



DATE: Wednesday, December 11, 2019

TIME: 9:00 a.m.

Wireless access available
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Commissioner Betsy VanderLey, Board Chairwoman, Presiding

PLEASE SILENCE CELL PHONES

- | | | |
|------|--|-----------------------|
| 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 | Mayor McDonald |
| | 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 November 13, 2019 Board meeting**
- B. Approval of Financial Report for October 2019**
- C. Approval of Travel Report for October 2019**
- D. Approval of NARC Travel in 2020 for Commissioner Dallari**
- E. Authorization of Board Officer Travel in 2020**
- F. Authorization of TDLCB Board and Committee Member Travel in 2020**
- G. Approval of contribution to the University of Central Florida Foundation for the Urban & Regional Planning Program's Distinguished Lecture Series**

IX. OTHER ACTION ITEMS

- A. Approval of the Amendment to 2040 LRTP (Roll Call Vote) (Tab 2)**
Mr. Alex Trauger - MetroPlan Orlando Staff
- B. Approval of the Project Priority List Amendment (Tab3)**
Mr. Alex Trauger - MetroPlan Orlando Staff
- C. Approval of the FDOT Amendment to FY 2019-2010 to 2023-2024 TIP (Tab 4)**
(Roll Call Vote) Mr. Keith Caskey - MetroPlan Orlando Staff
- D. Approval of the FDOT FTE Amendment to FY 2019-2020 to 2023-2024 TIP (Tab 5)**
(Roll Call Vote) Mr. Keith Caskey - MetroPlan Orlando Staff
- E. Discussion & Approval of 2020 Legislative Priorities (Tab 6)**
Ms. Virginia Whittington - MetroPlan Orlando Staff
- F. Approval of MetroPlan Orlando Strategic Plan (Tab 7)**
Ms. Virginia Whittington - MetroPlan Orlando Staff
- G. Election of Board Officers (Tab 8)**
Mr. Steve Bechtel

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 9)

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

C. FY 2018-2019 Federally Funded Projects

This document can be accessed on the MetroPlan Orlando website at: <https://metroplanorlando.org/wp-content/uploads/Fed-Projects-1819.pdf>

D. Memo from Mr. Huttman re: BEBR 2019 Population Estimates

E. Variance Objection Response Letter

F. Featured Articles and Research

Inclusive Urbanization: 7 Key Insights for Making Tech Work for People: How can city leaders build a roadmap for inclusive, sustainable urbanization?

https://citypossible.com/inclusive-urbanization-7-key-insights-for-making-tech-work-for-people/?cmp=3rdemail.mastercard.pcs.global.incl-urb.b2b.RouteFifty..content.enews_inline

ITE Journal, November 2019

http://www.nxtbook.com/ygsreprints/ITE/G110939 ITE_November2019/index.php#/1

XI. OTHER BUSINESS/PRESENTATIONS

A. FDOT District 5 Five Year Work Program – Ms. Loreen Bobo, FDOT

B. FDOT FTE 5 Years Work Program – Ms. Carol Scott, FTE

C. ATTAIN – USDOT Grant for Advanced Transportation and Congestion Management Technologies Deployment Initiative
Mr. Jeremy Dilmore, FDOT

XII. PUBLIC COMMENTS (GENERAL)

XIII. NEXT MEETING: Wednesday, February 12, 2020

XIV. 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 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 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, November 13, 2019

TIME: 9:00 a.m.

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

Commissioner Betsy VanderLey, Board Chairwoman, Presided

Members

Hon. Jose Alvarez, City of Kissimmee
Hon. Pat Bates, City of Altamonte Springs
Hon. Jerry L. Demings, Orange County
Hon. Buddy Dyer, City of Orlando
Hon. Samuel B. Ings, City of Orlando
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Dale McDonald, Municipal Advisory Committee
Hon. Christine Moore, Orange County
Hon. Maribel Gomez Cordero for 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. Benton Bonney, Transportation Systems Management & Operations Committee
Mr. Will Hawthorne, Technical Advisory Committee

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

Members/Advisors not in Attendance:

Hon. Emily Bonilla, Orange County
Hon. Bob Dallari, Seminole County
Mr. M. Carson Good, GOAA
Hon. Cheryl L. Grieb, Osceola County
Vacant, Central Florida Expressway Authority
Hon. Bryan Nelson, City of Apopka
FDOT Secretary Mike Shannon, District 5
Hon. Jeff Triplett, City of Sanford

Staff in Attendance:

Mr. Steve Bechtel, Mateer & Harbert
Mr. Gary Huttman
Mr. Jason Loschiavo
Mr. Keith Caskey
Mr. Nick Lepp
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
Mr. Mighk Wilson
Ms. Leilani Vaiaoga
Ms. Lara Bouck
Ms. Sarah Larsen

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Betsy VanderLey called the meeting to order at 9:00 a.m. and welcomed everyone. Mayor Buddy Dyer led the Pledge of Allegiance.

II. CHAIRMAN'S ANNOUNCEMENTS

Commissioner VanderLey called upon Mayor Dyer who provided a report on the October 31st Commuter Rail Commission meeting. Mayor Dyer reported that at the meeting Secretary Shannon provided an update on the \$34 million that will become available if Phase II North is not completed. He added that a letter to DOT is being prepared that will be signed by the five funding partners requesting postponing action regarding these funds. Mayor Dyer noted that SunRail was at 78% ridership for September and expected to meet their goal in 2019. SunRail, he added, was starting a 'Let's go Zero' campaign targeting vehicles that stop on the tracks and signal construction for quiet zones has been completed in Seminole County, Maitland,

Orange County and Winter Park. Mayor Dyer reported that Positive Train Control testing is underway and expected to be completed in December 2019 and SunRail fare enforcement efforts are also underway.

Mr. Huttman provided a report on the October 30th MPOAC meeting. He reported that MPOAC Director, Mr. Carl Mikyska spoke about Work Program activities and announced the 2020 MPOAC Weekend Institute will be held March 20-22 in Orlando and April 17-19 in Tampa. In addition, Mr. Mikyska provided a 2019 legislative update. Mr. Huttman noted that attendees heard a discussion on the PL distribution formula and a presentation from DOT on consolidating FHWA and FTA grants. The next MPOAC meeting, he added, is scheduled on January 30, 2020.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman called attention to the numerous events staff participated in since the September Board meeting. He recognized alternates in attendance Commissioner Maribel Gomez Cordero for Commissioner Siplin and Vice Mayor Doug Bankson for Mayor Nelson. Mr. Huttman called attention to recent Best Foot Forward enforcement efforts and the launch of Best Foot Forward in Seminole County October 2nd. He noted other events staff participated in including the Blue Zones Project, City of Edgewood quiet zones unveiling and Blind Americans Day. Mr. Huttman reported that he attended the AMPO Conference October 21-25 and the NARC Conference October 27-30. He thanked board and committee members who attended the Strategic Plan Retreat October 16th

IV. CONFIRMATION OF QUORUM

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

V. AGENDA REVIEW

Mr. Huttman stated under Agenda item VIII.C. the correct travel report for August was in the supplemental folders. In addition, under agenda Item VIII. E. discussion is needed regarding a conflict with the November Board meeting date.

VI. COMMITTEE REPORTS

Mayor Dale McDonald reported that MAC met on November 7th and celebrated with their member from the City of Edgewood, on the quiet zone established in the city. MAC recommended approval of an amendment to the Transportation Improvement Program, and approval of the 2020 meeting schedule. He noted that MAC presentations included updates on the Orlando Sanford International Airport and the Florida Transportation Plan.

Mr. Atlee Mercer reported that Community Advisory Committee members met on October 23rd and Vice Chairwoman Sarah Elbadri chaired the meeting. CAC members, he noted, recommended approval of an amendment to the Transportation Improvement Program, appointed an Officer Selection Subcommittee and recommended approval of the 2020 Board & Committee Meeting Schedule. Mr. Mercer reported that committee members received updates on the 2045 Florida Transportation Plan; activities at the Orlando Sanford International Airport; and requirements of the Florida Sunshine Law. In addition, CAC members

watched an excerpt from national transit expert Jarrett Walker's speech earlier this year to the Orlando Economic Partnership.

Mr. Will Hawthorne reported that Technical Advisory Committee members met on October 25th and recommended approval of the TIP amendment requests for the LYNX roll forward and LYMMO electric bus projects. TAC members also appointed the members of the Officer Selection Subcommittee and recommended approval of the 2020 Board and committee meeting schedule. Presentations, he noted, included the 2045 Florida Transportation Plan, the Orlando Sanford International Airport and an update on Florida Sunshine Law requirements.

Mr. Benton Bonney reported that the Transportation Systems Management & Operations Committee met on October 25th and approved the August 23, 2019, TSMO Meeting Minutes and amendments to the FY 2019/20 - 2023/24 TIP. TSMO members, he noted, also approved an Officer Selection Subcommittee and the proposed 2020 Board/Committee Meeting Schedule. Committee members had presentations from Ms. Judy Pizzo, FDOT on the 2045 Florida Transportation Plan, and Mr. Dale Cody, Metrics on the Osceola County TSMO Strategic Plan. In addition, TSMO members were encouraged to participate in the Great American Teach-In being held in Seminole County Public Schools on November 12th and Orange County Public Schools on November 21st.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

A. Approval of Minutes from September 11, 2019 Board meeting

B. Approval of Financial Report for August & September 2019

C. Approval of Travel Report for August & September 2019

D. Approval of FY 20 Budget Amendment #3

E. Approval of 2020 Board and Committee Meeting Schedule

MOTION: Commissioner Viviana Janer moved approval of Consent Agenda, Action Items A-D with Agenda Item VIII.E. pulled for discussion. Mayor Dale McDonald seconded the motion, which passed unanimously.

Board members discussed the conflict with the November 2020 board meeting falling on Veteran's Day. Staff reported that a November meeting is needed and options include rescheduling the meeting in October, which would require shuffling other committee meetings, or moving the meeting to November 18th, a week later.

MOTION: Commissioner Mayra Uribe moved approval of moving the November 2020 board meeting to November 18th. Commissioner Samuel Ings seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. Approval of the TIP Amendments

Mr. Keith Caskey, MetroPlan Orlando staff, requested approval of the FY 2019/20 - 2023/24 Transportation Improvement Program (TIP) being amended to include funds rolling forward from FY 2018/19 to FY 2019/20 for LYNX's transportation disadvantaged program and a \$2 million FTA grant for LYNX to purchase 7 new battery electric buses (BEBs) for the LYMMO downtown circulator. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff, the draft resolution, and a press release regarding the BEB project.

MOTION: Commissioner Samuel Ings moved approval of the amendments to the FY 2019/20 - 2023/24 Transportation Improvement Program. Commissioner Christine Moore seconded the motion, which passed unanimously (Roll call vote conducted).

B. Approval & Acceptance of the Annual Financial Report & Audit

Mr. William Blend, Moore Stephens Lovelace gave a presentation on the MetroPlan Orlando audit for the fiscal year ending in June 2019. He reviewed the deliverables and reports, required communications and financial highlights. The required audit letter was provided.

MOTION: Commissioner Viviana Janer moved approval of the annual financial report and audit. Commissioner Mayra Uribe seconded the motion, which passed unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

A. Executive Director's Report

B. FDOT Monthly Construction Status Report

C. FDOT Quarterly Variance Report

D. Air Quality Status Report

E. Historical Air Quality Report – 2010-2019

F. Correspondence from Amanda Day re: Best Foot Forward

G. Legal Opinion from Mr. Steve Bechtel re: Florida Sunshine Law Requirements

H. 2020 Legislative Priorities and Positions

I. Featured Articles and Research

NBC News: Some states are charging extra for drivers who buy electric vehicles

<https://apple.news/A3vcVBnX1SDiXpTuqDwBMdw>

City Lab: Should Electric Vehicle Drivers Pay More Per Mile?

https://www.citylab.com/transportation/2019/07/electric-vehicles-gas-tax-mileage-fees-highway-trust-fund/594466/?utm_campaign=citylab-daily-newsletter&utm_medium=email&silverid=%25%25RECIPIENT_ID%25%25&utm_source=newsletter

ENO Center for Transportation: Measure M: Lessons from a Successful Transportation Ballot Campaign

<https://www.enotrans.org/etl-material/measure-m-lessons-from-a-successful-transportation-ballot-campaign/>

Governing: Its Been a Rough Year for Mass Transit

https://www.governing.com/columns/assessments/gov-transit-disconnect.html?utm_term=COMMENTARY%20%7C%20It%27s%20Been%20a%20Rough%20Year%20for%20Mass%20Transit&utm_campaign=State%20Transportation%20Funding%20Boosts%20Can%27t%20Replace%20Federal%20Dollars%2C%20Road%20Builders%20Say&utm_content=email&utm_source=Act-On+Software&utm_medium=email

Route Fifty: These Are the Places Where Walking is a Transportation Option

<https://www.routefifty.com/infrastructure/2019/06/these-are-places-where-walking-transportation-option/157952/>

MOTION: Commissioner Samuel Ings moved approval of the information items for acknowledgement. Mayor Dale McDonald seconded the motion, which passed unanimously.

XI. OTHER BUSINESS/PRESENTATIONS

A. Florida Transportation Plan (FTP) 2045

Ms. Judy Pizzo, FDOT, gave a presentation on FDOT's 2045 Florida Transportation Plan. She reviewed what the Florida Transportation Plan is, why it is important, the three main elements, vision, policy and Implementation and the goals of the plan. She reported that the plan has a 25 year horizon. Ms. Pizzo noted that FDOT was looking for input from throughout the District. She reported that two subcommittees have been formed that include Automated, Connected, Electric and Shared (ACES) vehicles and Resilience. A third subcommittee is being planned. Ms. Pizzo explained what would be done with the input received and she provided information on upcoming FTP events and meetings.

B. Orlando Sanford International Airport Update

Ms. Diane Crews, Orlando Sanford Airport Authority, gave a presentation on the latest activities at the Airport. Ms. Crews provided passenger statistics, airport ranking, airlines and their markets and economic impact information for Orlando Sanford International Airport. She reviewed the current projects and the non-aviation master plan. Ms. Crews called attention to events planned for 2020 including an Aviation Day and an Air Show.

