June 26, 2019
TSMO:	Recommended approval on June 28, 2019
TAC:	Recommended approval on June 28, 2019
MAC:	No meeting due to July 4 <sup>th</sup> holiday

**Staff Recommendation:** Recommends approval

**Supporting Information:** These documents are provided:

Draft FY 2019/20 – 2023/24 TIP:  
<https://metroplanorlando.org/wp-content/uploads/TIP-2024-Draft-6-20-19.pdf>

Proposed Board Resolution No. 19-04 (Tab 2)

Comments from TIP public hearing (Tab 2)

**RESOLUTION NO. 19-04****SUBJECT:**  
**Endorsement of FY 2019/20 - 2023/24**  
**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 2019/20 - 2023/24 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 10<sup>th</sup> day of July, 2019.

**CERTIFICATE**

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

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Honorable Betsy VanderLey, Chairwoman

Attest:

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Cathy Goldfarb, Sr. Board Services Coordinator  
and Recording Secretary



## **FY 2020/2024 TRANSPORTATION IMPROVEMENT PROGRAM**

### **PUBLIC HEARING SUMMARY OF COMMENTS**

**DATE:** Monday, June 17, 2019

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

**LOCATION:** Orlando Public Library  
101 East Central Boulevard, Cypress Room  
Orlando, Florida 32801

#### **Those in attendance were:**

Ms. Rakinyah Hinson, Florida Department of Transportation District #5  
Ms. Carol Scott, Florida's Turnpike Enterprise  
Mr. Myles O'Keefe, LYNX  
Mr. Renzo Nastasi, Orange County  
Mr. Kelvin Thompson, Zipcar  
Mr. Todd Weaver, League of Women Voters, Winter Park City Commission  
Ms. Raquel Lozano, representing Orange County District 5 Commissioner Emily Bonilla  
Mr. K. Thompson, Jr.  
Ms. Catalina Rodriguez, DooWee Gu  
Mr. John Puhek, Sierra Club Central Florida  
Mr. Russell Parker  
Mr. Jeff Murillo

#### **Staff in attendance:**

Mr. Gary Huttman, MetroPlan Orlando Staff  
Mr. Keith Caskey, MetroPlan Orlando Staff  
Mr. Nick Lepp, MetroPlan Orlando Staff  
Ms. Cynthia Lambert, 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 2020/2024 Transportation Improvement Plan. The plan includes highway, toll road, transit, aviation and bicycle/pedestrian projects that are programmed for funding over the next five years.

#### **The following verbal comments were received at the public hearing:**

Mr. John Puhek, 4881 Cypress Woods Drive, Unit 3110, Orlando, Orange County Sierra Club, expressed concern that, while major projects are addressed in the TIP, there is a lack of funding for those premium projects, specifically with regard to transit. He expressed concern that there is no funding for SunRail operational costs, the BRT project from OIA to the Orange County Convention

Center, and that major sections of the Shingle Creek Trail are unfunded. Mr. Puhek stated that he feels that these projects could be funded with the implementation of a sales tax.

**RECEIVED VIA EMAIL DURING PUBLIC COMMENT PERIOD:**

The following emails were received during the public comment period:

Good morning,

Thanks for all you do!

My comments for this hearing are:

1. Prioritize City of Orlando acquiring Corrine Drive for bike/ped safety improvements ASAP
2. Prioritize connecting bike paths, protected if possible
3. Good idea to plan for fast EV charging station infrastructure
4. SunRail should be open weekends
5. We need rail connections to downtown, UCF, parks, and beach from airport (long term)
6. Lynx needs funding so that a trip that would take 10 minutes in a car doesn't take over an hour
7. Ensure curb cuts for accessibility wherever there are sidewalks

Sincerely,

Leslie Brown  
3407 Corrine Dr, Orlando, FL 32803

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Hi Cynthia,

It was a pleasure to meet you today at the TIP Public meeting. I really enjoyed attending and finding out more information about what is going on in Orlando.

A few questions and comments that came to mind:

1. I saw on your website that there was a need for an outreach coordinator, which if I may add- It is really important that whoever that person is reaches out to a younger demographic.

I believe if we want a younger workforce who is full of ideas to either come to Orlando or stay here, we need to showcase the things that are going on here and that will be in the future.

I posted about this on Instagram, and people were intrigued. They want to know, but you must speak their language. Meaning, reach out through various channels of communication and finding ways to engage them.

2. I am very confused about the funding. In the beginning of the presentation it was stated that state and federal funding is in place. However, as the presentation progressed, it seemed that some projects had priority over others, but who decided this? This would be great to involve the City of Orlando through social media, in reference to my first point.

3. There are some initiatives that have been implemented in other cities like Hollywood, FL that seem like we can bring on board. Some of these can be brought in a short period of time. For example: <https://www.hollywoodfl.org/1167/Free-On-Demand-Shuttle-Service>. The free on demand shuttle that they have in place.

4. Why does the SunRail operate in certain times? The times that are needed the most are on weekend and late nights, yet these are the times that are not available. This should be taken into consideration.

5. In regards to the LYNX transit projects. These are all great! Again, have not heard about them and these are great resources that the Orlando Communities should know about! Also, there should be updates and a timeline being posted through various channels of communication.

Thank you for hosting this event, again I appreciate it.

I really want people to see Orlando for all that it is and what it can be. A lot of these initiatives can take time, but are not far reached. I thank you again for your time and your hard work!

If there are any other events/ meeting like these I would like to attend, please keep me in mind.

Sincere regards,

-Catalina Rodriguez

### ***MetroPlan Orlando Staff Response to Previous Email***

Catalina,

Thanks again for coming out to our public meeting in the rain! We appreciate you taking the time to send us your input. Here are answers to your questions, as well as some additional information.

#### ***Reaching a Younger Demographic***

We are in the process of updating our public participation plan and community outreach programs. I personally and MetroPlan Orlando as an organization both recognize the importance of reaching young people, because really, they are the ones who will really be living with a lot of the plans that we create. We will be placing more emphasis on reaching a younger demographic in the near future, especially as we start to work on our plan for the year 2045 (this will begin later this year). We currently have good partnerships where we go into K-12 schools and universities and talk to students about careers in transportation, as well as what's involved in transportation planning. We will be building on these and making sure that younger generations have input into the creation of long-term plans. We will also be revamping the format of the public meeting that you attended. This is a meeting that takes place annually, so we hope to have that new format in place for next year. We'll be adding more digital elements so members of the community can participate in the process from the comfort of their homes.

#### ***Funding***

This is indeed a confusing topic! There are so many different funding sources and strings attached for transportation projects. The MetroPlan Orlando Board ([more info on them here](#)), which is made of mostly of elected officials from the three-county area, are the ones who make the ultimate decisions on transportation priorities. They are in charge of approving these plans and prioritizing the projects for federal and state funding.

### *Transit – Bus and Rail*

I was not familiar with the Hollywood Sun Shuttle. Thank you for sharing the link. We're always on the look-out for examples of innovation in transit from across the country. It reminds me a bit of the LYMMO circulator in downtown Orlando. Though the LYMMO is free to ride, it's not free to operate. The City of Orlando actually pays to operate it to keep traffic moving downtown.

The number one suggestion we hear from the community about SunRail is the desire for it to have an expanded schedule so it can run on weekends and holidays. You're definitely not alone in your sentiment there. When it comes down to it, the reason it doesn't currently run on weekends is funding. SunRail is currently being operated by FDOT. It's a fairly new system (in transit timelines), and it took a lot for the region to come together and make SunRail happen. In a couple of years, local governments (a coalition of Volusia, Seminole, Orange, Osceola Counties + the City of Orlando) are supposed to take over operations. To expand service, the local governments must be willing and able to fund the additional service. So if this is something you're interested in, you should let your local elected officials know.

The same funding issue affects LYNX. To run more routes and more frequency on current routes, they need to be better funded as well. There are several ways the community can choose to fund more transit. You might have heard that Mayor Demings recently announced he will be supporting a sales tax referendum in 2020 to fund transportation. This is one option that could generate a good amount of money. You'll be hearing more in the news about that as next year gets closer.

I'm glad you learned about many of the LYNX projects. This is the whole point of a public meeting, to help people learn something new. So that's great!

One more item as food for thought. Many times, I hear people talk about "subsidizing" transit. The reality is, no transit system pays for itself. It's a public service and part of creating infrastructure for the greater good, so it is appropriate that it's subsidized by government. What many don't realize is that roads aren't "free" either. Those roads are also built and subsidized by government as a public service. It's how we all can get around. It's important to fund all types of transportation.

Since you're interested in transportation issues, would it be okay if we add you to our email list? If so, is this the best email to use?

Thanks again for taking the time to be involved in the transportation planning process. Please feel free to reach out to me anytime you need information.

Take care,  
Cynthia

**Cynthia Lambert, APR**  
Public Information Manager

Mr. Caskey called for any additional comments; there being none the public hearing was closed at 6:45 p.m.

Draft TIP 2024 document: <https://metroplanorlando.org/wp-content/uploads/TIP-2024-Draft-1.pdf>

Transcribed and recorded by Lisa Smith, Board Services Coordinator.

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*Central Florida Group*

4881 Cypress Woods Drive Unit 3110  
Orlando, Florida 32811  
June 13, 2019

Metroplan Orlando  
Attention: Mr. Gary Huttman  
250 S. Orange Avenue, Suite 200  
Orlando, FL 32801

Comments to 2020-2024 Transportation Improvement Plan

Dear Mr. Huttman,

The Central Florida Group of the Sierra Club continues to be concerned that Sunrail is not funded after state funding ends in a few years and most planned transit projects are not funded. The leaders of Metroplan Orlando need to coordinate as required to place a funding mechanism on the 2020 ballot to fund operational costs of Sunrail for the long term and planned transit projects.

The Sierra Club supports funding higher priority projects within the next five years such as:

- BRT from Orlando International Airport (OIA) to the convention Center
- BRT along SR50 (Colonial Drive) from Ocoee-Winter Garden to UCF
- LYNX bus expansion to better support Sunrail within three miles of stations
- Increased funding of operating cost for LYNX. The present plan does not even increase with inflation and ends in 2022

The Sierra Club applauds the continued funding to complete additional sections of the Shingle Trail but should allocate more funds so it can be completed by 2024.

For any questions, please contact me at (407) 766-8988.

Sincerely yours,

---

John M. Puhek  
Transportation Chair



**TAB 3**





## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

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

**Roll Call Vote:** No

**Action Requested:** MetroPlan Orlando Staff requests approval of the Fiscal Year 2024/25 – 2039/40 Project Priority List.

**Reason:** By state statute the Project Priority List needs to be transmitted to FDOT by October 1<sup>st</sup> of each calendar year, early adoption allows for the TIP and the PPL to be better connected.

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

- New Project Priority List is the first to rank projects based on a Performance driven, outcome based prioritization process for the improvements to be included in the Transportation Improvement Program (TIP). The process and performance measures were adopted on June 13, 2018
- Safety needs carry the highest weight when prioritizing corridors, with access to jobs, convention and Airport having the second highest weight.
- State Roadway Project Priorities for Roadway, Complete Streets, TSMO, and Bicycle & Pedestrian in one list to provide FDOT more direction on the regions priorities on the National Highway & State Roadway System for DDR funding.
- Multimodal System (formally off system) projects are prioritized based on the greatest need for achieving performance management targets, while still following the MetroPlan Orlando Board distribution of Surface Transportation Funds. Roadway and Complete Street Projects = 32% of funding, TSMO Projects = 22% of funding, Regional Trails & Safe Routes to Schools = 17% of funding, and Transit projects = 30% of funding.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

CAC:	Recommended approval on June 26, 2019
TSMO:	Recommended approval on June 28, 2019
TAC:	Recommended approval on June 28, 2019
MAC:	No meeting due to July 4 <sup>th</sup> holiday

**Staff Recommendation:** Recommends approval

**Supporting Information:** DRAFT Project Priority List (PPL) FY 2024/25 – 2039/40:  
[https://metroplanorlando.org/wp-content/uploads/MetroPlanOrlando\\_PPL\\_2024\\_25\\_DRAFT\\_FINAL\\_061919.pdf](https://metroplanorlando.org/wp-content/uploads/MetroPlanOrlando_PPL_2024_25_DRAFT_FINAL_061919.pdf)