C. CAV Readiness Update

Mr. Eric Hill, MetroPlan Orlando Staff, gave an update on the CAV Readiness Study. Mr. Hill provided information on the study selection process and steering committee, the themes and tasks associated with the project. He provided examples of connected vehicles and automated vehicles and the technology associated with each. In addition he reviewed Technical Memorandums one and two; potential opportunities, CAV pilot deployments in the region, challenges of technology and the public engagement that has been part of the CAV Readiness Study. Discussion ensued regarding the impact of an impending data shift, sensors used, vehicles reaction to signals and how they communicate with traffic cameras and other vehicles.

XII. PUBLIC COMMENTS (GENERAL)

None.

XIII. NEXT MEETING: Wednesday, December 11, 2019

XIV. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 10:12 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 11th day of December 2019.

Commissioner Betsy VanderLey, Chairwoman

Ms. Cathy Goldfarb,
Senior Board Services Coordinator/ Recording Secretary

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 10/31/19**

ASSETS

Operating Cash in Bank	\$	812,082.78
Petty Cash	\$	125.00
SBA Investment Account	\$	1,705,294.30
FL CLASS Investment Account	\$	1,561,152.42
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	33,230.41
Accounts Receivable - Grants	\$	375,975.85
Fixed Assets-Equipment	\$	691,047.26
Accumulated Depreciation	\$	(461,986.27)

TOTAL ASSETS:	\$	4,736,921.75
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LIABILITIES

Accrued Personal Leave	\$	294,956.30
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TOTAL LIABILITIES:	\$	294,956.30
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	33,230.41
Deposits	\$	20,000.00
Unassigned:	\$	4,388,735.04

TOTAL EQUITY:	\$	4,441,965.45
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TOTAL LIABILITIES & EQUITY:	\$	4,736,921.75
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 10/31/19

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 302,266.61	717,967.47	\$ 5,789,688.00	5,071,720.53	12.40%
State Revenue	\$ (3,249.32)	26,213.43	\$ 285,945.00	259,731.57	9.17%
Local Revenue	\$ 26,808.00	98,432.00	\$ 1,207,829.00	1,109,397.00	8.15%
Interest Income	\$ 5,746.30	25,108.46	\$ 90,000.00	64,891.54	27.90%
Other	\$ 0.00	0.01	\$ 12,500.00	12,499.99	0.00%
Contributions	\$ 5,000.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 304,082.00	304,082.00	0.00%
Local Match - Transfers In	\$ 842.12	6,779.09	\$ 183,659.00	176,879.91	3.69%
TOTAL REVENUES:	\$ 337,413.71	\$ 899,500.46	\$ 7,898,703.00	\$ 6,999,202.54	11.39%
EXPENDITURES					
Salaries	\$ 122,682.01	438,758.90	\$ 1,754,556.00	1,315,797.10	25.01%
Fringe Benefits	\$ 40,620.01	145,273.08	\$ 569,936.00	424,662.92	25.49%
Local Match - Transfers Out	\$ 842.12	6,779.09	\$ 183,659.00	176,879.91	3.69%
Audit Fees	\$ 11,000.00	26,000.00	\$ 40,000.00	14,000.00	65.00%
Computer Operations	\$ 5,425.50	24,937.91	\$ 61,443.00	36,505.09	40.59%
Dues & Memberships	\$ 531.10	7,151.85	\$ 19,978.00	12,826.15	35.80%
Equipment & Furniture	\$ 0.00	1,599.58	\$ 14,200.00	12,600.42	11.26%
Graphic Printing/Binding	\$ 57.00	3,037.58	\$ 32,541.00	29,503.42	9.33%
Insurance	\$ 2,095.76	6,848.26	\$ 33,014.00	26,165.74	20.74%
Legal Fees	\$ 0.00	3,630.50	\$ 42,000.00	38,369.50	8.64%
Office Supplies	\$ 2,948.08	7,579.67	\$ 38,412.00	30,832.33	19.73%
Postage	\$ 10.60	588.40	\$ 3,500.00	2,911.60	16.81%
Books, Subscrips/Pubs	\$ 33.89	5,098.15	\$ 7,721.00	2,622.85	66.03%
Exec. Dir 457 Def. Comp.	\$ 1,153.84	3,653.86	\$ 18,000.00	14,346.14	20.30%
Rent	\$ 24,279.48	100,355.42	\$ 303,092.00	202,736.58	33.11%
Equipment Rent/Maint.	\$ 1,485.18	6,053.92	\$ 24,157.00	18,103.08	25.06%
Seminar & Conf. Regist.	\$ 597.70	4,310.20	\$ 24,905.00	20,594.80	17.31%
Telephone	\$ 476.42	1,223.98	\$ 9,730.00	8,506.02	12.58%
Travel	\$ 3,387.91	9,842.89	\$ 58,600.00	48,757.11	16.80%
Small Tools/Office Mach.	\$ 166.19	400.58	\$ 1,200.00	799.42	33.38%
HSA/FSA Annual Contrib.	\$ 0.00	1,750.00	\$ 12,500.00	10,750.00	14.00%
Computer Software	\$ 0.00	0.00	\$ 7,500.00	7,500.00	0.00%
Contingency	\$ 0.00	0.00	\$ 8,184.00	8,184.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	928.00	\$ 3,530.00	2,602.00	26.29%
Pass-Thru Expenses	\$ 0.00	0.00	\$ 1,219,729.00	1,219,729.00	0.00%
Consultants	\$ 133,793.93	212,133.82	\$ 3,266,131.00	3,053,997.18	6.49%
Repair & Maintenance	\$ 0.00	190.00	\$ 1,200.00	1,010.00	15.83%
Advertising/Public Notice	\$ 860.68	2,330.59	\$ 11,455.00	9,124.41	20.35%
Other Misc. Expense	\$ 931.15	2,751.56	\$ 14,690.00	11,938.44	18.73%
Contributions	\$ 0.00	100,000.00	\$ 100,950.00	950.00	99.06%
Educational Reimb.	\$ 0.00	0.00	\$ 1,690.00	1,690.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	1,000.00	\$ 10,500.00	9,500.00	9.52%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 353,610.55	\$ 1,124,207.79	\$ 7,898,703.00	\$ 6,774,495.21	14.23%
AGENCY BALANCE:	\$ (16,196.84)	\$ (224,707.33)			



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - October 2019

Traveler: Eric Hill
Dates: October 3-4, 2019
Destination: Washington, D.C.
Purpose of trip: TCRP SG-17 Meeting
Cost: \$654.22
Paid By: TRB

Traveler: Gary Huttman
Dates: October 21-25, 2019
Destination: Baltimore, MD
Purpose of trip: AMPO Annual Meeting
Cost: \$2,202.49
Paid By: MetroPlan Orlando Funds

Traveler: Gary Huttman
Dates: October 27-30, 2019
Destination: Scottsdale, AZ
Purpose of trip: NARC Executive Directors Meeting
Cost: \$1,753.27
Paid By: MetroPlan Orlando Funds

Traveler: Commissioner Robert Dallari
Dates: October 27-30, 2019
Destination: Scottsdale, AZ
Purpose of trip: NARC Board Retreat
Cost: \$1,375.31
Paid By: MetroPlan Orlando Funds



Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Board Member Travel for 2020

Reason: MetroPlan Orlando's Travel Policy requires Board approval of travel by Board members, Committee members or community representatives.

Summary/Key Information: Approval is requested for Commissioner Dallari to travel to meetings of the National Association of Regional Councils (NARC) in his capacity as a Board member of the organization.

All travel by Board members is included in the monthly travel reports that are provided to the full Board.

MetroPlan Budget Impact: Travel will be in keeping with funding provided in our approved budget for FY2019/2020 and FY2020/2021.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval of this request.

Supporting Information: N/A



Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: VIII.E. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Board Officer Travel for 2020

Reason: MetroPlan Orlando's Travel Policy requires Board approval of travel by Board members, Committee members or community representatives.

Summary/Key Information: It is sometimes necessary for Board Officers to travel to Washington, DC, Tallahassee, Florida and to other locations in or out- side of Florida for business purposes on short notice. Therefore, approval is requested for Board Officers to travel to these locations as necessary between January 1 and December 31, 2020.

All travel by Board members is included in the monthly travel reports that are provided to the full Board.

MetroPlan Budget Impact: Travel will be in keeping with funding provided in our approved budget for FY2019/2020 and FY2020/2021.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval of this request.

Supporting Information: N/A



Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: VIII.F. (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of TDLCB Board and Committee Member Travel for 2020		
Reason:	MetroPlan Orlando’s Travel Policy requires Board approval of travel by Board members, Committee members or community representatives.		
Summary/Key Information:	<p>It is sometimes necessary for Board and Committee Members of the TDLCB to travel to Tallahassee, Florida and to other locations in or out- side the State of Florida for business purposes on short notice. Therefore, approval is requested for TDLCB Board and Committee Members to travel to these locations as necessary between January 1 and December 31, 2020.</p> <p>All travel by Board and Committee members is included in the monthly travel reports that are provided to the full Board.</p>		
MetroPlan Budget Impact:	Travel will be in keeping with funding provided in our approved budget for FY2019/2020 and FY2020/2021.		
Local Funding Impact:	None		
Committee Action:	CAC:	N/A	
	TSMO:	N/A	
	TAC:	N/A	
	MAC:	N/A	
Staff Recommendation:	Recommends approval of this request.		
Supporting Information:	N/A		



Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: VIII.G. (Tab 1)

Roll Call Vote: No

Action Requested: To approve a contribution to the University of Central Florida Foundation to support the Distinguished Lecture Series sponsored by the Master's Program in Urban and Regional Planning.

Reason: To support our partnership with the University of Central Florida, especially with the College of Health and Public Affairs where the graduate program in Urban & Regional Planning is located.

Summary/Key Information: This series consists of two or three lectures each academic year featuring prominent scholars, authors and industry leaders on topics being emphasized in the curriculum, including transportation. The target audience is students, faculty members and practitioners but events are open to the general public as well.

This contribution will be the first annual payment of MetroPlan's second 5-year pledge, approved by the Board in December 2018.

MetroPlan Budget Impact: Funds have been provided in our approved FY 2019/2020 budget for this purpose.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Staff recommends Board approval.

Supporting Information: None

TAB 2





Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: TBD

Roll Call Vote: No

Action Requested:	MetroPlan Orlando Staff requests approval of amendments and modifications to the 2040 Long Range Transportation Plan (LRTP) to include projects previously identified as needs through the long range planning process or as a need by our local government partner through their comprehensive planning process.
Reason:	Amendments/modifications to the adopted 2040 LRTP are necessary between the Transportation Improvement Plan and the Long Range Transportation Plan.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Add the Maitland Blvd at Maitland Ave Urban Interchange;• Three projects for the Florida Turnpike Enterprise;• Two projects for the Central Florida Expressway;• Five projects in Orange County; and• Two projects in the City of Orlando.
MetroPlan Budget Impact:	None
Local Funding Impact:	Included in the local governments Capital Improvement Programs
Committee Action:	<p>CAC: to be determined TSMO: to be determined TAC: to be determined MAC: to be determined</p>
Staff Recommendation:	Recommends approval
Supporting Information:	<p>The following documents are provided at Agenda Tab <TBD>:</p> <ol style="list-style-type: none">1) Amendment Request from City of Maitland2) Amendment Request from Florida Turnpike Enterprise;3) Amendment Request from Central Florida Expressway; and4) PDF Copy of Presentation Slides.

Mayor
A. Dale McDonald
Vice Mayor
John P. Lowndes
Council Members
Beverly J. Reponen
Michael E. Thomas
Michael C. Wilde



City Manager
Sharon M. Anselmo, CPA
Assistant City Manager
Mark Reggentin
City Clerk
Maria Waldrop, MMC

September 9, 2019

Nick Lepp, AICP, CIP
Director of Transportation Planning
MetroPlan Orlando
The Park Building 250 S. Orange Avenue
Suite 200
Orlando, FL 32801

Dear Mr. Lepp:

As recently discussed with you and Mr. Huttman, there are two distinctly different, but interrelated state roadway issues in the City of Maitland that urgently deserve an amendment to the MetroPlan Long Range Transportation Plan (LRTP). Said amendment(s) would specifically include intersection improvements to Maitland Boulevard (SR 414)/Maitland Avenue AND improvements/modernization along the entirety of 17-92/Orlando Avenue within the city limits of the City of Maitland.

The aforementioned intersection/road improvements will have regional impacts for AM/PM peak hour performance for both Seminole and Orange County residents. Therefore, on behalf of the City of Maitland and our Seminole County friends to both the north and east, I request that the LRTP be amended/updated to reflect BOTH projects noted above.

Should you have any questions regarding the above request to amend the LRTP, please do not hesitate to contact me at your earliest convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. Dale McDonald", is written over a large, stylized blue circular mark.

A. Dale McDonald, Mayor
City of Maitland



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

November 7, 2019

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

RE: Request for Amendment to MetroPlan Orlando 2040 LRTP

Dear Mr. Huttman,

The Florida Department of Transportation, Florida's Turnpike Enterprise requests the following updates to the MetroPlan Orlando 2040 Long Range Transportation Plan (LRTP).

Update Table 12, Toll Facility Project List (page 40). Please include the projects below into the document as stylized.

Roadway	From	To	Improvement	Phases	Funded By
Florida's Turnpike Enterprise – Funded Projects					
SR91/Florida's Turnpike	Sand Lake Road	SR 408	Widening/Interchange Modifications	P	2025
SR 528/Beachline West Expwy	At Voltaire Drive		New Interchange	D	2030
SR 91/ Florida's Turnpike	At Taft Vineland Road		New Interchange	D	2030

Thank you for your assistance with this matter. If you have any questions, please contact me at (407) 264-3494.

Sincerely,

Siaosi Fine
MPO Liaison

cc: Nick Lepp, Carol Scott, Tim George

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

November 21, 2019

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

RE: Request for Amendment to MetroPlan Orlando 2040 LRTP

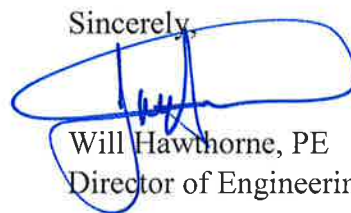
Dear Mr. Huttman,

The Central Florida Expressway Authority requests the following update to the MetroPlan Orlando 2040 Long Range Transportation Plan (LRTP).

Update Table 12: Toll Facilities Project List (page 41). Please include the project below into the document as stylized.

Roadway	From	To	Improvement Type	Phases	Funded By
Central Florida Expressway Authority – Funded Projects					
SR 429 / Stoneybrook West Parkway Interchange	At Stoneybrook West Parkway		New Interchange	D, C	FY 2021-2025

Thank you for your assistance with this matter. If you have any questions, please contact me at 407-690-5337.

Sincerely,

Will Hawthorne, PE
Director of Engineering

CC: Nick Lepp, AICP, MetroPlan Orlando
Glenn Pressimone, PE, CFX

Long Range Transportation Plan (2040) Amendments & Modifications



December 2019

Amendments

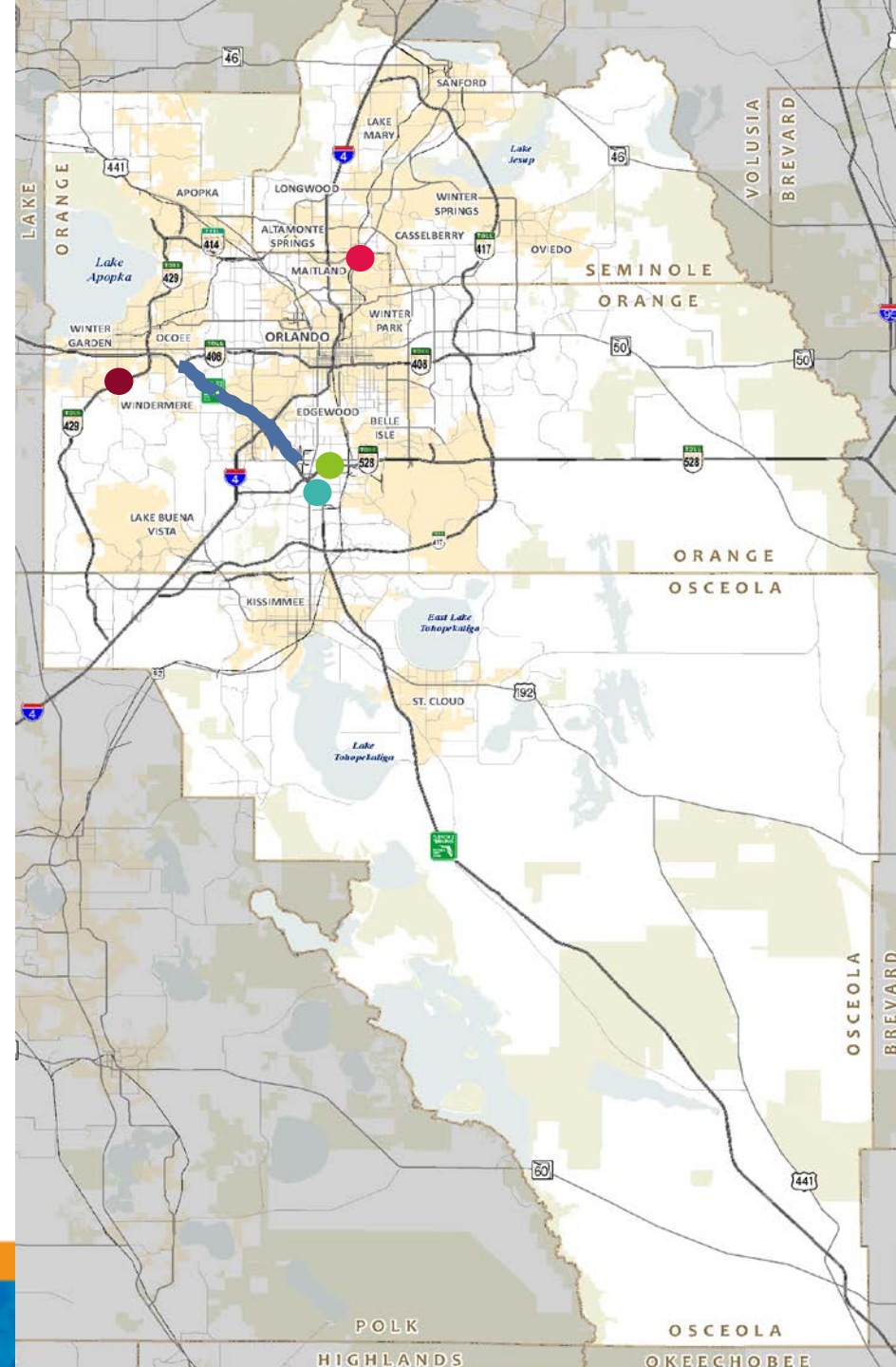
City of Maitland – PD&E for Maitland Ave. at Maitland Blvd. Urban Interchange

FTE – PD&E for Florida's Turnpike from Sand Lake Rd. to SR 408

FTE – Design for New Interchange at SR 528 & Voltaire Dr.

FTE – Design for New Interchange at Florida's Turnpike & Taft-Vineland Road

CFX – Design and Construction at SR 429 / Stoneybrook West interchange



Modifications – Orange Co.

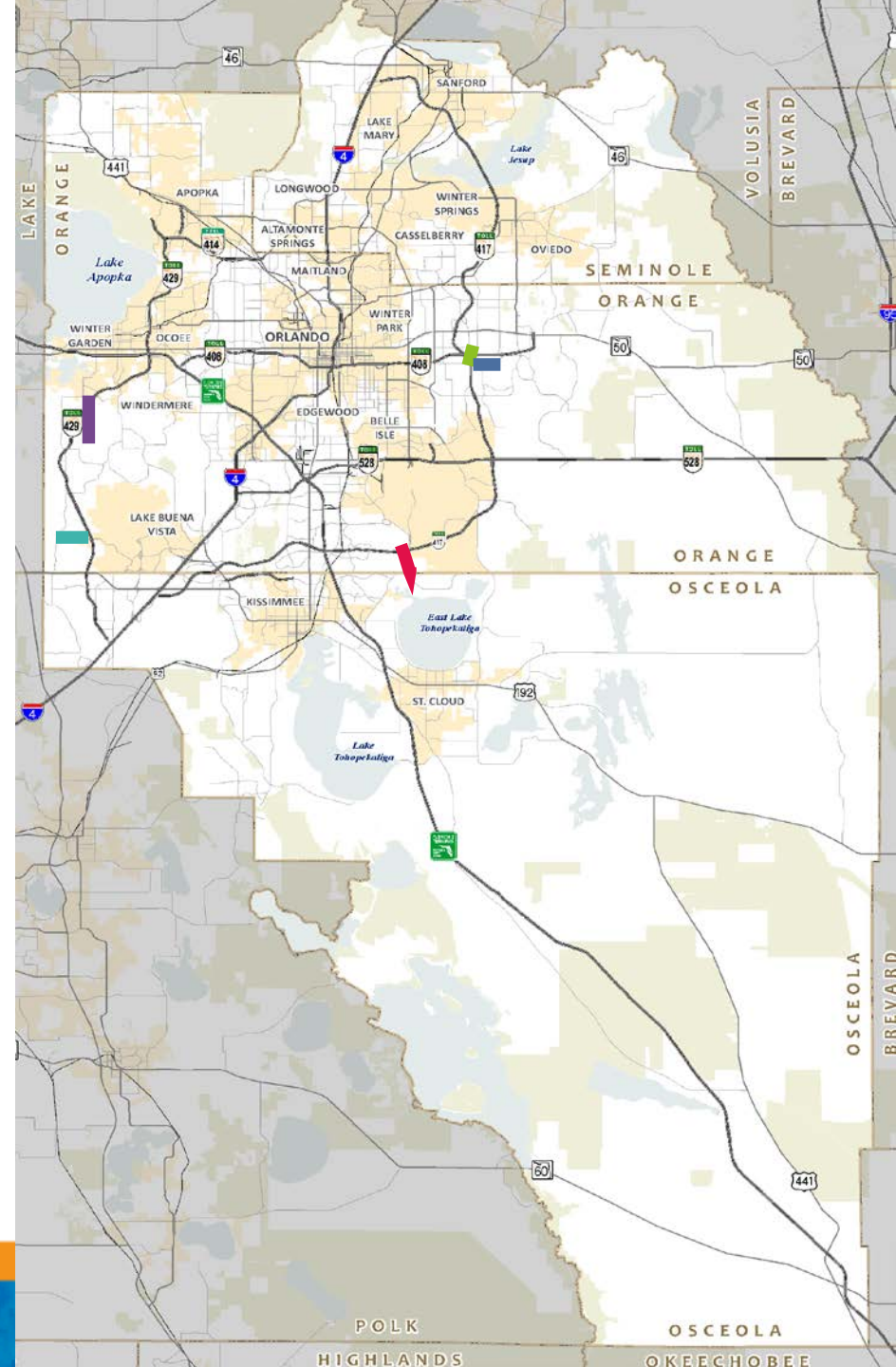
Boggy Creek Rd. – Orange /Osceola Co Line to SR 417 – Widen to 4 Lanes

Lake Underhill Rd. – Econlockhatchee Tr. To Rouse Rd. – Widen to 4 Lanes

Econlockhatchee Tr. – Lake Underhill Rd. to SR 408 – Widen to 4 Lanes

Harzog Rd. – CR 545 to Flamingo Crossings Rd. – Widen to 4 Lanes

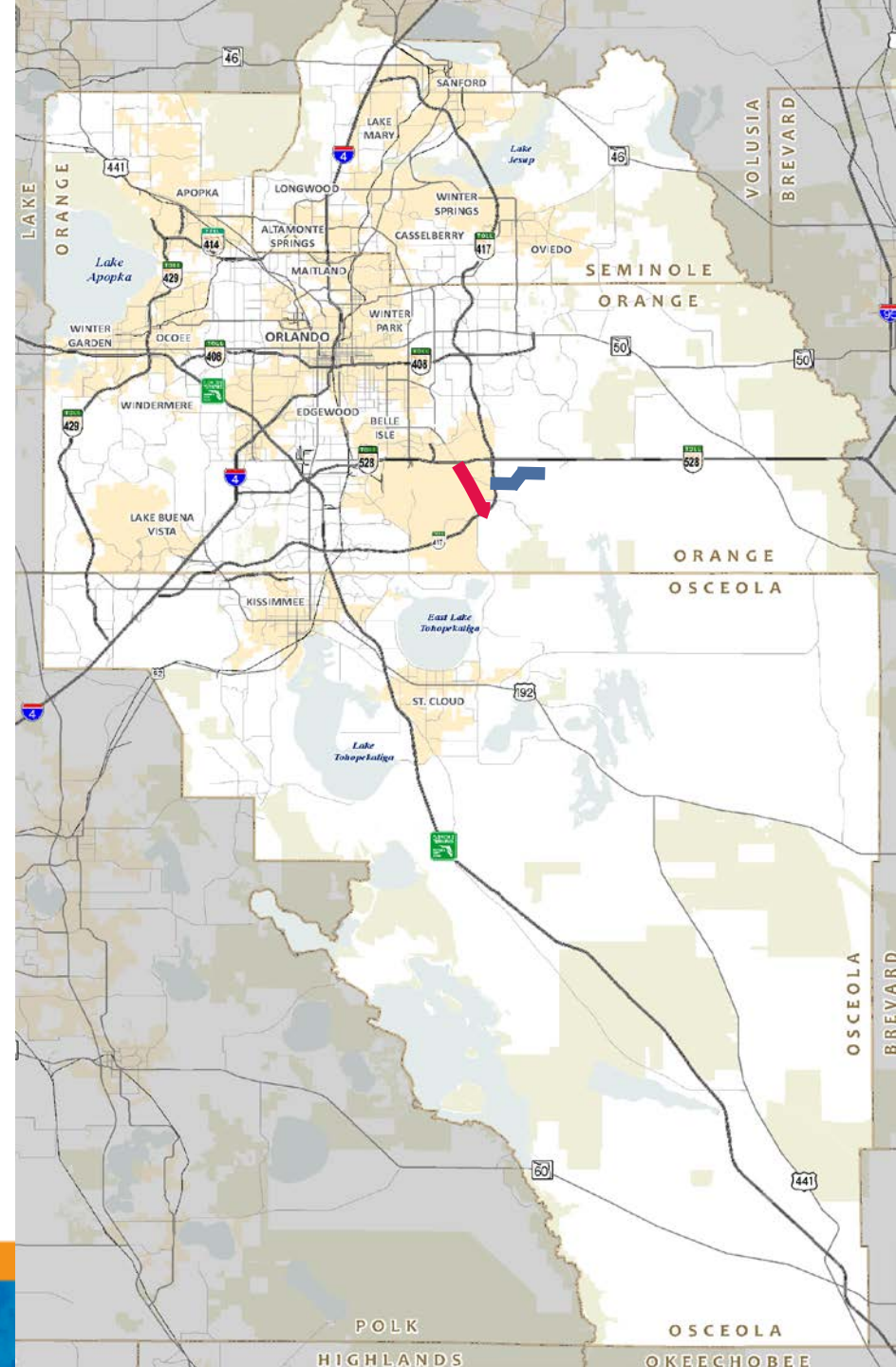
Tiny Rd. – Tilden Rd. to Bridgewater MS – Widen to 4 Lanes



Modifications – City of Orlando

Narcoossee Rd. – SR 417 to SR 528 – Widen to 6 Lanes

Dowden Rd. – Lennar Property to Starwood Property – New 4 Lane Road

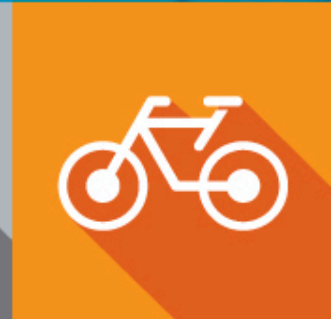


Action Requested

Suggested Motion:

Move approval of the amendments and modifications to the 2040 Long Range Transportation Plan as presented.