**TAB 4**





## **Board Action Fact Sheet**

**Meeting Date:** July 10, 2019

**Agenda Item:** **IX.C (Tab 4)**

**Roll Call Vote:** No

Action Requested:	MetroPlan Orlando Staff requests approval of the Fiscal Year 2024/25 – 2039/40 Central Florida Metropolitan Planning Organization Alliance (CFMPOA) List of Priority Projects (LoPP).		
Reason:	The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. In 2013, the Alliance adopted a transportation project prioritization process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO while working through the CFMPOA to collectively benefit from a regional prioritization process.		
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none"><li>CFMPOA LoPP represents priorities that support the inter-regional connectivity. Developed in cooperation with neighboring MPOs, the list includes MetroPlan Orlando’s top regional projects that are also identified in the FY 2024/25 – 2039/40 Project Priority List.</li></ul>		
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:	These documents are provided at Tab 4: DRAFT CFMPOA List of Priority Projects (LoPP) FY 2024/25 – 2039/40		

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORITIZATION NEEDS									
Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure*	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
1	4269054	Ellis Rd	From I-95 (John Rhodes Blvd) to Wickham Rd	Extend/Widening 2 to 4 Lanes	System Performance	CST \$22,600,000	PE underway ROW (FY 2021-2025)	----	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street	Construct New Interchange	System Performance	ROW Cost TBD	PD&E (FY 2017/18) PE (FY 2021/22)	CST	Ocala/Marion TPO
3	2424848 & 4314561	I-4*	From W. of CR 532 (Polk/Osceola Line) to W of SR 528/Beachline Expy	Beyond the Ultimate - General Use & Managed Lanes	System Performance	CST \$1.39 Billion	ROW 2017/18-2021/22	----	MetroPlan
4a	2425924	I-4*	From E. of SR 434 to Seminole/Volusia Co. Line	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$36,900,000	Partial ROW 2021/22	CST \$1.89 Billion	MetroPlan
4b	4084642	I-4*	From Volusia/Seminole Co. Line to SR 472	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$47,923,000	PE 2016/17	CST \$613,310,000	River to Sea TPO
4c	2012103	I-4*	From W. of US 27 to W of CR 532 (Polk/Osceola Line)	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW	PE 2016/17	CST	Polk TPO
5	4102511	SR 15 (US 17)	From Ponce de Leon Blvd to SR 40	Widen 2 to 4 lanes	System Performance	CST \$55,604,736	ROW 2017 to 2021 \$18,025,887	----	River to Sea TPO
6a	4074023	SR 528	From SR 524 (Industry Rd) to SR 3	Widen 4 to 6 Lanes (include a Multiuse Trail)	System Performance	ROW \$9,000,000	PE underway \$6,000,000	CST	Space Coast TPO
6b	4074024	SR 528	From East of SR 3 to Port Canaveral Interchange	Widen 4 to 6 Lanes (include a Multiuse Trail)	System Performance	ROW \$7,070,000	PE \$5,000,000	CST	Space Coast TPO
6c	4371811	SR 528 (Turnpike)	From SR 520 to SR 524 (Industry Rd)	Widen 4 to 6 Lanes	System Performance	PE	PD&E	ROW/CST	Space Coast TPO
7	4289471	SR 40	From Williamson Blvd to Breakaway Trail	Widen 4 to 6 lanes	System Performance	ROW \$7,430,000	PE FY 2022/23	CST \$22,990,000	River to Sea TPO
8	2408371	SR 40	From Cone Rd to SR 11	Widen 2 to 4 lanes	System Performance	CST \$49,097,065	PE/ENV FY 2015/16 ROW FY 2022/23	----	River to Sea TPO
9	4270561	SR 50	From Crittenden Road to Villa City	Realign Road and add multi-use trail (South Lake Trail, Phase 3)	System Performance	ROW \$21,400,000	PD&E / PE (FY 2014/15)	CST	Lake~Sumter MPO
10	2408361	SR 40	From SR 11 to SR 15	Widen 2 to 4 lanes	System Performance	CST \$42,251,728	ROW FY 2022/23 \$4,225,912	----	River to Sea TPO
11	410674-2	SR 40	SR 35 to CR 314	Widen 2 to 4 lanes	System Performance	CST \$185,303,402	ROW FY 2020-2022 \$6,152,188	----	Ocala/Marion TPO
12	4336521	I-75 Interchange	From SW 40th Avenue to SW 27th Avenue	Operations and capacity improvements	System Performance	CST Cost TBD	Design underway; ROW (FY 2021 – 2023)	----	Ocala/Marion TPO
13a	410674-3	SR 40	From CR 314 to CR 314A	Widen 2 to 4 lanes and add multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	ROW/CST Cost TBD	Ocala/Marion TPO
13b	410674-4	SR 40	From CR 314A to Levy Hammock Road	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	ROW/CST Cost TBD	Ocala/Marion TPO
15	4354761	I-75 Interchange	@ CR 514	New Interchange	System Performance	PE \$5,000,000	PD&E (FY 2015/16)	ROW/CST	Lake~Sumter MPO
16a	4358592-3	West SR 50	From Sumter/Hernando County Line to CR 757	Widen 2 to 4 lanes	System Performance	ROW \$1,400,000	Study (FY 2015/16) PE (FY 2018/19)	CST	Lake~Sumter MPO
16b	4358592-4	West SR 50	From CR 757 to Sumter/Lake County Line	Widen 2 to 4 lanes	System Performance	ROW \$86,300,000	Study (FY 2015/16) PE (FY 2018/19)	CST	Lake~Sumter MPO
16c	4358592-5	West SR 50	From Sumter/Lake County Line to CR 33	Widen 2 to 4 lanes	System Performance	ROW \$92,000,000	Study (FY 2015/16) PE (FY 2018/19)	CST	Lake~Sumter MPO
17	N/A	SR 25/US 27	From CR 561 to Florida's Turnpike (north ramps)	Widen 4 to 6 lanes	System Performance	PD&E Cost TBD	N/A	PE ROW/CST	Lake~Sumter MPO
18	4404241	405 Bridge (NASA Causeway)	----	Bridge Replacement	System Performance	CST \$130,000,000	PD&E Underway PE (NASA)	----	Space Coast TPO
19	#	SR 401 Bridge	From SR 401 Interchange to Cape Canaveral Air Force Station	Bridge Replacement	System Performance	PE Cost TBD	PD&E	CST	Space Coast TPO
20	#	SR100	From Old Kings Road to Belle Terre Pkwy	Widen 4 to 6 lanes	System Performance	ROW \$3,170,000	PE	CST \$31,870,000	River to Sea TPO

\* I-4 Ultimate Configuration is noted as a Public Private Partnership project

**FY 2019/20 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

CENTRAL FLORIDA MPO ALLIANCE <b>SIS HIGHWAY</b> PROJECTS FOR PRIORIZATION <b>FULLY FUNDED PROJECTS</b>									
Prior Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure*	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
5	<del>4102511</del>	<del>SR 15 (US 17)</del>	<del>From Ponce de Leon Blvd. to SR 40</del>	<del>Widen to 2 Lanes to 4 Lanes</del>		Fully Funded	<del>ROW 2016/17 to 2020/21 - CST-202/2021</del>	N/A	<del>River to Sea TPO</del>
3a	2424847	I-4*	From S of SR 528/Beachline Expy. to W of SR 435/Kirkman Rd	Ultimate Configuration for General Use & Managed Lanes	System Performance	Fully Funded	PE/CST 2019/20 \$575,000,000	N/A	MetroPlan
3a	<del>4269053</del>	<del>I-95/Ellis Road Interchange</del>	<del>—</del>	<del>New Interchange</del>		Fully Funded	<del>CST 2016/17</del>	N/A	<del>Space Coast TPO</del>
10	<del>4106742</del>	<del>SR 40</del>	<del>From SR 35 to CR 314</del>	<del>Widen 2 to 4 lanes</del>		Fully Funded	<del>CST 2019/2020</del>	N/A	<del>Ocala/Marion TPO</del>

**NOTE :** Although funded for construction, projects will continue to be shown until construction is underway.

**FY 2019/20 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**Regional Trails - Tier One**

CENTRAL FLORIDA MPO ALLIANCE REGIONAL TRAIL PROJECTS FOR PRIORIZATION -- SUNTRAIL TIER ONE COAST TO COAST TRAIL										
Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure*	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T1-1a	437093-1	Space Coast Trail	From Playalinda Rd. West / Merritt Island NWR Entrance to Playalinda Rd East/Atlantic Ocean	Coast- to-Coast & St. Johns River to Sea		10.1	CST \$4,700,000	PE - FY 2019 \$2,500,000	----	Space Coast TPO
T1-1a		Space Coast Trail	Playalinda Rd. to US-1 (Volusia County Line)			12.9	PE Cost TDB	----	ROW / CST Costs TBD	Space Coast TPO
T1-2	436435-1	Clarcona-Ocoee Trail*	Pine Hills Trail	Coast- to-Coast & Heart of Florida		1.5	----	CST FY 2022/23 \$5,724,570	----	MetroPlan Orlando
T1-3	436433-1	Pine Hills Trail Phase 3*	Clarcona-Ocoee Rd.	Coast- to-Coast & Heart of Florida		3.0	----		----	MetroPlan Orlando
T1-4a	435471-2	South Sumter Connector	From SR 50 to CR 478	Coast- to-Coast & Heart of Florida		4.0	----	PE FY 2019/20 \$2,983,341 CST FY 2023/24 \$4,820,048	----	Lake-Sumter MPO
T1-4b	435471-3	South Sumter Connector (CR 478)	From US 301 to SR 471	Coast- to-Coast & Heart of Florida		2.0	TDB	PE 2023/24 \$3,520,000	CST	Lake-Sumter MPO
T1-4c	435471-4	South Sumter Connector (CR 673)	From I-75 to CR 478	Coast- to-Coast & Heart of Florida		8.6	CST TDB	PE 2023/24 \$6,329,831	----	Lake-Sumter MPO
T1-4d	435471-5	South Sumter Connector	From Good Nieghbor Trail to I-75/CR 673	Coast- to-Coast & Heart of Florida		4.3	CST TDB	PE 2023/24 \$1,407,422	----	Lake-Sumter MPO
T1-4e	435893-2	South Sumter Connector	From Van Fleet Trail to Sumter/Lake County Line	Coast- to-Coast & Heart of Florida		1.3	CST	ROW FY 2021/22 \$200,000 FY 2022/23 \$45,000 FY 2023/24 \$118,000	----	Lake-Sumter MPO
T1-5	427056-1	South Lake Trail Phase 3C	CR 565A (Villa City Rd.)	Coast- to-Coast & Heart of Florida		1.1	CST \$2,500,000	PE Complete ROW FY 18/19	----	Lake-Sumter MPO
				Total Miles Remaining		48.8	Total Estimated Cost Remaining (does not include costs TDB)		\$32,348,212	

\* The Clarcona-Ocoee Trail and Pine Hill sTrails have been combined into a single project. The Construction Cost is for both projects.

**FY 2019/20 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**Regional Trails - SunTrail Tier Two**

CENTRAL FLORIDA MPO ALLIANCE REGIONAL TRAIL PROJECTS FOR PRIORIZATION -- SUNTRAIL TIER TWO ST. JOHNS RIVER TO SEA LOOP TRAIL										
Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure*	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
N/A	4398731	SR A1A - Flagler Beach	From S. 26th St to N. 9th St	East Coast Greenway & St. Johns River to Sea Loop		3.2	CST Cost TDB	PE FY 2020/21 \$2,500,000	----	River to Sea TPO
N/A	4398621	Oak Hill to Edgewater Gap	From Kennedy Pkwy to Dale Ave	East Coast Greenway & St. Johns River to Sea Loop		13	----	PE FY 21 \$2,349,000 CST FY 23 \$5,889,945	----	River to Sea TPO
N/A	439865-1	New Smyrna to Port Orange Gap: US-1	From Myrtle Ave/SR 44 to Beville Road	East Coast Greenway & St. Johns River to Sea Loop		12.5	ROW TBD Cost	PE FY 2018/19 \$3,500,000	ROW / CST (project will be segmented for subsequent phases)	River to Sea TPO
N/A	439864-1	New Smyrna Gap: Myrtle Av	From 10th St to SR 44/Lytle Av	East Coast Greenway & St. Johns River to Sea Loop		1.6	CST TDB Cost	ROW \$850,446 FY 2020 to 2023	----	River to Sea TPO
N/A	439874-1	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Grand Av	Heart of Florida & St. Johns River to Sea Loop		3.6	----	CST FY 2022/23 \$9,384,840	----	River to Sea TPO
N/A	439874-2	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Old New York Ave	Heart of Florida & St. Johns River to Sea Loop		1.7	CST TDB Cost	PE FY 2019/20 \$1,184,193	ROW / CST	River to Sea TPO
N/A	439874-3	Spring to Spring Trail Gap: DeLand	Old New York Av to SR 44	Heart of Florida & St. Johns River to Sea Loop		0.8	CST TDB Cost	PE FY 2019/20 \$428,798	ROW / CST	River to Sea TPO
N/A	439874-4	Spring to Spring Trail Gap: DeLand	SR 44 to Existing Grand Av Trail	Heart of Florida & St. Johns River to Sea Loop		0.9	CST TDB Cost	PE FY 2019/20 \$540,997	ROW / CST	River to Sea TPO
N/A	4398761	SR 15 (US 17)	From SR 40 to Putnam County Line	East Coast Greenway & St. Johns River to Sea Loop		14	CST TDB Cost	PE \$2,835,000 FY 20/21	----	River to Sea TPO
N/A	439872-1	Ormond Beach Gap: SR 40	Cassen Park to A1A	East Coast Greenway & St. Johns River to Sea Loop		1.1	PE Cost TDB	----	CST	River to Sea TPO
<b>Total Miles Remaining</b>						<b>52.4</b>	<b>Total Estimated Costs Remaining</b> (does not include costs TDB)		<b>\$25,963,219</b>	