11/22/2019

TAB 3





Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: TBD

Roll Call Vote: No

Action Requested:	MetroPlan Orlando Staff requests approval of amendments to the 2025-2040 Project Priority List (PPL) to include one project amended to the Long Range Transportation Plan, and a project previously on the PPL that is funded, but needs to be on current PPL for consistency.
Reason:	Amendments are necessary to be consistent with the LRTP and the TIP
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Add the Maitland Blvd. at Maitland Avenue Urban Interchange project as #71 in the State Roadway Projects list; and• Add the Altamonte Springs East-West Trail Connector from Sanlando Springs Park to the Altamonte Springs SunRail station back on the Regional Trail list for the sake of consistency, since this project is funded in the FY 2020/21 – 2024/25 Tentative Five Year Work Program
MetroPlan Budget Impact:	None
Local Funding Impact:	Included in the local governments Capital Improvement Programs
Committee Action:	<p>CAC: to be determined TSMO: to be determined TAC: to be determined MAC: to be determined</p>
Staff Recommendation:	Recommends approval
Supporting Information:	None

TAB 4





Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: IX.B (Tab 3)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2019/20 - 2023/24 Transportation Improvement Program.
Reason:	Funding is being rolled forward for one transit project and being added for another transit project, and a truck parking facility is being added.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• This amendment adds \$15,000,000 in FTA funds and \$3,750,000 in LF funds in FY 2019/20 and \$5,000,000 in FTA funds and \$1,250,000 in LF funds FY 2020/21 for land acquisition, design and construction of LYNX's new operations center in Osceola County.• The amendment rolls forward \$3,000,000 in FTA funds and \$50,000 in LF funds from FY 2018/19 to FY 2019/20 for LYNX's ITS program.• The amendment also adds a total of \$16,744,000 in state DDR and DIH funds from FY 2019/20 through FY 2025/26 for the design and right-of-way phases for a new truck parking facility near I-4 and US 17/92 in Seminole County.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: To be taken up on December 4, 2019 MAC: To be taken up on December 5, 2019 TSMO: To be taken up on December 6, 2019 TAC: To be taken up on December 6, 2019
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 3: FDOT letter dated November 13, 2019 Proposed Board Resolution No. 19-11



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 13, 2019

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

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to MetroPlan Orlando Metropolitan Planning Organization's Adopted Fiscal Years 2019/2020 – 2023/2024 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

FM#246556-1 Orange - Central Florida Regional Transportation Authority (CFRTA)/LYNX – Federal Transit Administration (FTA) Section 5307 – Expansion of Operating Center Land Acquisition, Engineering, and Construction - Sponsor: LYNX

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Transit Capital Grant	FTA (Federal)	\$3,300,000.00	2020
Transit Capital Grant	LF (Local Funds)	\$825,000.00	2020
Transit Capital Grant	FTA (Federal)	\$0.00	2021
Transit Capital Grant	LF (Local Funds)	\$0.00	2021
	TOTAL	\$4,125,000.00	

Proposed Amendment:

Phase	Original Funding Type	Amended Amount	Fiscal Year
Transit Capital Grant	FTA (Federal)	\$15,000,000.00	2020
Transit Capital Grant	LF (Local Funds)	\$3,750,000.00	2020
Transit Capital Grant	FTA (Federal)	\$5,000,000.00	2021
Transit Capital Grant	LF (Local Funds)	\$1,250,000.00	2021
	TOTAL	\$25,000,000.00	

Difference: \$20,875,000.00

Explanation: New grant FTA Section 5307 funding awarded to LYNX from the Federal Transit Administration (FTA) for LYNX Operating Center.

FM#424253-1 **Central Florida Regional Transportation Authority (CFRTA)/LYNX – Federal Transit Administration (FTA) Section 5309 Capital Improvements – Intelligent Transportation Systems Enhancements – Sponsor: LYNX**

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Transit Capital Grant	FTA (Federal)	\$0.00	2020
Transit Capital Grant	LF (Local Funds)	\$0.00	2020
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Original Funding Type	Amended Amount	Fiscal Year
Transit Capital Grant	FTA (Federal)	\$3,000,000.00	2020
Transit Capital Grant	LF (Local Funds)	\$50,000.00	2020
	TOTAL	\$3,050,000.00	

Difference: \$3,050,000.00

Explanation: Funds rolled forward from Fiscal Year 2018/2019 to Fiscal Year 2019/2020 and will be used for LYNX's ITS projects.

SEMINOLE COUNTY

FM#446445-1 **Seminole County State Road 15/State Road 600/County Road 15, from School Street to Orange Boulevard – Truck Parking Facility - Sponsor: FDOT**

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Design (In-House Charges)	DIH (State)	\$0.00	2020
Right of Way (Support)	DDR (State)	\$0.00	2021 2022 2023 2024 2025
Right of Way (In-House Charges)	DIH (State)	\$0.00	2021 2022 2023
Right of Way (Acquisition)	DDR (State)	\$0.00	2021 2022 2023 2024 2025 2026
Right of Way (Relocation)	DDR (State)	\$0.00	2021 2022 2023
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Original Funding Type	Amended Amount	Fiscal Year
Design (In-House)	DIH (State)	\$10,000.00	2020
Right of Way (Support)	DDR (State)	\$250,000.00 \$150,000.00 \$250,000.00 \$250,000.00 \$147,000.00	2021 2022 2023 2024 2025
Right of Way (In-House Charges)	DIH (State)	\$20,000.00 \$25,000.00 \$25,000.00	2021 2022 2023
Right of Way (Acquisition)	DDR (State)	\$1,200,000.00 \$800,000.00 \$1,500,000.00 \$2,000,000.00 \$5,000,000.00 \$4,852,000.00	2021 2022 2023 2024 2025 2026
Right of Way (Relocation)	DDR (State)	\$50,000.00 \$175,000.00 \$50,000.00	2021 2022 2023
	TOTAL	\$16,744,000.00	

Difference: \$16,744,000.00

Explanation: Due to truck parking shortages at the I-4 rest areas a design phase has been advanced at a possible location adjacent to I-4 near U.S. Route 17/92 for truckers to rest and do maintenance.

Sincerely,



Rakinya Hinson, MPO Liaison
District Five

cc: Alison Stettner, Planning & Environmental Management Administrator, FDOT
Kellie Smith, Planning Manager, FDOT
Anna Taylor, Government Liaison Administrator, FDOT

Resolution No. 19-11

Subject:

**Amendment to the FY 2019/20 - 2023/24
Transportation Improvement Program**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2019/20 - 2023/24 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- FM #2465561– LYNX Operations Center – Land Acquisition, Engineering and Construction – Funding for a capital grant consists of \$15,000,000 in FTA funds and \$3,750,000 in LF in FY 2019/20 and \$5,000,000 in FTA funds and \$1,250,000 in LF in FY 2020/21;
- FM #4242531– LYNX Intelligent Transportation System Enhancements – Funding consists of \$3,000,000 in FTA funds and \$50,000 in LF funds rolling forward from FY 2018/19 to FY 2019/20;

Seminole County

- FM #4464451 – SR 15/600/US 17/92 from School Street to Orange Blvd. – Truck Parking Facility – Funding consists of the following:

DIH funds for Design:

\$10,000 in FY 2019/20

DDR funds for Right-of-Way Support:

\$250,000 in FY 2020/21

\$150,000 in FY 2021/22

\$250,000 in FY 2022/23

\$250,000 in FY 2023/24

\$147,000 in FY 2024/25

DIH funds for Right-of-Way In-House Charges:

\$20,000 in FY 2020/21

\$25,000 in FY 2021/22

\$25,000 in FY 2022/23

DDR funds for Right-of-Way Acquisition:

\$1,200,000 in FY 2020/21

\$800,000 in FY 2021/22

\$1,500,000 in FY 2022/23

\$2,000,000 in FY 2023/24

\$5,000,000 in FY 2024/25

\$4,852,000 in FY 2025/26

DDR funds for Right-of-Way Relocation:

\$50,000 in FY 2020/21

\$175,000 in FY 2021/22

\$50,000 in FY 2022/23; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2019/20 - 2023/24 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 11th day of December, 2019.

Certificate

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

Honorable Betsy VanderLey, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 5





Board Action Fact Sheet

Meeting Date: December 11, 2019

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	Florida's Turnpike Enterprise requests approval of an amendment to the FY 2019/20 - 2023/24 Transportation Improvement Program.
Reason:	Funding for two new FTE interchange projects is being moved out beyond FY 2023/24 in the Adopted Five Year Work Program.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• The interchange project at SR 528 and Voltaire Road currently has \$4,500,000 and \$1,500,000 in PKYI funds programmed for design in FY 2019/20 and FY 2020/21 respectively. The proposed amendment will program \$1,000 and \$0 in PKYI funds for design in FY 2019/20 and FY 2020/21 respectively.• The interchange project at Florida's Turnpike and Taft-Vineland Road currently has \$3,000,000 and \$1,000,000 in PKYI funds programmed for design in FY 2019/20 and FY 2020/21 respectively. The proposed amendment will program \$100,000 and \$0 in PKYI funds for design in FY 2019/20 and FY 2020/21 respectively.• The design funds for both of these projects were moved outside of the FY 2019/20 - 2023/24 Adopted Five Year Work Program as a result of priorities being reevaluated to maintain a balanced finance plan.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: To be taken up on December 4, 2019 MAC: To be taken up on December 5, 2019 TSMO: To be taken up on December 6, 2019 TAC: To be taken up on December 6, 2019
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated November 12, 2019 Proposed Board Resolution No. 19-10



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

November 12, 2019

Gary Huttman, AICP
Executive Director, MetroPlan Orlando
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

RE: Request for Amendment to FY 2019/20 to FY 2023/24 Transportation Improvement Program

Dear Mr. Huttman,

The Florida Department of Transportation, Florida's Turnpike Enterprise (Turnpike) requests the following amendment to the MetroPlan Orlando FY 2019/20 to FY 2023/24 Transportation Improvement Program (TIP). This request is being made in conjunction with the changes to FDOT's Work Program.

Toll Road Projects - Florida's Turnpike Enterprise **Orange County**

FM#444979-1 SIS Project SR 528, at Milepost 6 (E of Florida's Turnpike) – New Interchange – Sponsor: Turnpike

Current TIP Status:

Project is funded for Fiscal Years 2019/20 and 2020/2021.

Current TIP:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
SR 528, at Milepost 6 (E of Florida's Turnpike)	PE	PKYI	\$4,500,000	2019/20
	PE	PKYI	\$1,500,000	2020/21
		TOTAL:	\$6,000,000	

Proposed Amendment:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
SR 528, at <i>Voltaire Drive</i>	PE	PKYI	\$1,000	2019/20
	PE	PKYI	\$0	2020/21
		TOTAL:	\$1,000	

Difference: -\$5,999,000

FM#444980-1 SIS Project Florida's Turnpike, at Milepost 253 – New Interchange – Sponsor: Turnpike

Current TIP Status:

Project is funded for Fiscal Years 2019/20 and 2020/2021.

Current TIP:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
Florida's Turnpike, at Milepost 253	PE	PKYI	\$3,000,000	2019/20
	PE	PKYI	\$1,000,000	2020/21
		TOTAL:	\$4,000,000	

Proposed Amendment:

Location	Phase	Original Funding Type	Original Amount	Fiscal Year
Florida's Turnpike, at Taft Vineland Road	PE	PKYI	\$100,000	2019/20
	PE	PKYI	\$0	2020/21
		TOTAL:	\$100,000	

Difference: -\$3,900,000

Explanation: During the Project Development and Environment Study (FPID: 438547-1) for the Ultimate Interchange at Florida's Turnpike and SR 528, the Turnpike identified two new potential interchanges: FPID 444979-1, SR 528 at Voltaire Drive, and FPID 444980-1, Florida's Turnpike at Taft Vineland Road. These new interchanges were funded for full design (PE) in FY 2020 and FY 2021 in the FY 2019/20 to FY 2023/24 MetroPlan TIP.

Subsequent changes to the FDOT Work Program, as a result of priorities being reevaluated to maintain a balanced finance plan, moved much of the PE funding outside of the Adopted FDOT Five-Year Work Program. This TIP amendment request will result in consistent funding representation between the MetroPlan TIP and the Adopted FDOT Work Program.

Thank you for your assistance in this matter. If you have any questions, please call me at (407) 264-3494.

Sincerely,



Siaosi Fine
MPO Liaison

cc: Keith Caskey, Manager of Planning Services
Tim George, Turnpike Work Program Administrator

Resolution No. 19-10**Subject:****Amendment to the FY 2019/20 - 2023/24
Transportation Improvement Program**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2019/20 - 2023/24 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- FM #4449791– SR 528 at Voltaire Rd. – New Interchange – Replace \$4,500,000 in PKYI funds currently programmed for design in FY 2019/20 with \$1,000 in PKYI funds for design, and replace \$1,500,000 in PKYI funds currently programmed for design in FY 2020/21 with \$0 in PKYI funds for design;
- FM #4449801– Florida's Turnpike at Taft-Vineland Rd. – New Interchange – Replace \$3,000,000 in PKYI funds currently programmed for design in FY 2019/20 with \$100,000 in PKYI funds for design, and replace \$1,000,000 in PKYI funds currently programmed for design in FY 2020/21 with \$0 in PKYI funds for design; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2019/20 - 2023/24 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 11th day of December, 2019.

Certificate

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

Honorable Betsy VanderLey, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 6



2020 Legislative Priorities and Positions

As of October 1, 2019

Top priorities:

- Seek funding for further expansion of the Best Foot Forward pedestrian safety program
- Change existing laws to include bicyclists as vulnerable road users (cyclists) in current Move Over Law (316.126 F.S.)

We support legislation that:

- Protects the State Transportation Trust Fund
- Protects Transportation Disadvantaged funding for paratransit (ACCESS LYNX) service
- Authorizes an exception to F.S. 934.50 to allow for the use of drone technology for traffic incident management and/or emergency response.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF)
- Restores Transportation Regional Incentive Program (TRIP) funding in order to promote regional planning and project development.
- Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs
- Provides flexibility in the use of local option discretion taxes such as Charter County & Regional Transportation System Surtax and the Local Government Infrastructure Surtax.

Monitor legislation that:

- Regulates distracted driving by prohibiting the use of handheld two-way electronic wireless communications devices and other similar distracting handheld devices while operating a motor vehicle on any roadway.

Contact(s):

Gary Huttman, Executive Director, (407) 481-5672 x319

Virginia L. Whittington, Director of Regional Partnerships, (407) 481-5672 x314

TAB 7





metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Strategic Plan 2020-2025

December 11, 2019



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EXECUTIVE SUMMARY

The Central Florida region, particularly the urban core of Orange, Osceola, and Seminole counties, is one of the fastest-growing and most dynamic regions in the United States. With a population expected to grow more than 50 percent by 2045, Central Florida must meet the increasingly complex mobility needs of a growing, diverse population and economy.

MetroPlan Orlando, as the region's metropolitan planning organization (MPO), plays a unique role providing regional cooperation in transportation planning. This includes leading development of the region's long-range transportation plan, which directs spending of federal dollars. MetroPlan Orlando's history of convening regional partners to advance mobility solutions positions the organization to lead Central Florida in the future.

The region faces several major challenges and opportunities during the next five years, including rapidly evolving transportation technologies such as automated and connected vehicles. The challenge of accommodating growing demand for residents, visitors, and freight traveling to, from, and within the region heightens concerns about the impacts of transportation on public safety and health. There is a pressing need for regional consensus around the future of transit, particularly given the impending transition SunRail to local operation in 2021 and continued concerns about transportation funding at the federal, state, and local levels.

This Strategic Plan provides a guide for MetroPlan Orlando to navigate these challenges and opportunities and provide leadership to the region in the coming years. The Strategic Plan reaffirms the mission and vision of MetroPlan Orlando, and outlines five strategic goals for the next five years:

1. Continue excellence in traditional and mandated MPO activities. MetroPlan Orlando will continue to excel on all core products, with particular emphasis on long-range transportation vision of the Metropolitan Transportation Plan. The organization also will enhance the transportation planning process to give greater attention to access to jobs, affordable and workforce housing, public health, equity, land use, and other emerging issues.
2. Support the region in providing multimodal solutions and optimizing the safety, efficiency, and management of the transportation system. MetroPlan Orlando will guide Central Florida toward managing a multimodal transportation system. Key components of this transition include an increased emphasis on safety, transit (in all its forms), transportation systems management and operations, and emerging technologies such as automated and connected vehicles. This transition, along with support from non-traditional transportation partners, will incite new activities for MetroPlan Orlando's Board, Committees, and staff, as well as inspire formation of new partnerships across the region.
3. Strengthen MetroPlan Orlando's leader and convener role on regional issues. MetroPlan Orlando's structure as a three-county MPO, and its legacy of respected, objective regional collaboration provide a foundation for addressing emerging issues. MetroPlan Orlando will continue to energize regional action on priority issues, while also working with other MPOs and partners.

4. Strengthen the effectiveness of MetroPlan Orlando's Board and Committees to provide leadership and technical guidance on a wide range of regional issues. The Board will solidify its role as the go-to forum for collaboration, deliberation, and leadership on critical issues.

5. Continue to ensure operational excellence including MetroPlan Orlando's ability to attract and retain highly qualified, talented staff. MetroPlan Orlando recommits to organizational and staff effectiveness, including succession planning, employee satisfaction, internal communication and collaboration, and professional development. The organization also commits to ensure sufficient leadership and capacity to support the Board and Committees and implement the goals, objectives, and strategies contained in this Strategic Plan.

MetroPlan Orlando's Board, Committees, and staff commit to an ongoing emphasis on implementing this Strategic Plan. This will include directing Board, Committee, and staff activities to achieve identified outcomes, including assigning key staff as champions for particular strategies and ensuring sufficient staff capacity and external partnerships to advance key priorities. The Strategic Plan will be monitored and reassessed on an annual basis.

INTRODUCTION AND METHODOLOGY

What is MetroPlan Orlando?

Metropolitan Planning Organizations (MPOs) are required by federal statute to ensure regional cooperation in transportation planning, MPOs are required to represent local governments in all urbanized areas with populations over 50,000, as determined by the U.S. Census.

MetroPlan Orlando is the MPO for Orange, Osceola, and Seminole counties. Its core tasks, set out in federal and state statutes, include developing a long-range transportation plan for its planning area, as well as a five-year list of prioritized projects. MetroPlan Orlando has been recognized as one of the most innovative, forward thinking, and widely respected MPOs in the state, and indeed the country.

Why a Strategic Plan?

This strategic plan defines the vision, mission, goals, objectives, strategies and actions which will guide MetroPlan Orlando as an organization during the next five years. It reflects the priorities identified by Board members, stakeholders, and staff, and focuses on those activities that will be most significant for MetroPlan Orlando to undertake during this period.

How Was the Strategic Plan Developed?

The eight-month strategic planning process included four areas of emphasis: a look backward, a look forward, a look inward, and a look outward.

The process began with a **look backward**. The strategic planning team researched and assessed MetroPlan Orlando's current policies, practices, and priorities which have shaped MetroPlan Orlando's activities. The most recent strategic plan was evaluated, and key gaps and opportunities were identified.

The strategic planning process included a **look forward**, which included researching external trends and potential disruptions that will provide a context for MetroPlan Orlando over the next five years and beyond. This research also included innovative practices implemented by other MPOs across the country, as well as a thorough review of federal and state MPO laws and regulations.

For the **look inward**, the strategic planning team performed an organizational analysis. The team administered an anonymous employee survey to ensure employee-stakeholder opinions were included in the strategic planning process. The survey included questions about organizational capabilities, strengths and weaknesses, and suggestions and desires for the future of the organization. The strategic planning team also hosted an employee retreat to engage employees in identifying solutions to employee-specific themes and trends identified in the employee survey.

During the **look outward**, the team hosted a series of interviews with key MetroPlan Orlando leaders, staff, and partners to gather input, and to strengthen partnerships to support the agency's vision and mission, and the region's transportation future. These

interviews included Board and Committee members, staff, and representatives of both traditional transportation partners (such as member counties and cities, the Florida Department of Transportation, and transportation operators) as well as non-traditional transportation stakeholders, such health services and social service providers. Based on the interviews, the strategic planning team identified themes and issues stakeholders hoped MetroPlan Orlando would address within the strategic plan.

In a series of workshops and meetings, MetroPlan Orlando Board and Committee members then identified priorities among the themes, issues and trends. The strategic planning team and staff further developed the Board, Committee, stakeholder, and employee priorities into goals, objectives, strategies, and actions.

The MetroPlan Orlando Board adopted the plan in December 2019, with implementation beginning January 1, 2020.

CORE PRODUCTS

Metropolitan Transportation Plan (MTP, formerly Long-Range Transportation Plan or LRTP): This is the principal long-range plan developed by MetroPlan Orlando. Each MPO must prepare an MTP to outline its goals and objectives for the region's multi-modal transportation network (including transit, highway, bicycle, pedestrian, and accessible transportation), and how it will accomplish those. This plan must also identify how the area will manage and operate the transportation system for a 20+-year planning horizon.

Transportation Improvement Plan (TIP): MetroPlan Orlando is required to develop and regularly update a TIP. The TIP is a list of upcoming capital and non-capital transportation projects covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP must be financially feasible.

Priority Project List (PPL): This is the list of project priorities for MetroPlan Orlando for the coming year. The list is revised annually.

Unified Planning Work Program (UPWP): This is an operational plan identifying what MetroPlan Orlando will do during the coming year. At a minimum, the UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Congestion Management Process (CMP): A congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs.

SWOT ANALYSIS

A SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) presents the internal strengths and weaknesses of an organization, and the external opportunities and threats facing it. These suggest areas to be addressed by the strategic goals and objectives.

The SWOT insights presented here are drawn from interviews with stakeholders, MetroPlan Orlando Board officers, Committee members, staff, as well as from Board, Committees and staff surveys.

The strengths and weaknesses cited are internal to MetroPlan Orlando's organization. The opportunities and threats should be understood relative to MetroPlan Orlando's mission and vision, rather than relative to the organization.

The SWOT analysis follows on the next page. The detailed results of the interviews and survey themes are described in more detail in corresponding sections of this report.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Highly skilled and knowledgeable staff • History of past excellence in core products • Strong relationships with member jurisdictions and other stakeholders in the region • Three-county structure emphasizes collaboration and focus on common issues • Education and outreach • Employee job satisfaction and pride • Employee/stakeholder collaboration • Organizational structure • Training and development • Employee benefits • Efficient management systems • Employees share a positive vision 	<ul style="list-style-type: none"> • Small staff • Need for more comprehensive Board and Committee orientation • Lack of succession plans • Little opportunity for internal employee promotions • Potential for employee turnover • Internal collaboration and communication • Fostering a culture of innovation
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • MetroPlan Orlando's history of good working relationships, excellence in core products, and leadership opens possibilities for new or enhanced MetroPlan Orlando roles as policy and technical leader, convener and partner • Collaboration with nontraditional partners to address areas affected by lack of access to transportation choices • Transition in transportation planning from emphasis on increasing highway capacity to emphasis on managing transportation networks to optimize system performance • Changing transportation preferences among younger residents provide increased opportunities for multi-modal solutions 	<ul style="list-style-type: none"> • Insufficient funding for transportation and transit projects compared to needs • Need for a dedicated source of funding for transit • Growth in the region amplifies transportation challenges • Regional pattern of sprawl development amplifies transportation and transit challenges • The large percentage of the regional workforce in low paying jobs have greater difficulty accessing transportation for employment, services and affordable housing • Rapidly changing circumstances in the region (demographic, economic, transportation-related) • Planning for new technologies • The rates of bicycle and pedestrian accidents and fatalities in Orlando and the surrounding region

VISION AND MISSION STATEMENT

A vision statement is an inspirational end point toward which recommended goals and objectives are directed. A mission statement describes what the organization needs to do to achieve the vision. The stakeholders agreed that the existing Vision and Mission statements for MetroPlan Orlando are still relevant:

VISION

[What we strive for]

A leader in transportation planning committed to excellent customer service, effective partnerships and an engaged/informed public.

MISSION

[Why we exist]

To provide leadership in transportation planning by engaging the public and fostering effective partnerships.

ORGANIZATIONAL VALUES

The values statement defines what the organization believes in and how people in the organization are expected to interact—with each other, and with stakeholders. It provides a moral direction for the organization that guides decision-making and establishes a standard for assessing actions. In order to ensure a quality product and environment for MetroPlan Orlando stakeholders and staff, MetroPlan Orlando subscribes to the following values:

- **Reliable:**
We are reliable, consistent, and dependable professionals.
- **Honest:**
We gain respect by demonstrating professional integrity. Honesty is an integral component of our work ethic.
- **Dedicated:**
We are dedicated to our community, our work, and our families. We show pride in the importance of our work while providing superior service to our community.
- **Supportive:**
We are supportive of our stakeholders and one another. We listen and treat others with respect, consideration, and courtesy.
- **Innovative:**
We are leaders who use our knowledge, skills, and abilities, along with innovative tools and resources, to advance the region.

GOALS, OBJECTIVES, STRATEGIES AND ACTIONS

As used in this plan, the terms “goal”, “objective”, “strategy,” and “action” mean the following:

Goal: A goal statement describes the result to be achieved. In this document, goals are expressed at a high level of generality, and describe results for a set of related MetroPlan Orlando programs or activities.

Objective: These describe more specific outcomes that will contribute to achieving a goal. Each objective usually describes specific outcomes that refer to a subset of the activities addressed in the goal.

Strategy: These identify the approaches MetroPlan Orlando will follow to achieving each goal and objective. These may entail new programs or activities, or changes in emphasis for current programs or activities.

Actions: Specific actions to be taken to implement the strategies. These should be specific and measurable.

The five goals of the Strategic Plan are:



GOAL 1: Continue Excellence in Traditional and Mandated MPO Activities

The core tasks of MetroPlan Orlando include the development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), Project Priority List (PPL), Unified Planning Work Program (UPWP), and Congestion Management Process (CMP). MetroPlan Orlando's history of excellence in its core tasks is the foundation of the goodwill and good working relationships it enjoys throughout the region. This strong foundation provides the opportunity for MetroPlan Orlando to take on other regional roles, as described in subsequent goals.

A key emphasis of the next five years will be on elevating the role of the MTP as the region's long-range transportation vision and strengthening the connection between the MTP and other core products. In addition, in view of the growth and diversity of the region, this goal focuses on how to incorporate access to jobs, affordable and workforce housing, public health, equity and land use as areas of future emphasis for the MTP and other core products. This goal also focuses on how to continue to strengthen public engagement as an emphasis of all core products.

Objectives

Obj. 1.1 Elevate the role of the MTP as the region's long-range transportation vision

Strategies:

- Expand partner and public awareness of and input into the MTP
- Strengthen integration of the MTP with long-range or master plans for other transportation partners including FDOT, CFX, LYNX, GOAA, and local governments
- Strengthen ongoing emphasis on MTP implementation

Obj. 1.2 Continue to excel in core activities

Strategies:

- Continue to excel in the development, maintenance, and implementation of core products (MTP, TIP, PPL, UPWP, and CMP)
- Continue to integrate performance management into the MTP and TIP processes, including meeting all federal requirements
- Increase use of real-time and location-based data for transportation planning and systems management
- Actively participate in statewide and national organizations and conferences to share lessons from Central Florida's experience and learn about innovative practices in other regions

Obj. 1.3 Continue to enhance the planning process to give greater attention to access to jobs, affordable and workforce housing, public health, equity, land use, and other emerging issues

Strategies:

- Adapt MTP, TIP, and project planning processes to give greater attention to access to jobs, housing, public health, equity, land use and other emerging issues
- Strengthen existing, and build new, partnerships with public, private, and civic organizations working in these areas

Obj. 1.4 Continue to facilitate public engagement

Strategies:

- Continue to apply a broad array of public engagement approaches for MetroPlan Orlando activities including outreach events, workshops, use of emerging technologies, engaging young people, and social media

Refer to the Implementation Plan for recommendations regarding specific actions and activities for each goal, to ensure success of the Strategic Plan.

GOAL 2: Support the region in providing multimodal solutions and optimizing the safety, efficiency, and management of the transportation system.

Transportation planning in Central Florida is undergoing a transition from emphasizing additional highway capacity toward managing a multimodal transportation system, including the use of emerging technologies. The Board identified as key components of this transition an increased emphasis on safety, transit (in all its forms), and emerging technologies such as automated and connected vehicles. A central focus of this transition is Transportation Systems Management and Operations (TSMO). TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of the transportation network we already have.