**FY 2019/20 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**  
**Regional Trails Tier Three Transportation Alternatives**

CENTRAL FLORIDA MPO ALLIANCE REGIONAL TRAIL PROJECTS FOR PRIORIZATION -- SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES										
Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure*	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-1a	430975-3	Wekiva Trail	From CR 437 to Red Tail Blvd	Mt. Dora Bikeway		4.2	ROW \$4,900,000	ROW FY 2020/21 \$589,136 (additional funds needed)	CST \$2,681,291	Lake~Sumter MPO
T3-1b	430975-2	Wekiva Trail	From Tremain St. to CR 437	Mt. Dora Bikeway		6.1	Re-evaluation Study \$250,000	PD&E Completed	PE \$2,600,000 ROW \$10,000,000 CST \$7,895,683	Lake~Sumter MPO
T3-2	----	Silver Springs to Mount Dora	From SE 64th Ave Trailhead to CR 42	Heart of Florida; Mt. Dora Bikeway		16.6	PE \$550,000	Trail in Marion County will be on existing public lands.	CST \$7,300,000	Ocala/Marion TPO
T3-3	407402-3 407402-4	East Coast Greenway/528	From US-1 to Port Canaveral	East Coast Greenway		8.8	-----	ROW FY 2024	CST phase needed in same FY as road widening & reconstruction of roadway	Space Coast TPO
T3-4	----	Black Bear Scenic Trail	From Levy Hammock Rd to US 17	Heart of Florida		27.3	PE Cost TBD	Study Underway PD&E FY 2020 - \$1,138,110	ROW/ CST (a portion of the trail will be included w/ road widening project #4106742)	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO
T3-5a	330225-9	Shingle Creek Trail Phase 2c North	Osceola Pkwy - From Tapestry Subdivision to Orange County Line	Shingle Creek Regional Trail			CST \$8,000,000	PE FY16/17	----	MetroPlan Orlando
T3-5b	330225-9	Shingle Creek Trail Phase 2c South.	Yates Connector-From Toho Vista to Lancaster Ranch	Shingle Creek Regional Trail		2.9	CST \$7,782,168	PE FY16/17	----	MetroPlan Orlando
T3-5c	330225-9	Shingle Creek Trail Phase 2d North..	Overpass at Osceola Pkwy.	Shingle Creek Regional Trail		----	CST \$10,599,768	PE FY16/17	----	MetroPlan Orlando
T3-6	----	Space Coast Trail - US-1	From SR 50 to Grace Street	East Coast Greenway		3.1	PE Cost TBD	Feasibility Study complete	CST \$3,700,000	Space Coast TPO
T3-7	----	Pine Hills Trail Phase 2	From Silver Star Road to Clarcona-Ocoee Road	Shingle Creek Regional Trail		2.3	PE \$500,000	PD&E	ROW / CST \$1,591,942	MetroPlan Orlando
T3-8	430225-1	West Orange Trail Phase 5a	From Lester Road to Kelly Park	Heart of Florida; Mt. Dora Bikeway		4.2	PE \$500,000	----	ROW / CST	MetroPlan Orlando
T3-9	430225-7	Tav-Dora Trail	From Tremain St. to Wooton Park	Mt. Dora Bikeway		8.3	PD&E Cost TDB	----	PE / ROW / CST	Lake~Sumter MPO
T3-10	----	West Orange Trail Phase 5b	From Rock Springs Road to Wekiva Springs SP entrance	Heart of Florida; Mt. Dora Bikeway		2.8	PE \$500,000	PD&E	PE / ROW / CST	MetroPlan Orlando
T3-11	----	West Orange Trail Phase 4	From Kelly Park to CR 435 in Orange Co.	Heart of Florida; Mt. Dora Bikeway		3.7	PE \$500,000	PD&E	ROW/ CST	MetroPlan Orlando
T3-12	441626-1	North Lake Trail	From CR 450 to SR 40	River to Hills Trail		19.5	PD&E \$2,200,000	Study Underway FY 2018	PE / ROW / CST	Lake~Sumter MPO
T3-13	----	Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.5	CST \$1,500,000	Design is nearing completion	----	Ocala/Marion TPO
				<b>Total Miles Requested</b>		<b>114.3</b>				

CFMPOA Regional Transit Priorities	
Transit Projects Programmed/Under Construction	
Brightline/Virgin Trains USA (West Palm Beach – Orlando) – Private Sector	
Prospective Transit Projects (Being Studied or in Development)	
SunRail – Phase II North (DeBary – DeLand)	
SunRail – Phase III (Meadow Wood Station to OIA)	
OIA Refresh Alternatives Analysis	
US 192 Bus Rapid Transit	
SR 50 Bus Rapid Transit	
Lymmo Expansion (North/South)	
SR 436 – LYNX Premium Transit Service	
Brightline Brevard Station Study	
Privately Funded Transit Projects Being Pursued	
Brightline/Virgin Trains USA (Orlando – Tampa )	
Future Transit Projects that will be studied	

**TAB 5**





July 10, 2019

To: Commissioner Betsy VanderLey, Board Chairwoman  
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I attended the Florida Greenways & Trails Event in Clermont on June 13
- I attended the Florida Greenways & Trails Event in Clermont on June 14
- I attended the City of Orlando State of the City on June 24
- I attended the Virgin Trains Event at OIA on June 24
- I met with Jim Thomas of Central Florida Technology on June 25 to discuss transportation in Central Florida and across the I-4 Corridor
- I attended the Central Florida Commission on Homelessness Board Meeting on June 26
- I met with the Orlando Economic Partnership and representatives of their Alliance for Regional Transportation to discuss common ground on June 27
- I met with Eric Gray of United Against Poverty on June 28 to discuss workforce transportation and the MetroPlan Strategic Plan
- Hosted the new UCF Internship Program Director on July 2

#### Federal Certification

- We are expecting the FHWA Report on our 2019 certification next month. I am holding time on the Board's September agenda for FHWA to present their findings.

#### \$2 Trillion Infrastructure bill

- The latest information I have from AMPO is that there will be no further discussions on the Infrastructure Bill.
- The FAST Act expires at the end of 2020 and there is not likely to be a new federal authorization until after the 2020 election.

### NARC Fly-In

- I will be going to Washington D.C for a NARC Fly-In on Wednesday July 24 to attend a full day of meetings with NACo and NLC leadership and select Washington Representatives.
- NARC staff are working to secure meetings with: House T&I, House Problem Solvers Caucus, House Leadership, Senate Environment & Public Works, and Senate Leadership.

### The 2019 National Meeting and Training Conference COMTO

- The Conference of Minority Transportation Officials will have their National Meeting in Tampa this year from July 12-16. Eric is very active in that group. MetroPlan is a sponsor of the event.

### The Association for Unmanned Vehicle Systems International (AUVSI)

- The AUVSI & TRB will be hosting an Automated Vehicle Symposium at the Orlando World Center Marriott beginning July 15-18.

### Association of Metropolitan Planning Organizations (AMPO)

- I am serving on the AMPO Board of Directors nominating committee for election of new board members for 2020-2022 term.

### 2019 BUILD NOTICE OF FUNDING OPPORTUNITY

- The FY 2019 Appropriations Act appropriated \$900 million to be awarded by the U.S. Department of Transportation for National Infrastructure Investment grants. This program is referred to as the Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grants program. Funds for the FY 2019 BUILD Transportation Discretionary Grants program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The FY 2019 BUILD Notice of Funding Opportunity (NOFO) and related information, including initial FAQs and a schedule for public webinars, is now available on the BUILD website (<https://www.transportation.gov/BUILDgrants>). **The application deadline is July 15, 2019.**

### Strategic Plan Workshop

- Thank you to all board members for giving your time to our UCF consultant team conducting the Strategic Plan interviews and for making yourselves available last month and this month for the board workshop.
- This is very important to us as we move ahead. Thank you for your participation.

### Best Foot Forward Enforcement

- On June 19 deputies and officers from Orlando, Orange County, Kissimmee and St. Cloud participated in enforcement at 9 locations and issued over 100 warnings and citations.

#### The Floridians for Better Transportation Summer Camp

- The FBT Summer Camp begins this afternoon and runs through Friday. I will be leaving after the board meeting to attend that event

#### Regional Resiliency Collaborative

- We hosted a group from the ECFRPC on July 1 to educate us on the Regional Resiliency Collaborative...the expectations of the group and the commitment for those signing on.

#### Wekiva Parkway Open House

- I attended a pre-construction open house on July 9<sup>th</sup> in Sanford on Section 7B. The exciting news is that it is the final section of the project to enter the construction phase.



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

Outside Consultant  
 In-House Construction  
 Maintenance

## Project Status Report as of June 13, 2019

ORANGE						
SR 423 (John Young Parkway) from SR 50 to Shader Road						
FIN #	239496-3-52-01					
CONTRACT #	T5538					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765	\$27,752,000.00
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	848	\$27,755,577.80
FUND TYPE	Construction	TIME BEGAN:	1/7/2017	ELAPSED:	497	\$14,597,753.43
		WORK BEGAN:	1/7/2017	% ORIGINAL:	64.97%	52.60%
		EST. COMPLETION:	Spring 2020	% TO DATE:	58.61%	52.59%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		John Bailey	C: 407-466-4387		<a href="mailto:john.bailey@kisingercampo.com">john.bailey@kisingercampo.com</a>	
FDOT PROJECT MANAGER		Carlton Daley	O: 321-319-8129 C: 407-832-1694		<a href="mailto:carlton.daley@dot.state.fl.us">carlton.daley@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274		<a href="mailto:JomoF@southlandconstruction.com">JomoF@southlandconstruction.com</a>	
ORANGE						
SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike						
FIN #	407143-4-52-01, 407143-5-52-01, 407143-6-62-01					
CONTRACT #	T5552					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	6/08/2016	ORIGINAL:	1,050	\$75,824,482.00
FED. AID #:	MULT009R	NTP:	8/18/2016	CURRENT:	1,275	\$79,061,526.09
FUND TYPE	Construction	TIME BEGAN:	10/14/2016	ELAPSED:	969	\$58,356,377.65
		WORK BEGAN:	10/14/2016	% ORIGINAL:	92.29%	76.96%
		EST. COMPLETION:	Spring 2020	% TO DATE:	76.00%	73.81%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Robert Murphy	O: 407-875-8900 C: 813-918-6390		<a href="mailto:rpmurphy@transystems.com">rpmurphy@transystems.com</a>	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		<a href="mailto:trevor.williams@dot.state.fl.us">trevor.williams@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Neil Parekh	O: 407-737-6741 C: 305-753-8621		<a href="mailto:nparekh@princecontracting.com">nparekh@princecontracting.com</a>	
ORANGE						
SR 414 (Maitland Blvd) from SR 400 (I-4) to CR 427 (Maitland Ave)						
FIN #	424217-1-52-01					
CONTRACT #	T5625					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen of State Road (S.R.) 414 / Maitland Boulevard from east of Interstate 4 (I-4) (Hope Road) to east of County Road (C.R.) 427 (Maitland Avenue) from a suburban 4-lane facility to an urban 6-lane facility.					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	10/31/2018	ORIGINAL:	480	\$7,136,709.34
FED. AID #:	D517056B	NTP:	1/07/2019	CURRENT:	480	\$7,136,709.34
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	123	\$1,475,017.84
		WORK BEGAN:	2/6/2019	% ORIGINAL:	25.63%	20.67%
		EST. COMPLETION:	Spring 2020	% TO DATE:	25.63%	20.67%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Peter Crespi	O: 407-278-2723 C: 407-325-9728		<a href="mailto:peter.crespi@dot.state.fl.us">peter.crespi@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		David Jewett	O: 386-322-4500 C: 386-281-9042		<a href="mailto:david.jewett@mascicg.com">david.jewett@mascicg.com</a>	