Objectives:

Obj 2.1 Improve the safety and security of the regional transportation system

Strategies:

- Continue to play a leadership role in transportation safety for all modes
- Improve safety for vulnerable users
- Emphasize safety in all core products (MTP, TIP, PPL, UPWP, and CMP)

Obj 2.2 Strengthen the region's focus on transit and multimodal solutions

Strategies:

- Facilitate a regional discussion around the strategic role of transit and the actions needed to significantly enhance access to jobs and services via transit
- Continue to play a leadership role in encouraging development of a regional trails network
- Prepare for the impact of shared mobility, micromobility, and other innovations on the region's transportation system

Obj. 2.3 Expand MetroPlan Orlando's role in transportation system management and operations

Strategies:

- Continue to increase emphasis on TSMO in the MTP, TIP, PPL, and UPWP
- Partner with additional local governments to support expanded use of TSMO
- Partner with other MPOs, economic development organizations and universities along the I-4 corridor to develop and implement regional approaches to TSMO

Obj. 2.4 Enhance the region's ability to implement, manage and benefit from emerging transportation technologies

Strategies:

- Consider impacts of autonomous vehicles and other emerging transportation technologies on the region's transportation systems
- Advance regional approaches to support transportation technologies and innovations, including defining MetroPlan Orlando's role in: data management and governance; shared use technology; broadband deployment; cybersecurity; and workforce development

GOAL 3: Strengthen Leader and Convener Role on Regional Issues

MetroPlan Orlando's structure as a three-county MPO, and its history of effectively bringing diverse groups together has created a legacy of respected, objective regional collaboration. Part of that legacy is based on MetroPlan Orlando's work with its traditional transportation partners: member counties and cities, FDOT, transit providers, transportation operators, surrounding MPOs, and private sector stakeholders in transportation. More recently, this collaboration has expanded to include non-traditional transportation partners: social service providers, health care institutions, and workforce and economic development organizations. This legacy of convening and leading collaboratively was repeatedly cited by partners and stakeholders, as well as Board, Committee, and staff members, as a foundation for future activities.

MetroPlan Orlando's collaboration role extends beyond its three-county area to include coordination with nearby MPOs and other partners in the broader Central Florida area – generally defined as extending from the Atlantic Coast (including Brevard and Volusia counties) inland to Polk, Lake, and in some cases, Sumter and Marion counties. In addition, there is increasing interest in strengthening coordination across the full I-4 corridor or “super-region” into Tampa Bay.

Objectives:

Obj. 3.1 Use MetroPlan Orlando's convener role, in collaboration with partners, to catalyze regional action on priority challenges

Strategies:

- Periodically convene partners in a regional transportation summit to discuss priority regional challenges, such as transit, access to jobs and services, safety, land use, emerging technologies, and funding of transportation needs

Obj. 3.2 Continue to initiate collaboration with MPOs and other organizations to address broader regional/superregional challenges

Strategies:

- Continue to provide leadership and staff support to the CFMPO Alliance
- Continue to coordinate with all MPOs and other partners, such as local governments, economic development organizations, and universities along the I-4 corridor, to support continued emergence of Tampa Bay-Central Florida as an integrated “super-region”

Refer to the Implementation Plan for recommendations regarding specific actions and activities for each goal, to ensure success of the Strategic Plan.

GOAL 4: Strengthen Board and Committee Effectiveness

MetroPlan Orlando Board and Committee members are faced with an array of complex and interrelated issues. Finding new ways for the Board and Committees to focus their energies on their priority issues is central to their ability to have maximum impact.

Objectives:

Obj. 4.1 Evolve Board and Committee roles and structure to support implementation of all strategic plan goals

Strategies:

- Develop and implement yearly Board and Committee “report cards” that allow Board and Committee members to provide input on how well current structures are contributing to achievement of goals and objectives
- Review and revise Committee structure as may be necessary to achieve goals and objectives
- Improve the effectiveness of Board and Committee orientation

Obj. 4.2 Enhance the effectiveness of Board and Committees by increasing emphasis of meetings or other activities on priority regional challenges including Board-identified focus areas

Strategies:

- Annually confirm or revise Board-identified priority regional challenges or emphasis areas

Refer to the Implementation Plan for recommendations regarding specific actions and activities for each goal, to ensure success of the Strategic Plan.

GOAL 5: Continue to Ensure Operational Excellence

MetroPlan Orlando has a relatively small staff. Attracting and retaining highly qualified, talented staff has been central to performing its core tasks well, and will be essential to providing the same, or higher, level of excellence in the future. MetroPlan Orlando must continue to address and enhance organizational and staff effectiveness, including succession planning, employee satisfaction, internal communication and collaboration, and professional development.

Objectives:

Obj. 5.1 Strengthen internal communication and collaboration

Strategies:

- Strengthen cross-departmental collaboration
- Strengthen (upward and downward) communication throughout all levels in the organization
- Strengthen internal communication among peers
- Ensure all staff understand MetroPlan Orlando's vision, strategic plan, and priorities, including their role in implementing the strategic plan

Obj. 5.2 Develop long-range individual development plans and succession plans

Strategies:

- Create succession plans
- Develop individual development plans/growth plans for all employees
- Provide cross-training opportunities
- Expand leadership development and training opportunities

Obj. 5.3 Strengthen alignment of human resources strategies with strategic plan goals, objectives and actions

Strategies:

- Strengthen employee staffing programs
- Strengthen employee retention programs

Refer to the Implementation Plan for recommendations regarding specific actions and activities for each goal, to ensure success of the Strategic Plan.

IMPLEMENTATION

Recommendations for implementing the strategic plan follow:

1. The Board adopts the strategic plan.
2. Plan is communicated regularly to all stakeholders (internal and external) to create alignment, engagement and accountability.
3. Board Chairperson directs the Board activities as needed to achieve strategic plan outcomes.
4. Board Chairperson and Executive Director create accountability measures and checkpoints for Board and Committees.
5. Executive Director appoints an executive who will oversee the strategic planning implementation process.
6. Executive Director assigns key staff member(s) as a “Champion” responsible for each objective.
7. Executive Director evaluates organizational structure and staffing resources to ensure appropriate support for each implementation activity.
8. Executives meet with Champions to outline realistic timelines for completion and performance metrics for each action in the following Implementation Table.
9. Management develops cross-functional teams to support Champions to achieve the goals and objectives.
10. Executive Director collaborates with Champions and cross-functional teams to establish performance targets.
11. Champions identify deliverables and resources needed to achieve the objectives.
12. Champions report progress to Executive Director monthly.
13. Executive Director tracks progress monthly and reports progress at each Board meeting.
14. Celebrate milestones to continue momentum.
15. The Board, Executive Director, and Champions assess and re-evaluate annually.

Refer to the following Implementation Plan for recommendations regarding specific actions and activities for each goal, to ensure success of the Strategic Plan.

MetroPlan Orlando Strategic Plan Implementation Plan

GOAL 1: Continue Excellence in Traditional and Mandated MPO Activities

Obj. 1.1 Elevate the role of the MTP as the region's long-range transportation vision

Strategies:

- Expand partner and public awareness of and input into the MTP
- Strengthen integration of the MTP with long-range or master plans for other transportation partners including FDOT, CFX, LYNX, GOAA, and local governments
- Strengthen ongoing emphasis on MTP implementation

Actions
Increase Board engagement in the development of the MTP, and Board commitment to MTP implementation
Provide a presentation on progress toward MTP implementation to partners to identify opportunities for integration and synchronization
Provide a presentation on progress toward MTP implementation to the MetroPlan Orlando Board
Develop a guide to MTP implementation
Strengthen communication materials on MTP implementation
Track and regularly report on MTP implementation
Maintain an ongoing MTP working group
Ensure staffing needed to carry out implementation steps

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 1.2 Continue to excel in core activities

Strategies:

- Continue to excel in the development, maintenance, and implementation of core products (MTP, TIP, PPL, UPWP, and CMP)
- Continue to integrate performance management into the MTP and TIP processes, including meeting all federal requirements
- Increase use of real-time and location-based data for transportation planning and systems management
- Actively participate in statewide and national organizations and conferences to share lessons from Central Florida's experience and learn about innovative practices in other regions

Actions
Update each product according to statutory deadlines/schedule
Accomplish all federal requirements related to target setting and performance reporting according to established schedule
Continue to incorporate performance targets and performance management principles into core products
Incorporate new data sources into scopes for core products
Participate in MPOAC, AMPO/NARC, etc.

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 1.3 Continue to enhance the planning process to give greater attention to access to jobs, affordable and workforce housing, public health, equity, land use, and other emerging issues

Strategies:

- Adapt MTP, TIP, and project planning processes to give greater attention to access to jobs, housing, public health, equity, land use and other emerging issues
- Strengthen existing, and build new, partnerships with public, private, and civic organizations working in these areas

Actions
Conduct research, evaluate trends, identify best practices, and provide a recommended approach on each of these issues
Expand MTP goals and objectives to address access to jobs, housing, public health, equity, land use, and other emerging issues
Define policies and prioritization processes that will ensure the MTP goals and objectives, including increased emphasis on access to jobs, housing, public health, equity, land use, and other emerging issues carry forward into the Cost Feasible Plan, Priority Project List, TIP, and other planning documents
Identify metrics and data sources to evaluate progress towards access to jobs, housing, public health, equity, land use, and other emerging issues
Continue to identify and highlight the amount of funding used for projects that support jobs, housing, health, equity, land use and other emerging issues
Ensure that non-traditional stakeholders continue to be engaged in developing the MTP

Obj. 1.4 Continue to facilitate public engagement

Strategies:

- Continue to apply a broad array of public engagement approaches for MetroPlan Orlando activities including outreach events, workshops, use of emerging technologies, engaging young people, and social media

Actions
Regularly evaluate implementation of the Public Participation Plan
Update PPP in advance of each MTP

MetroPlan Orlando Strategic Plan Implementation Plan

GOAL 2: Support the region in providing multimodal solutions and optimizing the safety, efficiency and management of the transportation system

Obj 2.1 Improve the safety and security of the regional transportation system

Strategies:

- Continue to play a leadership role in transportation safety for all modes
- Improve safety for vulnerable users
- Emphasize safety in all core products (MTP, TIP, PPL, UPWP, and CMP)

Actions

Continue to make progress toward safety targets identified in the MTP, consistent with federal guidelines

Continue to participate actively in the community traffic safety teams and statewide and regional safety coalitions

Continue to coordinate with LYNX on developing targets and strategies for enhancing public transportation safety

Implement the bicycle-pedestrian safety action plan.

Identify and prioritize improvements needed to improve safety and security of the regional trails system such as separation from vehicular traffic, improved crossings, enhanced lighting, improved emergency services, expanded Wi-Fi and ongoing performance monitoring

Increase the role of safety impact as a factor for setting priorities in the MTP, PPL, and TIP

MetroPlan Orlando Strategic Plan Implementation Plan

Obj 2.2 Strengthen the region's focus on transit and multimodal solutions

Strategies:

- Facilitate a regional discussion around the strategic role of transit and the actions needed to significantly enhance access to jobs and services via transit
- Continue to play a leadership role in encouraging development of a regional trails network
- Prepare for the impact of shared mobility, micromobility, and other innovations on the region's transportation system

Actions
Consider the establishment of a Board task force on transit or periodic Board workshops on transit.
Host transit thought leaders and present success stories at Board meetings or special events
Provide information to Board as requested on transit funding challenges, potential sources of transit funding, and the implications of potential funding initiatives on regional transit service
Conduct research on the benefits of transit investment, including economic development benefits and increased land values associated with transit
Continue to coordinate with LYNX and SunRail on transit planning, performance management, safety, and asset management
Continue to highlight the mobility, economic, and public health benefits of trails
Help identify and develop strategies for closing the gaps in the regional trails system
Continue to facilitate trail funding applications
Monitor public and private efforts to expand shared mobility and micromobility services in the region
Integrate shared mobility and micromobility into existing plans and policies including safety and complete streets
Research best practices and create model (or umbrella) policies for member cities and counties on topics such as travel demand management, parking strategies, and curb management
Monitor studies and gather information on micromobility safety

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 2.3 Expand MetroPlan Orlando's role in transportation system management and operations

Strategies:

- Continue to increase emphasis on TSMO in the MTP, TIP, PPL, and UPWP
- Partner with additional local governments to support expanded use of TSMO
- Partner with other MPOs, economic development organizations and universities along the I-4 corridor to develop and implement regional approaches to TSMO

Actions
Include coordination of training and workforce development related to TSMO in the UPWP
Identify and coordinate internal resources for training staff on new technology
Identify regional workforce development needs related to TSMO and emerging technologies, including core staff capabilities, skills gaps, existing training programs, and potential strategies for closing skills gaps, working in coordination with local governments, the private sector, educational and training institutions, and CareerSource Central Florida
Partner with other organizations such as the Central Florida Automated Vehicle Partnership, Orlando Economic Partnership, the Florida High Tech Corridor, the University of Central Florida, the University Transportation Center at USF, and Florida Polytechnic to support implementation of regional transportation solutions
Promote regional TSMO capability by offering a technology maturity assessment to member jurisdictions, as well as other regional and I-4 corridor partners
Identify staffing and/or structural changes needed to support TSMO efforts

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 2.4 Enhance the region's ability to implement, manage and benefit from emerging transportation technologies

Strategies:

- Consider impacts of autonomous vehicles and other emerging transportation technologies on the region's transportation systems
- Advance regional approaches to support transportation technologies and innovations, including defining MetroPlan Orlando's role in: data management and governance; shared use technology; broadband deployment; cybersecurity; and workforce development

Actions
Complete and implement the CAV readiness study.
Serve as a technical resource to member government and partners on the benefits, impacts, and lessons learned from emerging technologies
Continue to monitor emerging technology trends (e.g., unmanned aerial systems, hyperloop) and provide policy guidance or technical support to member governments and partners

MetroPlan Orlando Strategic Plan Implementation Plan

GOAL 3: Strengthen Leader and Convener Role on Regional Issues

Obj. 3.1 Use MetroPlan Orlando's convener role, in collaboration with partners, to catalyze regional action on priority challenges

Strategies:

- Periodically convene partners in a regional transportation summit to discuss priority regional challenges, such as transit, access to jobs and services, safety, land use, emerging technologies, and funding of transportation needs

Actions
Include discussion of priority regional challenges and Board priorities in at least one of the MTP summits, and evaluate interest in subsequent summits
Invite other partners to collaborate on summits (ex. Orlando Economic Partnership)
Use subsequent summits (possibly around the State of the System report) as a tool to promote discussion of priority regional challenges and Board emphasis areas
Consider a transportation challenge to the private sector as a possible component of each summit's focus
Promote awareness of long-term transportation funding needs and potential funding options, including sustainable transit funding

Obj. 3.2 Continue to initiate collaboration with MPOs and other organizations to address broader regional/superregional challenges

Strategies:

- Continue to provide leadership and staff support to the CFMPO Alliance
- Continue to coordinate with all MPOs and other partners, such as local governments, economic development organizations, and universities along the I-4 corridor, to support continued emergence of Tampa Bay-Central Florida as an integrated "super-region"

Actions
Continue commitment of Board and staff time
Meet with other MPOs and partners, etc.

MetroPlan Orlando Strategic Plan Implementation Plan

GOAL 4: Strengthen Board and Committee Effectiveness

Obj. 4.1 Evolve Board and Committee roles and structure to support implementation of all strategic plan goals

Strategies:

- Develop and implement yearly Board, Committee “report cards” that allow Board and Committee members to provide input on how well current structures are contributing to achievement of goals and objectives
- Review and revise Committee structure as may be necessary to achieve goals and objectives
- Improve the effectiveness of Board and Committee orientation

Actions
Develop and implement “report cards” tailored to the tasks of each using them (i.e. Board, each Committee, and staff groups or functions). Include reciprocal questions between Board and Committees
Develop Committee on-boarding and orientation processes that are consistent across Committees to improve Committee effectiveness and provide a common baseline of expectations regarding current structure
Encourage and enable additional member staff members to attend TAC and TSMO meetings

Obj. 4.2 Enhance the effectiveness of Board and Committees by increasing emphasis of meetings or other activities on priority regional challenges including Board-identified focus areas

Strategies:

- Annually confirm or revise Board-identified priority regional challenges or emphasis areas

Actions
Establish annual schedule of emphasis area-related events and activities, including: Board discussions; Summit discussions; Presentations by thought leaders; Presentations to partner organizations; Development of Board guidance
Develop a plan for addressing emphasis areas during Board and Committee meetings, including access to national thought leaders
Provide guidance for how these challenges and emphasis areas should be addressed in the UPWP, as well as the MTP, TIP, and CMP

MetroPlan Orlando Strategic Plan Implementation Plan

GOAL 5: Continue to Ensure Operational Excellence

Obj. 5.1 Strengthen internal communication and collaboration

Strategies:

- Strengthen cross-departmental collaboration
- Strengthen (upward and downward) communication throughout all levels in the organization
- Strengthen internal communication among peers
- Ensure all staff understand MetroPlan Orlando's vision, strategic plan, and priorities, including their role in implementing the strategic plan

Actions
Design and schedule annual staff retreat
Increase teambuilding activities (lunch and learn, volunteering, socials, etc.)
Expand focus of staff debrief after Board meetings (or host monthly staff meetings)
Meetings with each supervised staff member. Review progress towards goals and solicit feedback
Repeat employee survey
Begin cross-departmental internal "studios" (smaller think tank meetings for staff members to collaborate on projects)
Assign projects to teams instead of individuals
Identify opportunities for cross-functional team UPWP projects
Evaluate and update employee on-boarding/ orientation (include information about funding)

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 5.2 Develop long-range individual development plans and succession plans

Strategies:

- Create succession plans
- Develop individual development plans/growth plans for all employees
- Provide cross-training opportunities
- Expand leadership development and training opportunities

Actions
Prioritize succession plans for executives, potential retirees, and highly specialized positions. Identify potential successors and evaluate their skills vs. competencies of new role
Plan tailored training, mentoring, shadowing, and project-based leadership experiences to build specific competencies
Research career pathing and job classification systems in similar organizations to create growth benchmarks
Supervisors meet with employees to discuss 5-year career goals and jointly develop
Review budget to determine viability of a career development budget for each employee
Plan project-based employee development experiences
Research and design job rotation programs and develop cross-functional project teams
Update internal operating procedures to use for cross-training
Conduct a training needs assessment and develop targeted leadership development and training programs
Share training with partner organizations to be more cost-effective
Research relevant conferences and certifications
Subscribe to and share industry publications to promote professional development

MetroPlan Orlando Strategic Plan Implementation Plan

Obj. 5.3 Strengthen alignment of human resources strategies with strategic plan goals, objectives and actions

Strategies:

- Strengthen employee staffing programs
- Strengthen employee retention programs

Actions
Continue to recruit highly qualified staff to address emerging priorities and issues
Emphasize benefits (and their monetary value) of working for MetroPlan Orlando
Recruit more interns
Evaluate and develop formal and informal employee recognition programs
Review and enhance incentives (for staff longevity and merit/performance)
Expand staff recognition program by providing opportunities for peer to peer recognition
Communicate results of compensation analysis to all employees

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APPENDICES

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Federal and State MPO Laws/Regulations

November 15, 2019

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Federal and State MPO Laws/Regulations

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Table 1: Federal and State Statutes and Codes – MPO Formation and Designation

Citation	Description
Designation/Re-designation	
23 U.S.C. § 134(d) and (e) 49 U.S.C. § 5303(d) and (e) 23 C.F.R. § 450.310 s.339.175(2), F.S.	Describes the requirements for the designation and re-designation of MPOs.
Voting & Apportionment	
23 U.S.C. § 134(d)(2) 49 U.S.C. § 5303(d)(2) 23 C.F.R. § 450.310(d) s.339.175(3) and (4), F.S. s.339.176, F.S.	Describes the MPO voting membership and membership apportionment requirements.
Planning Boundaries	
23 U.S.C. § 134(e) 49 U.S.C. § 5303(e) 23 C.F.R. § 450.312 s.339.175(2)(c) and (d), F.S.	Describes the requirements and process for establishing MPO transportation planning boundaries
Agreements	
23 C.F.R. § 450.314 s.339.175(2)(b), F.S. s.339.175(10), F.S.	Describes the agreements necessary to implement the metropolitan transportation planning process.
Advisory Committees	
s.339.175(6)(d) and (e), F.S.	Specifies the requirement to appoint an MPO Technical Advisory Committee and Citizens' Advisory Committee.
Census	
Final Urban Area Criteria for the 2010 Census	Census Bureau, Department of Commerce, Federal Register August 24, 2011, pages 53030-53043
Qualifying Urban Areas for the 2010 Census	Census Bureau, Department of Commerce, Federal Register March 27, 2012, pages 18625-18669

Table 2: References MPO Designation

Reference	Description
Florida Constitution	
Article VIII of the Florida Constitution Section 6(e)	Provides for home rule and charter counties.
Florida Statutes	
s.125.011(1), F.S.	Defines “county”.
Section 163.01, F.S., The Florida Intergovernmental Cooperation Act of 1969	Provides for interlocal agreements.
Section 33.175, F.S.	Florida’s MPO Statute
FDOT Procedures	
Procedure No. 525-020-311-b	FHWA Urban Boundary and Federal Functional Classification, defines the procedures and responsibilities for designating urban boundaries and determining Federal functional classification designations for all public roads.
<i>(The language in the samples may be adjusted with the advice and guidance of the District general counsel to address an individual MPO’s needs.)</i>	
Form No. 525-010-01	Interlocal Agreement for Creation of the MPO.
Form No. 525-010-02	Transportation Planning Funds Joint Participation Agreement, Source
Form No. 725-030-06	Public Transportation Joint Participation Agreement
Form No. 725-030-06E-Exhibits	Public Transportation Joint Participation Agreement Exhibits

Table 3: Federal and State Statutes and Codes – UPWP

Citation	Description
Planning and Research Program Administration	
23 C.F.R. § 420	Describes the policies and procedures for the administration of activities undertaken by State departments of transportation (State DOTs) and their subrecipients, including MPOs, with Federal Highway Administration (FHWA) planning and research funds.
Unified Planning Work Programs	
23 C.F.R. § 450.308	Describes the funding for transportation planning and the development of UPWPs.
Metropolitan Transportation Planning	
23 U.S.C. § 134	Describes the transportation planning process for MPOs.
Statewide Planning	
23 U.S.C. § 135	Describes the transportation planning process for State DOTs.
Efficient Environmental Reviews for Policy Decision-Making	
23 U.S.C. § 139	Describes the environmental review process for transportation projects.
Financial Management	
31 U.S.C. Subtitle III	Describes the financial management of Federal funds.
Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards	
2 C.F.R. § 200	Establishes uniform administrative requirements, cost principles, and audit requirements for Federal awards to non-Federal entities.
Program Guidance for Metropolitan Planning and State Planning and Research Program Grants	
Federal Transit Administration (FTA) Circular 8100.1C	Program guidance and application instructions for applying for grants under the Metropolitan Planning Program (MPP) and the State Planning and Research Program (SPRP) authorized under 49 U.S.C. § 5305.
Florida Single Audit Act	
s.215.97, F.S.	Establishes uniform State audit requirements for State financial assistance provided by State agencies to non-State entities to carry out State projects.
Agreements Funded with Federal or State Assistance	
s.215.971, F.S.	Discusses requirements for an agency agreement that provides State or Federal financial assistance to a recipient or subrecipient.
Metropolitan Planning Organizations	
s.339.175 (9), F.S.	Describes the transportation planning process for MPOs in Florida.

Table 4: References – UPWP

Reference	Description
Federal Office of Management and Budget	
Form SF-LLL	Disclosure of Lobbying Activities Form.
Federal Office of Management and Budget	
2 C.F.R. §200	Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
FDOT Forms and Procedures	
Form No. 525-010-02	Metropolitan Planning Organization (MPO) Agreement.
Form No. 725-030-06	Public Transportation Joint Participation Agreement.
Form No. 725-030-06E	Public Transportation Joint Participation Agreement, Exhibits.
FDOT Procedure No. 725-000-005	Public Transportation Joint Participation Agreement.
FDOT Work Program Instructions	
FDOT Work Program Instructions	Describes the procedures for the development of FDOT’s annual five-year Work Program.
Metropolitan Transportation Planning	
23 U.S.C. §134	Describes the transportation planning process for metropolitan planning organizations (MPOs).
Metropolitan Transportation Planning	
49 U.S.C. §5303	Describes the transportation planning process for metropolitan planning organizations (MPOs) – companion to 23 U.S.C. § 134.
Grants and Agreements	
49 U.S.C. §5305	Planning Programs – Establishes the U.S. DOT may award grants to States, authorities of the States, metropolitan planning organizations, and local governmental authorities and make agreements to develop transportation plans and programs; plan, engineer, design, and evaluate a public transportation project; and conduct technical studies relating to public transportation.
49 U.S.C. §5307	Urbanized Area Formula Grants – Establishes the U.S. DOT may award grants for: capital projects, planning, job access and reverse commute projects, and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000 individuals.
Nondiscrimination	
Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§2000d-2000d-7)	Prohibition against exclusion from participation in, denial of benefits of, and discrimination under Federally assisted programs on ground of race, color, or national origin.
23 U.S.C. §324	Prohibition against discrimination on the basis of sex.
29 U.S.C. §794	Nondiscrimination under Federal grants and programs.

Table 5: Federal and State Statutes and Codes – LRTP

Citation	Description
Federal	
23 U.S.C. 134 (h) and (i)	Scope of the metropolitan planning process and development of the metropolitan transportation plan.
49 U.S.C. 5303	
23 C.F.R. 450.322, 450.324, and Appendix A to Subpart 450	Congestion management process, and development and content of the metropolitan transportation plan.
State	
Section 339.175, Florida Statutes	Describes MPO responsibilities and requirements for LRTP development.

Table 6: References

Reference	Description
42 U.S.C. 2000d et. seq.	Title VI of the Civil Rights Act of 1964, as amended.
Florida Transportation Plan	The single overarching statewide plan guiding Florida's transportation future.
FDOT Efficient Transportation Decision-Making (ETDM) Manual , September 2019	For use in reviewing qualifying transportation projects during the Efficient Transportation Decision Making (ETDM) Process Planning and Programming Screens.
Practical Application Guides for SCE Evaluations: ETDM Phase	Describes the process for evaluating sociocultural effects (SCE) for projects undergoing Planning screen or Programming screen reviews as part of Florida's Efficient Transportation Decision Making (ETDM) Process.
Florida MPOAC	Metropolitan Planning Organization Advisory Council
Florida Standard Urban Transportation Model Structure (FSUTMS) Web Portal	Used to determine current and forecasted transportation and land use conditions and trends for this 20-year planning horizon.
2045 Revenue Forecast Handbook	Documents the State's long range transportation revenue forecast.

Table 7: Federal and State Statutes and Codes – TIP

Citation	Description
Federal	
23 U.S.C. 134(j) and (k)(3) and (4)	Scope of the metropolitan planning process and development of the TIP.
49 U.S.C. 5303	
23 U.S.C. 204	Roads on Federal lands to be included in the TIP, where applicable.
23 C.F.R. Part 450 Sections 326, 328, 330, 332, and 334	Development and content of the TIP, TIP revisions and relationship to the STIP, TIP action by FHWA and FTA, project selection from the TIP, and annual listing of projects.
State	
s.339.175, F.S.	MPO responsibilities and TIP requirements.
s.339.135(4)(c) and (4)(d), F.S.	Describes the development of the Work Program.
s.427.015(1), F.S.	Describes the MPO responsibilities for coordination of the Transportation Disadvantaged program.

Note: Letter from the Governor of the State of Florida to the Federal Highway Administration (FHWA), dated June 8, 2011, delegating the authority to review and approve MPO TIPs and TIP amendments to the Secretary of the FDOT.

Table 8: References – TIP

Reference	Description
FDOT Work Program Instructions	Instructions to guide the development of FDOT's work program.
FDOT's Efficient Transportation Decision-Making (ETDM) Manual , September 2019	For use in reviewing qualifying transportation projects during the Efficient Transportation Decision Making (ETDM) Process Planning and Programming Screens.
Practical Application Guides for SCE Evaluations: ETDM Phase	Describes the process for evaluating sociocultural effects (SCE) for projects undergoing Planning screen or Programming screen reviews as part of Florida's Efficient Transportation Decision Making (ETDM) Process.