## Project Status Report as of June 13, 2019

ORANGE						
SR 500/US 441 (Orange Blossom Trail) from East of Lake Doe Cove to East of SR 429						
FIN #	437338-1-52-01					
CONTRACT #	E5Z27					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from east of Lake Doe Cove to east of SR 429						
					TIME	COST
CONTRACTOR:	Masci General Contractor, Inc.	LET DATE:	6/05/2018	ORIGINAL:	420	\$4,978,322.92
FED. AID #:	N/A	NTP:	7/31/2018	CURRENT:	470	\$4,985,072.92
FUND TYPE	Construction	TIME BEGAN:	8/30/2018	ELAPSED:	284	\$3,178,418.84
		WORK BEGAN:	9/4/2018	% ORIGINAL:	67.62%	63.85%
		EST. COMPLETION:	Fall 2019	% TO DATE:	60.43%	63.76%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		<a href="mailto:ssagg@drmp.com">ssagg@drmp.com</a>	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		<a href="mailto:tammie.andrews@dot.state.fl.us">tammie.andrews@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		David Jewett	C: 386-281-9042		<a href="mailto:davidjewett@mascigc.com">davidjewett@mascigc.com</a>	

ORANGE						
SR 527/SR 426 (Orange Avenue) from South of Lake Conway Drive to North of Grant Street						
FIN #	437330-1-52-01					
CONTRACT #	T5635					
Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing Orange Avenue from south of Lake Conway Drive to north of Grant Street						
					TIME	COST
CONTRACTOR:	The Lane Construction Corp	LET DATE:	10/31/2018	ORIGINAL:	290	\$2,923,010.00
FED. AID #:	D518006B	NTP:	1/07/2019	CURRENT:	292	\$2,923,010.00
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	125	\$685,042.50
		WORK BEGAN:	2/6/2019	% ORIGINAL:	43.10%	23.44%
		EST. COMPLETION:	Fall 2019	% TO DATE:	42.81%	23.44%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		<a href="mailto:ryan.flipse@dot.state.fl.us">ryan.flipse@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Terry Carmichael	O: 407-891-9613 C: 321-303-9784		<a href="mailto:TLcarmichael@laneconstruct.com">TLcarmichael@laneconstruct.com</a>	

ORANGE						
SR 600/SR 500/US 441/US 17-92 (Orange Blossom Trail) from South of SR 482 (Sand Lake Road) to North of SR 482						
FIN #	437592-1-52-01					
CONTRACT #	T5629					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from south of Sand Lake Road to north of Sand Lake Road						
					TIME	COST
CONTRACTOR:	Florida Safety Contractors, Inc.	LET DATE:	9/26/2019	ORIGINAL:	200	\$1,369,368.97
FED. AID #:	D518002B	NTP:	2/07/2019	CURRENT:	207	\$1,369,368.97
FUND TYPE	Construction	TIME BEGAN:	2/05/2019	ELAPSED:	121	\$331,585.58
		WORK BEGAN:	2/6/2019	% ORIGINAL:	60.50%	24.21%
		EST. COMPLETION:	Fall 2019	% TO DATE:	58.45%	24.21%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		<a href="mailto:carlton.daley@dot.state.fl.us">carlton.daley@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Tom Jacobson	O: 813-982-9172 C: 727-207-7252		<a href="mailto:T.Jacobson@floridasafetycontractors.co">T.Jacobson@floridasafetycontractors.co</a>	





## Project Status Report as of June 13, 2019

ORANGE						
US 441 Resurfacing from Jones Avenue to Wadsworth Road						
FIN #	437331-1-52-01					
CONTRACT #	E5Z34					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from Jones Avenue to south of Wadsworth Road, widening right turn lanes, bicycle facilities, and drainage improvements.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors	LET DATE:	8/07/2018	ORIGINAL:	320	\$3,424,444.44
FED. AID #:	N/A	NTP:	10/08/2018	CURRENT:	341	\$3,424,444.44
FUND TYPE	Construction	TIME BEGAN:	10/29/2018	ELAPSED:	224	\$2,065,159.99
		WORK BEGAN:	10/29/2018	% ORIGINAL:	70.00%	60.31%
		EST. COMPLETION:	Fall 2019	% TO DATE:	65.69%	60.31%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		<a href="mailto:sslagg@drmp.com">sslagg@drmp.com</a>	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		<a href="mailto:tammie.andrews@dot.state.fl.us">tammie.andrews@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Mike Lemke	C: 352-601-8043		<a href="mailto:mikel@dabcon.com">mikel@dabcon.com</a>	

OSCEOLA						
SR 500 (US 192) from Aeronautical Drive to Budinger Avenue						
FIN #	239682-1-52-01					
CONTRACT #	T5530					
Conventional Pay Item						
PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal.						
					TIME	COST
CONTRACTOR:	JR Davis Construction	LET DATE:	6/24/2015	ORIGINAL:	1,100	\$37,673,820.99
FED. AID #:	N/A	NTP:	8/31/2015	CURRENT:	1,444	\$39,407,192.63
FUND TYPE	Construction	TIME BEGAN:	3/31/2016	ELAPSED:	1,166	\$35,143,989.89
		WORK BEGAN:	3/31/2016	% ORIGINAL:	106.00%	93.28%
		EST. COMPLETION:	Fall 2019	% TO DATE:	80.75%	89.18%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		<a href="mailto:jvyas@saiengr.com">jvyas@saiengr.com</a>	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		<a href="mailto:ryan.flipse@dot.state.fl.us">ryan.flipse@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		<a href="mailto:bruce.baker@jr-davis.com">bruce.baker@jr-davis.com</a>	

OSCEOLA						
SR 600/US 17-92 at Westgate Drive						
FIN #	437599-1-52-01					
CONTRACT #	E5Z47					
Lump Sum						
PROJECT DESCRIPTION: Resurfacing and changing median access at the intersection of South Orange Blossom Trail and Westgate Drive						
					TIME	COST
CONTRACTOR:	Valencia Construction Group	LET DATE:	12/04/2018	ORIGINAL:	110	\$490,000.00
FED. AID #:	N/A	NTP:	2/12/2019	CURRENT:	111	\$490,000.00
FUND TYPE	Construction	TIME BEGAN:	3/14/2019	ELAPSED:	80	\$244,349.00
		WORK BEGAN:	3/18/2019	% ORIGINAL:	72.73%	49.87%
		EST. COMPLETION:	Spring 2019	% TO DATE:	72.07%	49.87%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		<a href="mailto:ryan.flipse@dot.state.fl.us">ryan.flipse@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Vikaash Maharaj	C: 407-625-3799		<a href="mailto:vikaash@valenciacc.us">vikaash@valenciacc.us</a>	



## Project Status Report as of June 13, 2019

OSCEOLA						
SR 600/US 17-92 from West of Poinciana Boulevard to CR 535						
FIN #	239714-1-52-01					
CONTRACT #	E5Z33					
Conventional Pay Item						
PROJECT DESCRIPTION: Widening U.S. 17-92 from two to four lanes.						
					TIME	COST
CONTRACTOR:	Southland Construction, Inc.	LET DATE:	10/02/2018	ORIGINAL:	1,000	\$23,467,500.98
FED. AID #:	N/A	NTP:	12/07/2018	CURRENT:	1,005	\$23,467,500.98
FUND TYPE	Construction	TIME BEGAN:	2/5/2019	ELAPSED:	125	\$3,667,617.53
		WORK BEGAN:	2/5/2019	% ORIGINAL:	12.50%	15.63%
		EST. COMPLETION:	Fall 2021	% TO DATE:	12.44%	15.63%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		George Sawaya	C: 407-509-6396		<a href="mailto:georgesawaya@hillintl.com">georgesawaya@hillintl.com</a>	
FDOT PROJECT MANAGER		Jonathan Duazo	O: 321-319-8114 C: 407-625-5624		<a href="mailto:jonathan.duazo@dot.state.fl.us">jonathan.duazo@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		George Jaoude	C: 321-230-2559		<a href="mailto:GeorgeJ@southlandconstruction.com">GeorgeJ@southlandconstruction.com</a>	

SEMINOLE						
Widening US 17/92 from Shepard Road to Lake Mary Boulevard						
FIN #	240196-1-52-01					
CONTRACT #	T5557					
Conventional Pay Item						
PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.						
					TIME	COST
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,194	\$55,460,050.51
FUND TYPE	Construction	TIME BEGAN:	5/31/2016	ELAPSED:	1,106	\$43,422,439.43
		WORK BEGAN:	5/31/2016	% ORIGINAL:	111.72%	81.43%
		EST. COMPLETION:	Summer 2019	% TO DATE:	92.63%	78.29%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		<a href="mailto:cdavis@metriceng.com">cdavis@metriceng.com</a>	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		<a href="mailto:jeff.oakes@dot.state.fl.us">jeff.oakes@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Michael Heim	C: 954-295-2045		<a href="mailto:mheim@bergeroninc.com">mheim@bergeroninc.com</a>	

SEMINOLE						
Pedestrian Safety Improvements - Ronald Reagan Blvd. from SR 434 to north of Palmetto Avenue						
FIN #	437931-1-52-01					
CONTRACT #	T5615					
Conventional Pay Item						
PROJECT DESCRIPTION: Pedestrian safety improvements along Ronald Reagan Blvd., including construction of buffered bike lanes, on-street parallel parking, brick pavers and signal modifications.						
					TIME	COST
CONTRACTOR:	American Lighting and Signalization LLC	LET DATE:	3/28/2018	ORIGINAL:	200	\$1,435,272.80
FED. AID #:	D517088B	NTP:	5/23/2018	CURRENT:	262	\$1,435,272.80
FUND TYPE	Construction	TIME BEGAN:	6/27/2018	ELAPSED:	310	\$628,063.67
		WORK BEGAN:	6/27/2018	% ORIGINAL:	155.00%	43.76%
		EST. COMPLETION:	Summer 2019	% TO DATE:	118.32%	43.76%
No New Estimate						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Planter	O: 407-482-7847		<a href="mailto:eric.planter@dot.state.fl.us">eric.planter@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Travis Church	O: 904-886-4300 C: 904-334-7083		<a href="mailto:tchurch1@asplundh.com">tchurch1@asplundh.com</a>	

No New Estimate



## Project Status Report as of June 13, 2019

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing: an additional non-tolled, service road for local travel; a new, higher-profile bridge that is aesthetically pleasing over the Wekiva River; and, three wildlife bridges to allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve.						
					TIME	COST
CONTRACTOR:	Superior Construction Co. Southeast	LET DATE:	3/22/2017	ORIGINAL:	1,270	\$234,544,468.00
FED. AID #:	3141036P	NTP:	6/27/2017	CURRENT:	1,369	\$232,395,485.09
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	713	\$137,341,489.17
		WORK BEGAN:	10/18/2017	% ORIGINAL:	56.14%	58.56%
		EST. COMPLETION:	Early 2021	% TO DATE:	52.08%	59.10%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		<a href="mailto:arnaldo.larrazabal@rsandh.com">arnaldo.larrazabal@rsandh.com</a>	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		<a href="mailto:rick.vallier@dot.state.fl.us">rick.vallier@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		<a href="mailto:jandrews@superiorfla.com">jandrews@superiorfla.com</a>	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from Wekiva Park Road to Orange Boulevard (Wekiva Parkway Section 7A)						
FIN #	240200-2					
CONTRACT #	T5626					
Design Build						
PROJECT DESCRIPTION: This project includes 3.53 miles of limited access toll road largely along the existing State Road 46 corridor from a half mile east of Wekiva Park Road to Orange Boulevard. The project also includes design of a non-tolled road for local travel.						
					TIME	COST
CONTRACTOR:	Liberty Mutual Insurance	LET DATE:	12/06/2017	ORIGINAL:	1,454	\$108,299,973.17
FED. AID #:	3141042P	NTP:	3/02/2017	CURRENT:	1,522	\$108,374,973.17
FUND TYPE	Design Build	TIME BEGAN:	4/2/2018	ELAPSED:	435	\$31,039,616.52
		WORK BEGAN:	4/2/2018	% ORIGINAL:	29.92%	28.66%
		EST. COMPLETION:	Summer 2022	% TO DATE:	28.58%	28.64%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		David Bowden	O: 386-333-9537 C: 407-873-1905		<a href="mailto:dbowden@go-IEI.com">dbowden@go-IEI.com</a>	
FDOT PROJECT MANAGER:		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		<a href="mailto:jeff.oakes@dot.state.fl.us">jeff.oakes@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Allan Fadullon	C: 954-594-5848		<a href="mailto:a.fadullon@astaldi.com">a.fadullon@astaldi.com</a>	

SEMINOLE COUNTY						
SR 429/46 from Orange Boulevard to Rinehart Road (Wekiva Parkway Section 8)						
FIN #	240200-4					
CONTRACT #	E5Z18					
Design Build						
PROJECT DESCRIPTION: Construct 2.63 miles of limited access toll road from Orange Boulevard to east of Rinehart Road. The project will include the new Wekiva Parkway interchange at I-4 that will connect with State Road 417.						
					TIME	COST
CONTRACTOR:	Lane Construction Corporation	LET DATE:	8/22/2018	ORIGINAL:	1,400	\$253,332,000.00
FED. AID #:	D517015B	NTP:	10/26/2018	CURRENT:	1,417	\$253,332,000.00
FUND TYPE	Design Build	TIME BEGAN:	10/26/2018	ELAPSED:	227	\$54,450,000.00
		WORK BEGAN:	10/26/2018	% ORIGINAL:	16.21%	21.49%
		EST. COMPLETION:	Late 2022	% TO DATE:	16.02%	21.49%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ENGINEER		Bill Wages	O: 407-644-1898 C: 407-948-8281		<a href="mailto:bwages@metriceng.com">bwages@metriceng.com</a>	
FDOT PROJECT MANAGER:		Kevin Hayden	O: 386-943-5284		<a href="mailto:kevin.hayden@dot.state.fl.us">kevin.hayden@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Kurt Matthiasmeier	C: 407-908-3229		<a href="mailto:kwmathiasmeier@laneconstruct.com">kwmathiasmeier@laneconstruct.com</a>	



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 South Woodland Boulevard  
DeLand, Florida 32720

KEVIN J. THIBAUT, P.E.  
SECRETARY

June 17, 2019

Mr. Gary Huttman  
Executive Director  
MetroPlan Orlando MPO  
250 South Orange Avenue  
Suite 200  
Orlando, Florida 32801

RE: Fourth Quarter Variance Report (April 2019 – June 2019)

Dear Mr. Huttman:

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 2019 through June 2019. This quarter's variance report compares the July 1, 2018 adopted work program with changes made to the adopted work program in the fourth quarter of Fiscal Year 2018/2019.

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

As always, we appreciate all the opportunities that we get to work with MetroPlan Orlando staff and if you should have any additional questions or concerns please do not hesitate to contact me at 386-943-5426.

Sincerely,

Rakinya Hinson  
FDOT, District Five  
MPO Liaison

cc: Keith Caskey, Manager of Planning Services, MetroPlan Orlando  
Kellie Smith, Planning Manager, FDOT  
Anna Taylor, Government Liaison Administrator, FDOT

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	Jacobs (CH2M Hill)	SEIR	Oct-19	Not funded	Not funded		Not funded	NA	Not funded	NA
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	Hardesty and Hanover	SEIR	Dec-19	FY 2020 FY 2021	\$13.1M \$12.5M		FY 2023	\$11.8M	Not funded	NA
440314-1	Colonial Parkway from Woodbury Rd. to SR 520 (New Facility)	Orange	Henry Pinzon	Jacobs (CH2M Hill)	SEIR	Aug-19	FY 2020 FY 2021	\$13.8M \$13.7M		FY 2021 FY 2022	\$96.8M \$8.8M	Not funded	NA
441224-1	PD&E - Widen Turnpike Mainline from Kissimmee Park Road to US 192	Osceola	Rax Jung	Dewberry Engineers	SEIR	Mar-20	FY 2020 FY 2021	\$2.2M \$6.6M		FY 2020 FY 2022	\$1.1M \$1.7M	FY 2022	\$67.2M
	Lake/Orange County Connector Feasibility/PD&E Study	Lake & Orange	Glenn Pressimone	Metric Engineering	PEIR	Aug-19	Not funded	Not funded	NA	Not funded	NA	Not Funded	NA
	Poinciana Parkway (SR 538) Extension (Poinciana Parkway to CR 532)	Osceola & Polk	Glenn Pressimone	Kimley-Horn & Associates	PEIR	Oct-19	Not funded	Not funded	NA	Not Funded	NA	Not Funded	NA
	Osceola Parkway Extension (from SR 417 to Sunbridge Parkway)	Osceola & Orange	Glenn Pressimone	RS&H Engineering	PEIR Re-evaluation	Nov-19	Not funded	Not funded	NA	Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	2021	\$1,500,000	Type II CE
437174-2	SR 535 from US 192 to SR 536/World Center Drive	Osceola	2020	\$1,650,000	Type II CE
444007-1	Widen Turnpike Mainline from SR 408 to SR 50	Orange	2020	\$6,500,000	SEIR
444006-1	Widen Turnpike Mainline from Sand Lake Road to SR 408	Orange	2022	\$4,000,000	SEI/Type II CE
423374-3	Widen Turnpike Mainline from Yeehaw Junction to US 192	Osceola	2022	\$3,000,000	SEIR
	Osceola Parkway Extension (from Cyrils Dr to Nova Rd)	Osceola	2020	\$1,200,000	PEIR
	SR 414 (Maitland Blvd) Direct Connection	Orange & Seminole	2020	\$1,500,000	PEIR
	Osceola-Brevard County Connector	Osceola & Brevard	2020	\$1,500,000	Concept Feasibility & Mobility Report

FDOT D5

FTE

CFX



250 SOUTH ORANGE AVENUE  
SUITE 200  
ORLANDO, FLORIDA 32801

PH: 407.481.5672  
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June 20, 2019

Elaine L. Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: BUILD Grant Application Letter of Support for Osceola County, Florida  
Neptune Road Improvements

Dear Secretary Chao:

This letter is in support of Osceola County's 2019 BUILD grant application for widening a 3.9 mile section of Neptune Road from 2 lanes to 4 lanes. Osceola County is applying for a grant to help defray the \$63.6 million cost of widening and rebuilding Neptune Road, a critical east-west arterial that connects the county's two cities and that will enhance mobility options for those who live in Osceola County's expansive rural regions.

Osceola County is the second fastest growing county in all of Florida – behind only Sumter County (which is heavily influenced by expansion of The Villages retirement community). For a relatively nominal federal investment, this 3.9-mile long road widening project will expand transportation options for the county's exploding population, while improving connections between existing rural and urban areas. This will, in turn, help grow rural economies while providing ready access to suburban and urban areas, including SunRail, Central Florida's new commuter rail system that began serving Osceola County last summer. It also will improve freight mobility throughout the region by providing motorists with a parallel, truck-free alternative to heavily congested U.S. 192.

The planned improvements to Neptune Road also will facilitate easy access to thousands of high-wage jobs at the new NeoCity development. NeoCity is an emerging 500-acre campus of smart sensor research and development in the education, aerospace, commercial and military sectors located along the northern border of Neptune Road. The improvements will enhance access to several health care clinics, including the Osceola Regional Medical Center and the Advent Health campus in Kissimmee.

The Neptune Road project is an excellent opportunity for the federal government to partner with Osceola County for this critically needed project. In addition, the award of a BUILD grant for the Neptune Road project will demonstrate the federal leveraging power to encourage increased infrastructure funding at the state and local level.

Thank you for your consideration of Osceola County's BUILD grant application.

Sincerely,



Gary Huttman, AICP  
Executive Director



250 SOUTH ORANGE AVENUE  
SUITE 200  
ORLANDO, FLORIDA 32801

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June 20, 2019

**Secretary Elaine Chao**  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: Florida Department of Transportation (FDOT) SR 60 Passing Lanes 2019 BUILD Grant Application**

Dear Secretary Chao,

MetroPlan Orlando supports FDOT's submission of the State Road (SR) 60 Passing Lanes project for a 2019 BUILD grant. SR 60 is an important east-west traveler and freight corridor which provides critical connections to state and nationally significant facilities (I-75, US 27, US 441, and I-95). This project focuses on a rural, two-lane segment in Osceola County facing serious safety challenges due to existing constraints and dangerous driver passing behaviors. During the period 2011-2018, there were a total of 109 crashes resulting in 10 fatalities, 54 injuries and over \$1.4 million in property damage. The proposed passing lanes project will save lives, improve the reliability, and mitigate disruption on this strategic intermodal corridor.

The passing lanes project is consistent with the adopted 2040 Long Range Transportation Plan and local comprehensive plans and has the support of officials from along the corridor. This project is ready to go with concept design and cost estimate approvals with minimal impacts projected and significant long-term benefits expected. The requested BUILD funding is critical to advance the next steps of this project.

I strongly urge your favorable consideration of this 2019 BUILD grant application for improvements along a key segment of SR 60 in Florida. Your support for this project will provide for a safer and more resilient transportation network for Central Florida residents, visitors and freight/commercial vehicle operators.

Sincerely,

Gary Huttman, AICP  
Executive Director





250 SOUTH ORANGE AVENUE  
SUITE 200  
ORLANDO, FLORIDA 32801

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June 19, 2019

Ms. Tara Clark  
Program Manager  
Office of Program Management  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: LYNX Submission to FTA's Section 5339; Grants for Buses and Bus Facilities Program – NOFO  
#FTA-2019-003-TPM**

Dear Ms. Clark:

MetroPlan Orlando is excited to support the Central Florida Regional Transportation Authority, d/b/a LYNX's application for FTA's FY 2019 competitive funding opportunity *Grants for Buses and Bus Facilities Program*.

LYNX's application to replace eight (8) conventionally fueled vehicles in their fleet with battery electric buses, 20 paratransit vehicles and 10 NeighborLink vehicles with CNG vehicles aligns with Central Florida's quality of life objectives – ones we work with LYNX and other partners to achieve.

Each year, the MetroPlan Orlando Board of Directors, in their roles as the metropolitan planning organization, reaffirm their commitment to transit by allocating 30% of the region's Surface Transportation Program funds to transit capital projects. These 5339 funds will leverage our region's existing commitments to provide high quality transit to our 2.1 million residents and 75 million tourists.

We fully support LYNX in their efforts and look forward to the deployment of these battery-electric buses and CNG vehicles in our community. Thank you in advance for your consideration of this project.

Sincerely,



Gary Huttman  
Executive Director





# CURB CONT

18 **Planning** June 2019





TRANSPORTATION:  
THE CURB

# ROL

Parking is so passé. Swiftly changing mobility options and competing priorities mean planners need to practice active curb management.

By BRIAN BARTH

American Planning Association 19

# In today's urban fabric, few spaces are more c

No longer taken for granted, it seems like everyone is vying for access to that thin ribbon of limited real estate. Amid the timeless curbside ballet of cars parking; pedestrians moving from point A to point B, some with strollers or in wheelchairs; and street vendors selling their wares, new dancers are looking to cut in.

Ride-hailing services now clamor for pickup and drop-off zones. Delivery companies need a place to park while their drivers dash to your door with that pair of new sneakers (or a steaming bowl of noodles). Car-share companies want space for vehicle stations. Cycling advocates want bike lanes and bike share docks. Environmentalists want stormwater swales and electric vehicle charging stations. More recently, dockless bikes and scooters have only added to the chaos.

All this new activity swirls around, and in some cases overlaps with, the old-fashioned use for the curb—car parking—which was already plenty argued over.

"We're in the midst of a big generational change," says Jason Schrieber, AICP, a transportation planner at Stantec, a private consulting firm. "Millennials, post-millennials, even some Gen Xers, will jump in an Uber, find a bike share, jump on an e-scooter—things that are accessed at the curb, instead of in some underground garage or out back in the parking lot."

Curbs, Schrieber says, are quickly evolving from repositories for a single smog-emitting mode into hyperlocal transportation terminals, with a variety of transportation modes zipping in and out. "Curb demand in this new era is changing from cars, and particularly car storage, to people and active mobility."

## Curb dialogues

To illustrate the social costs of the nation's growing curbside chaos, Greg Rogers, director of government relations and mobility innovation at Securing America's Future Energy—and a former Uber driver—has written about what he calls "the Double Park Shuffle": the daily traffic dance of TNC (transportation network company) drivers. He lists four less-than-graceful steps:

1. A car with an Uber or Lyft logo (or perhaps both) slows down near the middle of a block.
2. The TNC driver takes their eyes off the road to look for the passenger and/or a place to pull over.
3. Failing to find either the passenger or a parking spot, the TNC driver flicks on their hazard lights and stops the car.
4. An entire lane of traffic comes to a dead halt; cyclists must weave between the TNC car and parked cars; horns honk; rude gestures are made; and everyone's blood pressure rises.

Multiply this by the four billion-plus TNC rides made daily in the U.S., a number that is growing exponentially, and you get a sense of the profound changes, not to mention dangers, at play. In San Francisco alone, TNC companies now account for about one in five vehicles on the road, and two-thirds of traffic violations.

The delivery truck situation is similar. In the past 10 years, the increase in e-commerce caused delivery truck traffic to double—there's currently one internet-based delivery a day per 25 Americans—and it's expected to double again in the next five years. A study by the University of Washington's Urban Freight Lab found that delivery trucks in downtown Seattle double-park, or otherwise park illegally, for about half of delivery stops. In Washington D.C., UPS pays more than \$1 million in parking fines annually. Given the brisk pace of the e-commerce delivery business, the fines are apparently not stiff enough to encourage greater compliance. But the costs of congestion, including tailpipe emissions from cars idling or circling for a place to park, must somehow be accounted for.

According to Schrieber, curb space in high-demand areas could be up to 30 times more valuable if reconfigured from typical paid parking to flexible pickup and drop-off terminals that accommodate rapid-fire movement of multiple transportation modes. In other words: 30 times the municipal revenue and 30 times greater trip capacity.

"That metric says we could have a lot more going on in the curb lane if it's all at a very short interval," says Schrieber. The problem, he adds, is that transportation planning still relies on old models that calculate trip and parking demand on an hourly or daily basis.

Transportation planners are currently in the throes of figuring out how to update their methods to think about curb use on a minute-by-minute



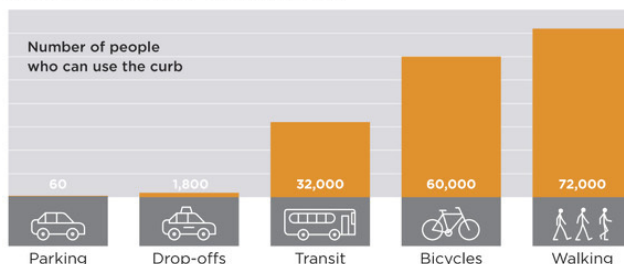
# ontested than the curb.



## HYPERLOCAL TRANSPORTATION TERMINALS

Curbs are evolving from places to merely park cars—as in Arlington, Virginia (above)—into individual multimodal hubs, with a variety of modes zipping in and out. A single parked car curbside simply can't compete with the capacity potential of taxi and TNC rides, transit stops, and bike lanes.

## CURBSIDE CAPACITY BY THE BLOCK



## A PARKING SPACE IN TIME



\*Uber, Lyft, taxi, microtransit, robot taxis. Two minutes per drop-off/pickup (average).

## WHO WANTS A PIECE OF THE CURB?

Basically, everyone. And in balancing these competing demands, ADA requirements and other accessibility considerations should be paramount.

**DRIVERS**  
(including TNC)

**PEDESTRIANS**  
(including drop-offs)

**MOBILE VENDORS**

**EMERGENCY SERVICES**

**PARKED VEHICLES**  
and electric vehicle charging

**COURIERS AND DELIVERY VEHICLES**

**TRANSIT** and transit infrastructure

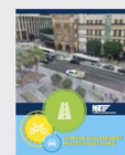
**TAXIS, TRANSPORTATION NETWORK COMPANIES,** and shuttles

**BICYCLES** and bicycle infrastructure

**LOCAL BUSINESSES**

**PARKLETS** and other streetscape elements

SOURCE: CURBSIDE MANAGEMENT PRACTITIONERS GUIDE



### CURBSIDE MANAGEMENT PRACTITIONERS GUIDE

Get best practices for curbside allocation policy and implementation.

**READ**  
[bit.ly/2ZIA9k6](https://bit.ly/2ZIA9k6)

PHOTO BY ROB CRANDALL/ALAMY; GRAPHICS BY HANAN HUSSEIN. GRAPHICS COURTESY STANTEC'S URBAN PLACES. BASED ON NACTO DATA

scale. Of course, any discussion about what’s happening on the curb must start with what’s happening beyond it, says Schrieber. “The fundamental point for planners is the hugely symbiotic relationship between a curb and the land uses it serves.”

Mapping the problem

Cities have extremely detailed maps and data on land use; curb use, not so much. At present, the location of every parking meter, parking space, sign, curb marking, bollard, and bit of street furniture is likely found somewhere in a city’s archives, but it would be much easier to make decisions about changes in curb use if that information were integrated in a single GIS system. As curb management becomes a pressing priority, the race to digitize the space between sidewalk and street is under way.

A few companies are developing tools to that end. One is COORD, an offshoot of Sidewalk Labs, a Google sister company. Its Surveyor tool employs augmented reality technology to quickly collect curb data through an iPhone app and transfer it to a central database. Users can walk down a street with the camera-based app open and mark curb conditions and infrastructure on the screen as they go. CEO Stephen

Smyth says the process is about six times faster than older manual methods and can digitize a block of curb in under three minutes.

COORD’s Curb Explorer tool then displays the data on a map interface that is tied to relevant parking, traffic, and land-use regulations. With a few key-strokes, you can pull up all the locations, say, where commercial vehicles can park to unload goods in a given neighborhood at 9 a.m. on a Tuesday. Hundreds of curb miles in New York, San Francisco, Los Angeles, and San Diego have been digitized so far.

The vision, he says, is “a curbside management platform” with “real-time information about the usage of that space—the permitted uses and the actual uses.” The platform will be made available to both local government and fleet services (e.g., Uber and UPS) through an API.

Another player is Allvision. Based in Pittsburgh, it also captures data in real time, in this case with the use of autonomous vehicles and robotics equipped with Lidar equipment. In its curb platform, Allvision Parkview, that 3-D data is aggregated with other sources and analyzed using machine learning and cloud computing to deliver “ingestible data to inventory, track, and monitor your curb real estate

MAP IT TO MANAGE IT

Technology can help cities and planners understand the rules of the road. COORD Analytics’s platform, with a new version out June 1, lets users see the rules that apply to a particular curb by day, time, and vehicle type; measure curb space allocated to different uses (e.g., passenger pickup, deliveries, and parking); and assess how parking capacity and pricing vary across an area, as in the example from San Francisco below.

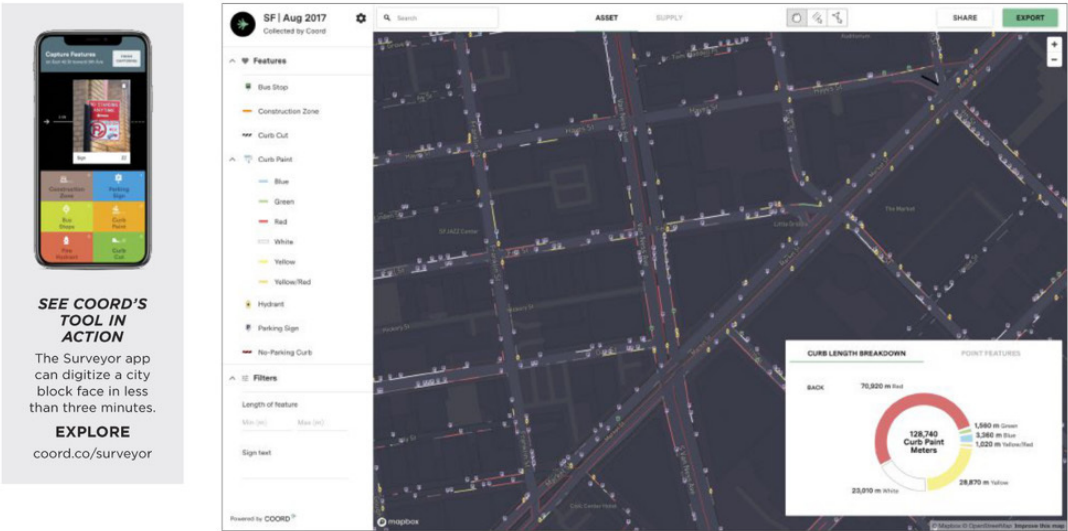


IMAGE AND MAP COURTESY COORD

and its assets," according to its website.

"Our mission," says CEO Aaron Morris, "is to turn 3-D data into digital twins of everything visible from the sidewalk, road, or rail."

Technologies like these will make it possible to answer seemingly straightforward questions, like the number of parking spots in a given part of a city, as well as tougher questions like managing commercial deliveries citywide, giving planners "all kinds of other ways to slice and dice curb space supply," says COORD's Smyth.

Buried within all this are even bigger, politically charged questions: Where should standard street parking be restricted, or eliminated, to make way for other curb uses? What circumstances would justify it? By what process is that decided?

The social and economic implications of switching to a terminal model of curb use remain fuzzily defined, but one thing is clear: "Cities are getting a lot of pressure to convert private car parking into a variety of other things," says Smyth.

Robust data can fuel the decision-making process, make it more transparent, and encourage stakeholder buy-in. A technology platform could then flesh out some of the details, like setting appropriate rates for a TNC pickup or drop-off that may last 30 seconds or a commercial delivery that might last 30 minutes. It could even be used to collect payment.

#### Beyond the curb

Tangents to the curb discussion are many. Wheeled robots, drones, and electric cargo tricycles may soon reduce the number of diesel-spewing delivery trucks hogging the curb (all three are already in use on a limited scale). Less high-tech and more widespread are delivery lockers, where goods are dropped off at a central neighborhood location, helping to curtail the double-parking shuffle (a study by Urban Freight Lab found that an installation of lockers at an apartment tower in Seattle reduced the time UPS trucks were parked out front by 70 percent).

Curbless streets are another approach. For its smart city project in Toronto, Sidewalk Labs is pitching a continual plane of pavers for both sidewalk and street, which could be illuminated in different colors and configurations to delineate changing uses. Signless, marking-free *woonerfs*—the Dutch term for curbless streets—are increasingly popular as a self-regulating approach to managing multimodal chaos.

But ideas about curb management don't mean much if they're not applied in the context of public interest and community-specific needs and values.

For example, demand-based curb pricing could produce much-needed municipal revenue—but what will it be allocated to and what stands to be lost in the process? At present, this trend is largely driven by TNC companies who stand to profit from increased curb access, even if they have to pay for it. Yet it's increasingly accepted that the recent increase in TNC ridership is responsible, at least in part, for a nationwide decrease in transit ridership—a study by Boston's Metropolitan Area Planning Council found that 42 percent of TNC trips replaced a transit trip—meaning that allocating greater curb space to ride-hailing services effectively disincentivizes investment in mass transit.

Given that mass transit is the more affordable mobility option for low-income residents, and has substantially lower greenhouse gas emissions, this would seem to be the wrong direction for curb management. Repurposing curb parking for other uses is clearly wise from both equity and environmental perspectives, however, so if TNCs can serve as a revenue-generating part of that equation, perhaps they can, in the end, bolster the greater good.

A traditional metered parking space typically serves just 15 vehicles per day, according to the National Association of City Transportation Officials, while a bus stop can serve 1,000 passengers. Half of the trips Americans make each day are less than three miles in length, yet 72 percent of those are made by car. Freeing up curb space for bike shares and scooters could help free us from the reflex of jumping in a vehicle each time we need to run an errand nearby. The more street parking that is removed, the more space there is for dedicated bus and bike lanes, and potentially for pedestrians, tree plantings, and green infrastructure for stormwater management. Demand-based curb pricing could be the key to healthier, more "complete" streets, but only if we plan it that way.

Finn Swingley, a business and solutions architect at HERE Technologies, a large "location services" platform serving the transportation and logistics industries, concurs: "There's different types of efficiencies involved in curb management that need to be traded off against each other. We need to measure not just the monetary or transactional aspects, but the public good."

#### Big vision, baby steps

Shared use mobility zones are an emerging concept that encourages eliminating small sections of street parking in a given area and refashioning them as

Freeing up curb space for bike shares and scooters could help free us from the reflex of jumping in a vehicle each time we need to run an errand nearby.



Designated ride-share pickup and drop-off zones are among the low-hanging fruit for curb interventions.

multiuse/multimode “terminals” at the beginning or end of blocks. The full SUM vision may one day be a commonplace reality, but for now cities are getting their feet wet with simple initiatives that could lead the way to more dynamic curb management.

Designated ride-share pickup and drop-off zones are among the low-hanging fruit for curb interventions. Among the cities experimenting with this approach is Washington, D.C., where curb parking in the nightlife district along Connecticut Avenue has been redesignated for that purpose from Thursday to Saturday nights starting at 10 o'clock. The three-block area, which boasts roughly 100 bars with a combined capacity of more than 17,000 people, had been served by just 60 parking spaces, leaving patrons to stumble into the street after a night of partying to meet double- and triple-parked TNC rides. Now they can meet their ride safely at the curb.

Demand-based metered parking is another trend taking root. In 2010, Seattle began surveying parking space occupancy on an annual basis and adjusting rates up or down (as well as changing the permitted duration and hours of availability) in an effort to even out supply and demand. The goal is to find an equilibrium where one to two spaces remain open on each block at any given time, the equivalent of 70 to 85 percent occupancy. A social media campaign helped spread public awareness about the project, while online maps inform residents about rate information; a “best value” icon on parking signs points drivers to places where it is cheaper to park, but perhaps a bit farther to walk to their destination.

Mary Catherine Snyder, a parking strategist with the Seattle Department of Transportation, says that nine years later, hundreds of minor changes to parking regulations have been made, and the targeted occupancy rate has started to become the norm in neighborhoods where it was once notoriously difficult to park.

“In 2010, we had three parking rates across the city and now we essentially have 90,” says Snyder. “Now we’re working on how to apply that approach to things like urban goods delivery and ride hailing and all the other expanding uses of the curb.”

This year, for example, the city rolled out a pilot program to convert on-street parking to fee-based commercial loading zones in select high-demand areas, but only from 6 to 11 a.m.—hours when street parking demand in those areas is relatively light.

“Freight delivery companies are going to stop where they need to stop because they have to deliver

their packages, and if we’re not accommodating and managing that, they’re going to stop where we don’t want them to,” says Snyder.

Snyder says that the difficulty of collecting reliable data remains a roadblock to making more complex changes to curb management. App-based parking payment systems are one readily available avenue to amass digitized parking data, but Snyder says that in Seattle only about 35 percent of parking transactions occur through the city’s app. And she points out that people who park without paying, a widespread issue, skew any data collected.

To get around these constraints, cities including San Francisco and Los Angeles have experimented with sensors that can detect parking behavior on a real-time basis. And the “smart parking” company Streetline offers machine learning software that can derive parking data from the video feeds that have become a fixture in high-density urban environments.

Beyond SUM zones and demand-based curb pricing, one can imagine a future where curb management becomes a tightly choreographed ballet of urban mobility, orchestrated by a symphony of technologies. Perhaps curb metering will advance to become more like the systems for real-time highway congestion pricing now being vigorously debated across the globe.

As autonomous vehicles enter the picture, perhaps humans would no longer need to make decisions about who gets to use the curb when and for how steep a price—algorithms would deliver us where we need to go, in concert with sneakers and steaming noodle bowls, with maximum efficiency, our credit cards charged accordingly.

That day may eventually arrive, but Snyder says that in the meantime, cities have tough choices to make as they endeavor to take tiny steps in that direction. “It will require a lot of expensive infrastructure to get to real-time congestion pricing where your car knows where you are, records the three minutes that you’re at the curb, and the system sends you a bill. And then there’s the policy aspects of implementing that. I’m a big proponent of digitizing the curb and pricing it, but a lot of technology is still conceptual at this point.”

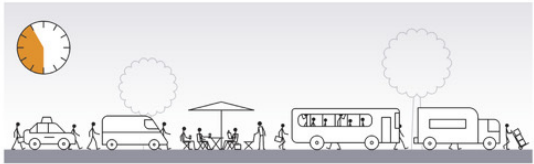
Right now, she says her goal is simply to “make parking a little more automated so people spend less time circling to find parking”—a worthy cause, given that Americans spend an average of 17 hours per year looking for parking. ■

Brian Barth is a freelance journalist with a background in urban planning. He lives in Toronto.



**THE CURB AS A SHARED-MOBILITY TRANSIT HUB**

Shared-use mobility zones are an emerging concept that encourages eliminating small sections of street parking in a given area and refashioning them as multiuse and multimode “terminals” at the beginning or end of blocks. The full SUM vision may one day be a commonplace reality, but for now, cities are getting their feet wet with simple initiatives that could lead the way to more dynamic curb management. Curbside flex zones, like those shown below, can play many roles—from public space to loading zones—and can change use over the course of the year, week, or even day.



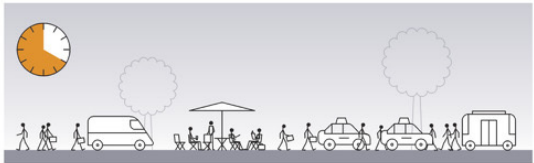
**MORNING**  
6 A.M. TO 11 A.M.

Before the peak of the morning rush, freight deliveries arrive to stock stores with their goods for the day. By 7:30 a.m., delivery vehicles give way to vehicles dropping off employees, many enjoying breakfast or coffee in a parklet on their way to work.



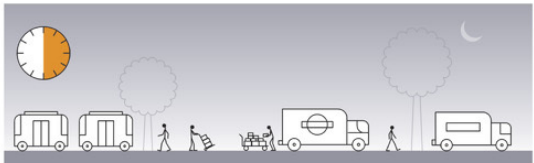
**MIDDAY**  
11 A.M. TO 4 P.M.

Late morning brings package and mail deliveries to businesses and residents. At noon, the lunch rush begins, and workers head to street vendors for their midday meals. By 2 p.m., most diners are back inside and light delivery activity continues until the evening rush.



**EVENING**  
4 P.M. TO MIDNIGHT

The evening rush stops delivery activity as street and vehicle capacity is shifted to move people instead of goods. Passenger movement continues into the evening as people grab dinner or drinks, pick up children, or head to events. Automated evening and late-night delivery activity allows for easy movement of large goods on underused streets.




**NIGHTTIME**  
MIDNIGHT TO 6 A.M.

Late at night the curb prioritizes freight vehicles. Passenger movement is at a minimum through the early hours of the morning, leaving more curb space for delivery services. Nearby storage lockers increase package delivery efficiency. In the morning, freight makes way for transit vehicles.

RENDERING COURTESY STANTEC'S URBAN PLACES; GRAPHIC BY HASSAM HUSSEIN BASED ON NACTO DATA





Planning Practice

## ADVENTURES IN THE LAND OF



The federal Opportunity Zone program is helping funnel money into underinvested neighborhoods—and the time to get involved is now.

By MINJEE KIM, PHD *Photograph by* ALYSSA SCHUKAR

SINCE THE GREAT MIGRATION OF THE EARLY 1900S, BRONZEVILLE HAS SERVED AS the economic and cultural hub of Chicago's African American communities. The one-time home of civil rights advocate Ida B. Wells, Pulitzer-prize winning poet Gwendolyn Brooks, and author Richard Wright, the South Side neighborhood is rich with architectural landmarks, cultural institutions, and prominent businesses.

But Bronzeville has suffered from a lack of new investment, population decline, and consistently high unemployment rates, even as other parts of the city emerge



For Lennox Jackson, a developer based in the Bronzeville neighborhood of Chicago, the Opportunity Zones program aligns with his mission to build responsible real estate projects throughout the city.



Investors receive significant tax benefits when they reinvest capital gains into low-income census tracts designated as Opportunity Zones.

from the Great Recession. According to the Economic Innovation Group, that's a prevalent pattern across the country: uneven economic recovery, both geographically and across different income groups.

Local community development groups have been working to breathe new life into the neighborhood. Now, the new Opportunity Zone federal tax incentive could help.

"One of the things that excites me about this program is that equity capital is now chasing projects located in the neighborhood where I've been working," says Lennox Jackson, founder and CEO of Urban Equities, Inc., a Chicago-based real estate development firm. For Jackson, the Opportunity Zones program aligns perfectly with his mission to build responsible real estate development projects throughout Chicago.

Jackson is in talks with equity investors to develop a 53-unit workforce rental housing project targeting renters making 80 percent of the Area Median Income, which translates to an asking monthly rent of \$1,800 for a 1,050-square-foot two-bedroom apartment. The equity capital is coming from an emerging class of investors showing interest in low-income communities across the nation. Those investors are attracted by the OZ incentive, which promises higher after-tax returns on their investment.

It's the injection of capital that neighborhoods like Bronzeville need, says Jackson, who has been working

for more than 20 years to revitalize the area, not only as a community-focused real estate developer, but also as the director of the Bronzeville Community Development Partnership. Up until now, attracting investment has been extremely challenging, he says.

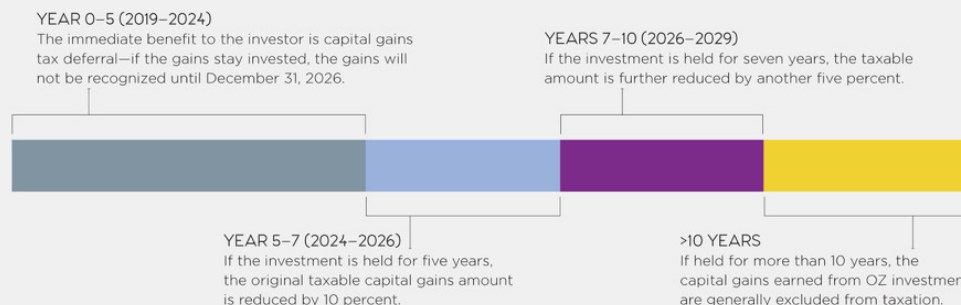
The OZ tax incentive is new—and has some of the usual growing pains that come along with that. One was the lack of clear tax regulations to take advantage of the incentive, which has been largely resolved due to the second set of regulations released by the IRS in April 2019. Another, experts say, is the lack of shovel-ready projects ripe for investment. There is also an urgency factor: Investors can reap the most benefits when they invest by the end of 2019, as the maximum amount of capital gain exclusion requires seven-year investment, a threshold that must be met by the end of 2026.

Known officially as the Investing in Opportunity Act, it was created as part of the 2017 tax bill, formerly known as the Tax Cuts and Jobs Act. Its aim is to generate new flows of capital into communities persistently suffering from disinvestment. Investors, for their part, receive significant tax benefits when they reinvest capital gains (like money earned from selling stocks or most other assets) into low-income census tracts designated as OZs.

To be eligible for the tax benefits, investors need to invest in vehicles called Qualified Opportunity Funds. QOFs must deploy capital in one of two ways. Fund managers can purchase stocks or take a

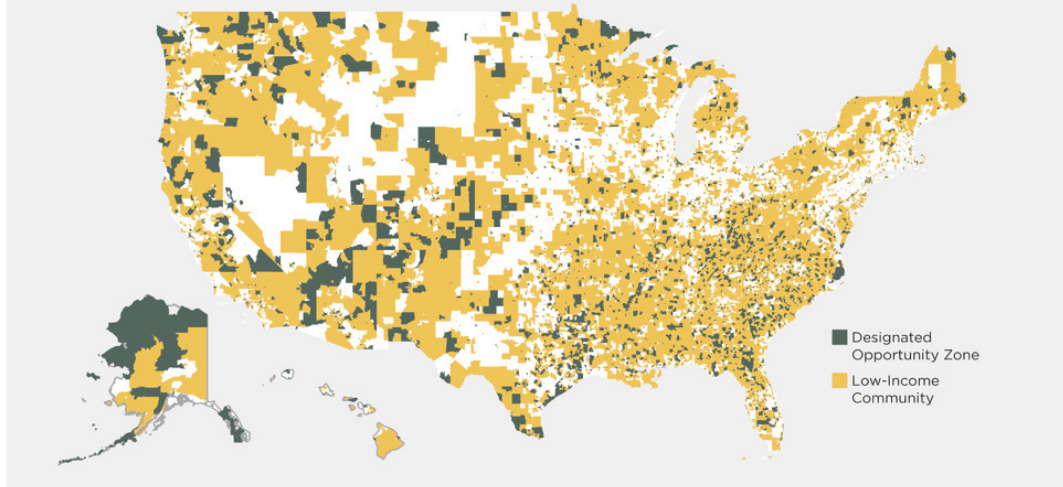
#### HOW A QUALIFIED OPPORTUNITY FUND WORKS TO BENEFIT INVESTORS

Individuals and businesses that sell an asset subject to capital gains taxation (for example, stocks, bonds, or real estate) can receive tax benefits if the gains are invested in a Qualified Opportunity Fund.



### OPPORTUNITY ZONES FROM COAST TO COAST

The OZ incentive generally allowed governors to designate up to 25 percent of a state's low-income community population tracts as qualified opportunity zones. There are 8,700 in the U.S.; for an interactive map by zip code, go to [bit.ly/2VucZPI](https://bit.ly/2VucZPI).



partnership interest in a business located in an OZ, or directly purchase tangible property used in trades or businesses within an OZ. Investors must meet minimum requirements for either option:

- Ninety percent of QOF assets must be in either of the forms discussed above: as stock or partnership interest in businesses located in OZs (if the QOF invests in subsidiary businesses), or as tangible properties within OZs, if the QOF itself operates a trade or business directly.
- For a qualified OZ business receiving investment from QOFs, 70 percent of its tangible property must be qualified OZ business property and 50 percent of its gross income must be derived from the active conduct of a trade or business in the OZ (employee work hours/wages can also be used to satisfy the gross income requirement).

Exactly what qualifies as OZ business property is highly complex and context specific, and requires advice from tax attorneys and accountants.

#### Questions and answers

OZs are quite new, and not altogether understood. But that doesn't mean planners, investors, developers,

and other interested parties are waiting around.

The concept emerged in 2015. It was developed by the Economic Innovation Group, a public policy think tank and advocacy organization based in Washington, D.C. Congress included parts of the Investing in Opportunity Act in the tax bill that passed in December 2017, and the IRS released the first set of regulations delineating many of the fine points of the law in October 2018, with the second set following in April 2019.

From a planning perspective, some policy advocates are questioning the accountability and likely community impact of the program. Researchers in think tanks like the Urban Institute and Brookings Institution, and affordable housing advocacy organizations such as Enterprise, have voiced concerns that the OZ incentive, as enacted, contains no mechanisms or guidelines for tracking where the money will go and the types of projects that will get funded. This makes it impossible to understand what impacts the investment will have on the low-income communities the program was designed to help.

Michael Novogradac, a managing partner of Novogradac & Company and a well-known expert in federal tax credits aimed at helping underserved

The way the Opportunity Zones program is structured means that gaining the biggest incentives requires starting now.

communities, has a more positive outlook. He anticipates that a “third tranche” of IRS guidance is likely to tackle such data collection and reporting issues.

Even as the rules of the game are being defined, capital has already started flowing into designated OZs. “There is no problem with money, the problem is the deals,” Kaya Bromley said at the Opportunity Zone Expo in Los Angeles in January.

“It’s hard to find deals that are shovel-ready that fit all the requirements,” she adds. Bromley represents CommunityVentures|RE, a Nevada-based real estate consulting firm whose mission is to foster real estate developments that make positive social impacts. Other industry experts at the Expo—investors, fund managers, and attorneys, as well as for-profit and nonprofit developers—echoed her position that money is chasing projects.

Interest among the investment community is continually gaining traction. CoStar, one of the largest information providers of the real estate industry, reported in February 2019 that some of the largest real estate equity investors are hurriedly moving into OZ and launching funds that will be worth billions of dollars combined. Why the rush? The way the program is structured means that gaining the biggest incentives requires starting now.

So time is running out for planning professionals and policy makers to take preemptive steps to ensure that this new flow of capital becomes a catalyst to help existing low-income communities, rather than fueling gentrification and displacement.

#### Who created these Opportunity Zones?

In December 2017, governors were given 90 days to nominate a list of census tracts to be designated as OZs. “Eligible tracts” were defined as tracts with a median income of 20 percent to 80 percent AMI, and each state was allowed to nominate up to 25 percent of the eligible tracts. Governors also had the option to include “contiguous tracts,” defined as tracts adjoining the eligible tracts with a median income at or below 125 percent AMI (limited to five percent of the total designated tracts).

The nomination process varied widely from state to state. Many did not administer a formal process for soliciting local and community input, given the short time frame. In Massachusetts, cities had just 30 days to recommend census tracts within their jurisdiction and residents could submit a nomination request online. Florida instituted a set of minimum principles, such as making sure there was at least one OZ in every county. Comments

and designation requests were considered on an on-demand basis thereafter.

California initially took a data-driven approach, which led to selections that did not fully capture the actual needs of the eligible tracts, such as one where a large student population drove down the median income. The state eventually revised their nomination after soliciting and incorporating comments from the public.

In June 2018, just six months after the nomination process started, the U.S. Treasury finalized the OZ designations certifying 8,762 OZs across the country. That is equivalent to 12 percent of U.S. census tracts.

#### Time is quickly running out

While questions are still being resolved, there is a sense of urgency. This is because according to the IIOA, investors will recognize their deferred capital gains in 2026. This essentially means that the end of 2019 is the deadline to take advantage of the seven-year tax benefit. Investors will have until the end of 2021 to be eligible for the five-year tax benefit and they will be eligible for the 10-plus year tax benefit as long as investments are made by December 31, 2036 and held for at least 10 years; the gains must be realized by the end of 2047.

#### Why should planners and policy makers pay attention?

The fact that institutional investors are looking into heretofore underinvested neighborhoods holds great potential for encouraging economic and community development there.

Community-focused developers, like Lennox Jackson of Urban Equities, are seeking to take advantage of this option. Jackson hopes that his current portfolio of OZ projects will serve as a platform to prove to investors that he can deliver healthy returns, which will help him to attract further investment. His firm has two other projects in Chicago’s OZs and he believes that these projects together have the potential to stimulate economic revitalization at the neighborhood level without displacing or marginalizing existing communities.

However, the biggest caveat of this powerful new tax incentive is that there currently is no mechanism to encourage, let alone ensure, that investments will help existing low-income communities. For example, fund managers of Qualified Opportunity Funds can develop luxury apartments or student housing, rather than affordable or workforce housing, as long as the projects are located in OZs. Given that



market-rate projects are likely to promise higher investment yields, the OZ program has the potential to fuel gentrification while bypassing those in need.

What concerns Jackson most is that the “matchmakers,” matching deals with investors, “don’t even know how to look for companies like mine.” In his view, the typical matchmakers, such as real estate and tax attorneys, brokers, and economic development corporations, are just going to work with the same types of people and projects, unless they are encouraged to do otherwise. OZ investment is likely to initiate and accelerate gentrification and displacement if the public sector does not step in to correct the anticipated market-driven course of outcome.

#### What can or should planners and policy makers do?

Both state and local governments have critical roles in shaping the flow and the use of OZ capital. Most importantly, public leadership needs to highlight investment opportunities with positive social and environmental impacts to further the tax incentive’s original intent: to promote economic growth and revitalization in disinvested parts of America for the benefit of existing low-income communities.

**PROMOTE SHOVEL-READY PROJECTS THAT HAVE SOCIAL IMPACT.** Public agencies should strive to become alternative matchmakers, identifying and marketing opportunities that promise good financial returns and help existing low-income residents to grow. The public sector must first identify their priorities, which could include developing affordable and workforce housing or supporting minority-owned and legacy businesses, for instance.

The leadership role undertaken by Erie, Pennsylvania, is exemplary in this regard. “We truly care about inclusive and equitable growth,” says Brett Willer, the director of capital formation at Erie’s Flagship Opportunity Zone Development Company. “We tried to be intentional . . . so that we are cultivating and promoting projects with positive social impact.” Flagship is advised by a committee composed of civic leaders representing business, government, and community interests, which evaluates potential projects’ financial viability and social impacts then actively promotes such projects to potential investors.

**CREATE NEW FINANCIAL INCENTIVES OR LEVERAGE EXISTING ONES.** New financial incentives, such as preferential treatments on state-level capital gains



Erie’s OZ projects seek to foster cultural diversity and vibrant neighborhoods.

#### ERIE, PENNSYLVANIA’S GUIDING PRINCIPLES

Erie’s Flagship Opportunity Zone Development Company works to cultivate and promote projects with positive social impact. Erie looks for projects that encourage:

##### CULTURAL DIVERSITY

- Provides for inclusivity of the diverse set of residents
- Positively contributes to the identity of the neighborhood or city
- Has a plan to include a diverse set of stakeholders
- Provides for minority-, women-, or veteran-owned businesses

##### WELCOMING AND VIBRANT NEIGHBORHOODS

- Meets with neighborhood organizations/stakeholders and provides opportunity for public input
- Aligns with existing city plans and neighborhood strategic plans
- Includes employment opportunities for the neighborhood
- Has an affordable or workforce housing component
- Cleans up a blighted or underutilized area
- Enhances public space
- Increases access to high-quality products and services to neighborhood residents
- Positively contributes to the identity of the neighborhood or city

##### EDUCATION

- Improves the likelihood that young people will stay in Erie
- Addresses the negative effects of brain drain
- Includes components of financial literacy and/or home buyer education and equity training

##### DESIGN AND OPERATIONAL BEST PRACTICES

- Provides for on-site rainwater retention
- Achieves LEED, WELL Building Standards, or Portfolio Manager Technical Reference standards (or an equivalent)
- Goes above and beyond regulations relative to indoor and outdoor air pollution, light pollution, and/or passive design

## RESOURCES

### FROM APA

Read the APA blog for new posts on OZ Treasury regulations and innovative approaches that communities and states are using to attract investors for shovel-ready projects: [planning.org/blog](http://planning.org/blog).

APA's Planning Home initiative promotes inclusive strategies designed to make it possible for all people to live near where they learn, play, and work: [planning.org/home](http://planning.org/home).

### MORE

The Economic Innovation Group hosts a map and locator tool of opportunity zones: [eig.org/opportunityzones](http://eig.org/opportunityzones).

Enterprise Community's webinar on state and local policies to attract investment and prevent displacement: [bit.ly/2LFCxeW](http://bit.ly/2LFCxeW).

Erie, Pennsylvania's OZ Investment Prospectus: [flagshipopportunityzone.com](http://flagshipopportunityzone.com).

tax and local real estate tax and grant programs, can propel OZ projects. Existing incentives can also be leveraged. At the state level, existing tax credit programs such as New Market Tax Credits, Historic Tax Credits, and Low-Income Housing Tax Credits can be aligned with the OZ program to make it easier for developers to tap into multiple incentives at the same time.

At the local level, tax increment financing and municipal bonds can be leveraged to channel the flow of OZ-induced investment into the projects that are most in need. In Washington, D.C., Mayor Muriel Bowser committed \$24 million for OZ-derived projects that support affordable housing, workforce development, and the growth of small businesses.

**CONSIDER PUBLICLY OWNED LAND.** State and local governments can think strategically and creatively about government-owned land within OZs. For example, parcels can be leased or sold to developers at less than market value for an affordable housing project. Governments, therefore, need to have updated databases of publicly owned land, identify the types of developments they would like to see on these sites, determine what potential public subsidy packages might look like, and select and work with development partners.

**EXPEDITE THE ENTITLEMENT PROCESS.** Fast action matters to developers and investors in OZs because significant improvements must be made to the property within 30 months to be eligible for tax benefits.

In 2018, California passed a bill exempting projects financed by Qualified Opportunity Funds from the state's environmental impact review when certain requirements are met. Similarly, local governments can set up a designated unit within their planning and zoning division to oversee OZs and offer expedited review processes. Long Beach, California, has created an online mapping tool that shows where OZs overlap with areas where expedited land entitlements are allowed and where certain land-use regulations may be waived.

### The road ahead

In a program where there are still many unknowns, there remains a particularly thorny problem to tackle: How to encourage an equitable distribution of investment across communities with varying market competitiveness, when states and localities have to compete for scarce resources.

Several journalists and policy advocates have

aired concerns that OZ capital will inevitably flow into the urban neighborhoods that hardly need the help. The Boston Globe reported in May 2018 that two Massachusetts OZs located in Somerville have real estate markets that are already "thriving," teeming with recently completed, under construction, and planned real estate developments.

In contrast, the same article shows little optimism for OZ-driven investment to make an impact in the state's "Gateway Cities" like Fall River or New Bedford—older, smaller, formerly industrial cities in desperate need of investments.

State and local leadership will become all the more important in balancing the spatial distribution of OZ-induced investments. States can establish a clearinghouse for OZ investors and highlight the places and projects anticipated to make a greater social impact.

This again means that states need to identify their priority projects and places, baking those priorities into their selection criteria for awarding additional incentives or preferential regulatory treatments. Although no state has yet to step up to such a level of civic leadership, many, including Maryland, have created map-based platforms where projects looking for OZ investment can upload their development proposals, making it easier for potential investors to find deals to invest in.

Actions taken by local governments will also make an impact. In places where the real estate market is already strong, localities can adopt or strengthen their regulatory exaction programs, such as inclusionary zoning, linkage fees, and hiring and wage standards. Such action will not only help localities to maximize the exaction packages but also encourage developers and investors to turn their attention to alternative investment opportunities that they might not have considered otherwise.

The land of OZ, as some would call it, is still largely uncharted terrain. This, in fact, presents an invaluable opportunity for planners and policy makers to make a meaningful impact.

Well-crafted public policies and interventions will become the keys to unlock the positive effects of OZs. It is time that planning engages deeply with the equity concerns surrounding OZs and takes bold steps to ensure that OZ-induced capital reaches the places that need it the most and is used for projects and activities benefiting existing low-income communities. ■

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