Table 9: Federal and State Statutes and Codes – Public Involvement

Citation	Description
Federal	
23 C.F.R. 450.316	Describes the requirement for MPOs to develop a PPP and provide reasonable opportunities for all parties to participate and comment on MPO planning products.
23 U.S.C. 134	Describes the requirement for MPOs to provide reasonable opportunities for all parties to participate and comment on LRTPs and TIPs.
Title VI of the Civil Rights Act	Prohibits Federally assisted programs from discrimination based on race, color, or national origin.
Executive Order 12898	Describes requirements for Federal actions to address environmental justice concerns for low-income and minority populations.
Executive Order 13166	Describes requirements to develop plans for people for whom English is not their native language or who have limited ability to read, speak, write, or understand English.
Americans with Disabilities Act (ADA)	Prohibits discrimination and ensures equal opportunity for persons with disabilities.
State	
Government-in-the-Sunshine Law s.286.011, F.S.	Provides the public with basic right of access to most meetings and records of boards, commissions, and other governing bodies of State and local governmental agencies; and requires meeting minutes to be publicly accessible.
s.339.175, F.S.	Describes public involvement requirements for MPO planning activities.
s.1012.465, F.S.	The Jessica Lunsford Act, which requires background checks of all persons entering school grounds when children are present.

Table 10: References Public Involvement

Reference	Description
42 U.S.C. 2000d et. seq.	Title VI of the Civil Rights Act of 1964, as amended
Office of Environmental Management Web Page	FDOT's Environmental Justice Information.
FDOT Limited English Proficiency Guidance	FDOT's LEP guidance.
Public Involvement Handbook	FDOT Guidance for public involvement activities

Table 11: Federal and State Statutes and Codes MPO Certification

Citation	Description
23 C.F.R. 450.336	Self-certifications and Federal certifications.

Table 12: References MPO Certification

Reference	Description
23 U.S.C. 134	Metropolitan Transportation Planning (Federal Aid Highways)
42 U.S.C. 2000d et seq	Title VI of the Civil Rights Act of 1964
42 U.S.C. 12101	ADA of 1990
42 U.S.C. 7504 and 7506(c) and (d)	Transportation Air Quality Conformity
49 U.S.C. 5303 ;	Metropolitan Transportation Planning (Public Transportation)
Section 1101(b) of the FAST Act	Disadvantaged Business Enterprise (DBE)
23 C.F.R. 450	Statewide and Metropolitan Planning
49 C.F.R. 26	Participation by Disadvantaged Business Enterprise (DBE)
49 C.F.R. 27	Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance
49 C.F.R. 37	Transportation Services for Individuals with Disabilities
49 C.F.R. 38	ADA Accessibility Specifications for Transportation Vehicles

Table 13: Federal and State Statutes and Codes Performance Management

Citation	Description
Federal	
23 U.S.C. 150	Describes the national goals, establishment of performance measures and performance targets, and reporting requirements for the Federal-aid highway program.
49 U.S.C. 5301	Describes the national policy and purposes for funding public transportation systems.
23 U.S.C. 134 49 U.S.C. 5303	Describes the metropolitan transportation planning process.
23 C.F.R. 450	Describes planning assistance and standards.
23 C.F.R. 490	Describes national performance management measures.

Table 14: References Performance Management

Reference	Description
FHWA Performance-Based Planning and Programming Guidebook	FHWA's guidance on performance-based planning and programming
FHWA Transportation Performance Management Website	FHWA's guidance on transportation performance management

Reference	Description
FDOT Performance Management Policy	Establishes FDOT's policy on performance management.

Table 15: Federal and State Statutes and Codes Title VI and Non-discrimination

Citation	Description
Nondiscrimination	
20 U.S.C. 1681 et seq. , Civil Rights Restoration Act of 1987	Clarifies congressional intent to prohibit discrimination in all programs and activities of Federal-aid recipients, regardless of whether or not they are Federally assisted.
23 U.S.C. 324 , Highway Act of 1973	Adds sex as a protected class and authorizes the use of Title VI enforcement measures for sex discrimination.
29 U.S.C. 701 et seq. , Section 504 of the Rehabilitation Act of 1973	Prohibits discrimination based on disability in Federally funded programs or services.
42 U.S.C. 2000d-2000d-7 , Title VI of the Civil Rights Act of 1964	Provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
42 U.S.C. 6101 et seq. , Age Discrimination Act of 1975	Prohibits discrimination based on age in any Federally funded program or activity.
42 U.S.C. 12131 et seq. , ADA of 1990	Prohibits discrimination based on disability in programs or services operated by government entities.
49 C.F.R. 27 , Nondiscrimination Based on Disability in U.S. DOT-Assisted Programs	Codifies ADA/504 for U.S. DOT programs, services, and activities.
Title VI	
23 C.F.R. 200 et seq. , State Transportation Agency Nondiscrimination	Codified Title VI for FHWA programs, services, and activities.
23 C.F.R. 450.336 , Self-certifications and Federal Certifications	Requires the metropolitan transportation planning process be carried out in accordance with Title VI and other nondiscrimination requirements.
49 C.F.R. 21 et seq. , Nondiscrimination in U.S. DOT Assisted Programs	Codifies Title VI for U.S. Department of Transportation programs, services, and activities.
Disadvantaged Business	
49 C.F.R. 26 , DBE	Establishes Federal guidelines for DBE participation in U.S. DOT-funded contracts.

Citation	Description
Environmental Justice	
Executive Order 12898 (1994)	Directs Federal agencies to address disproportionately high and adverse human health or environmental effects in programs, policies, and activities on minority populations and low-income populations.
DOT Environmental Justice Order 5610.2(a) (2012)	Reaffirms U.S. DOT commitment to EJ and provides steps to prevent and/or address disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and National Environmental Policy Act (NEPA) provisions.
FHWA Environmental Justice Order 6640.23A (2012)	Provides FHWA policies and procedures for use in complying with Executive Order 12898.
Limited English Proficiency	
Executive Order 13166 (2000)	Requires Federal agencies to improve access to programs and services for those who are limited English proficient, and to provide guidance to Federal-aid recipients on taking reasonable steps to provide meaningful access for those who are Limited English Proficient (LEP).

Table 16: References Title VI and Non-discrimination

Reference	Description
Title VI Assurance, DOT 1050.2A	Executed by the FDOT Secretary committing to Title VI/ Nondiscrimination compliance in all programs, services, and activities.
Title VI/Nondiscrimination Policy	This agreement can be found on FDOT's MPO Statements and Assurances web page.
Title VI Program and Related Statutes Implementation and Review Procedure, 275 010 010-e	Establishes FDOT's process for implementing the FHWA Title VI compliance program and conducting Title VI program compliance reviews.
Title VI Implementation Plan	FDOT's Title VI/Nondiscrimination Program Implementation Plan, which describes the policies, procedures, and practices in use to comply with nondiscrimination requirements.
Disadvantaged Business Enterprise Program Plan	Establishes FDOT's DBE Program Plan in accordance with 49 C.F.R. Part 26.
Limited English Proficiency Plan	FDOT's LEP guidance.
Sociocultural Data Report (SDR)	Displays information about communities in a project area that potentially may be affected by the project.
Sociocultural Effects Evaluation (SCE)	FDOT's Sociocultural Effects Evaluation resources.
Environmental Justice Web Page	FDOT's Environmental Justice information.

Table 17: References General

Reference	Description
Florida Transportation Plan	Florida's Long-Range Statewide Transportation Plan.
Strategic Highway Safety Plan	Florida's statewide-coordinated safety plan.
Highway Safety Plan	Serves as a state's application to the National Highway Traffic Safety Administration for Federal funds.
Florida's Highway Safety Improvement Program	Florida's program of highway safety improvement projects.
Bicycle and Pedestrian Partnership Council	Provides policy recommendations to FDOT and its partners on the State's walking, bicycling, and trail facilities.
Pedestrian and Bicycle Strategic Safety Plan	Supports the SHSP with a more detailed focus on pedestrian and bicycle safety.
FHWA Congestion Management Process Guidebook	Provides guidance for conducting a CMP.
FDOT Complete Streets Policy	Specifies FDOT's approach and policy for a statewide Complete Streets policy.
FDOT Complete Streets Implementation Plan	Provides a detailed description of actions FDOT will undertake to implement this policy.
Florida Greenbook	Provides design standards and criteria for state and local roads.
Freight Mobility and Trade Plan	Identifies objectives and strategies for improving freight mobility and trade activity in Florida.



Summary of Stakeholder and Staff Interviews

July 5, 2019



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INTRODUCTION

This document presents the preliminary results of interviews the University of Central Florida Institute of Government Team conducted as part of the MetroPlan Orlando 2019 Strategic Planning Process. Team members conducted the interviews with individuals suggested by MetroPlan Orlando staff, in response to criteria provided by the Team. Individuals included representatives of traditional transportation partners such as local governments and state agencies, and non-traditional partners such as community groups, social service agencies, economic development organizations, and others representing important but often overlooked stakeholders in regional transportation decisions. Those interviewed also included MetroPlan Orlando staff.

Interviews took place between April 16, 2019 and May 24, 2019. Appendix A contains the list of individuals interviewed. Appendix B contains the questions used as a point of departure for each interview conversation. The interview results are presented without attribution.

Collectively, the interviews provided the team with an initial scan of issues and other considerations important to MetroPlan Orlando stakeholders. Together with the information collected by the Team on issues and trends that affect the field of transportation and Metropolitan Planning Organizations specifically, these will serve as the initial basis for determining the focus areas to be developed in the strategic plan.

STAKEHOLDER THEMES

The themes as presented here are grouped according to the focus of the questions asked by the Team. It is important to note, however, that the themes ran throughout the interviews, not just throughout answers to specific questions. There is significant and extensive overlap among almost all the themes. As just one example, participants often described issues by describing what MetroPlan Orlando should do about them – thus embedding them in a description of the roles MetroPlan Orlando could play.

The themes emerging from stakeholder interviews and staff interviews overlapped to a great extent. There were, however, some differences in emphasis and some themes unique to the staff interviews. These overlaps and differences are discussed at the end of this section.

THEMES - RELATIONSHIPS

All the external stakeholders interviewed indicated that their organizations, and they personally, had strong relationships with MetroPlan Orlando. They praised the quality of staff and leadership and noted that these relationships and the quality of MetroPlan Orlando's work had earned a broad base of goodwill in the community.

THEMES - WHAT METROPLAN DOES WELL

Highly Qualified, Talented Staff

All interview respondents emphasized the skills and high level of performance of MetroPlan staff over many years. This was viewed as the bedrock of the respect and goodwill enjoyed by MetroPlan in the region.

Convening, Engaging and Educating

Virtually all respondents also highlighted MetroPlan's skill and success at convening – bringing together different groups, communities and jurisdictions to think and work together on transportation and transportation-related issues. Some respondents pointed to MetroPlan's success in bringing groups and jurisdictions together around its statutorily mandated tasks. Others pointed to its ability to bring previously unengaged groups to the table, or to convene groups focusing on specific issues related to transportation but not necessarily to mandated tasks.

Working Across Jurisdictional Lines

Closely related to the above, most respondents gave MetroPlan high marks for its ability to work across jurisdictional lines. Respondents noted that being a three-county MPO provided a foundation for success doing this. The Corrine Drive Complete Streets Study was also frequently cited and spoken of as a very successful example of this.

THEMES - WHAT METROPLAN MIGHT CONSIDER DOING DIFFERENTLY

Continue and expand public outreach and leadership

Most comments on what to do differently actually focused on expanding current MetroPlan activities. Most frequently mentioned were public outreach and education, and leadership on issues like funding, the link between land-use and transportation (especially transit), millennials' changing demands for transportation, and transit. These possibilities are also addressed in the *Issues* and *Roles* sections below.

Improve board orientation, communication and policy focus

Some participants saw value in increasing the effort and time put into orienting new members, especially those less familiar with transportation issues, and then focusing board effort and time more tightly on policy rather than on-going studies.

Explore new roles and technologies in partnership with others

Some participants saw an important potential role for MetroPlan in supporting a variety of local initiatives using new technologies in systems management and approaches to transit as an on-demand service. Specific suggestions included developing and making available a continuously updated database on real-time transportation information and helping enable the use of autonomous vehicles in on-demand transit. These possibilities are also addressed in the *Issues* and *Roles* sections below.

THEMES - ISSUES METROPLAN SHOULD ADDRESS

Funding

All interviewees pointed to funding as one of the most important issues MetroPlan Orlando should address over the next ten years: funding for transportation generally, especially in light of projected declines in gas tax revenues; funding, and especially dedicated funding, for transit; funding for new technologies in transportation; funding changes resulting from federal reauthorization, and; new sources of funding. Most saw MetroPlan as able and well-placed to increase regional understanding of transportation funding needs, and to increase receptivity to meeting those needs among governments and leadership in the region.

Technology

Almost all of those interviewed pointed to the importance of technological changes in transportation over the next five to ten (5-10) years. Some pointed to changes in vehicle technology (i.e. autonomous vehicles and alternative fuel vehicles), others to the importance of technology in systems management (i.e. in the collection and use of real time data), and still others to the infrastructure needed to support new vehicle technologies and systems management approaches (i.e. AI and 5G). Interviewees expect these changes will have implications for the kinds of projects on the MetroPlan priority list, and for the roles MetroPlan might play in directly collecting and supplying data and managing systems.

Transit

Transit was also one of the most frequently mentioned issues. While interviewees who talked about transit were aware of MetroPlan Orlando's limited direct role in transit, they believed that the importance of transit to issues ranging from equitable access to jobs to environment (built and natural) to general quality of life warranted a focus on it. As with many of the other issues that emerged as themes, interviewees believed MetroPlan Orlando could play several roles – advocacy, education, “thought leadership” on this issue, despite its limited direct responsibilities. Some focused on how MetroPlan could support local transit initiatives with data and technical expertise. It should be noted that participants talked explicitly about rubber-tire and rail transit, fixed-route

and on-demand. They believed that transit would and should become an increasingly prominent part of the transportation systems in the region.

Bicycle and Pedestrian Safety

Many interviewees pointed to the unfortunate rankings of the state and region (first in the nation) in bicycle and pedestrian accidents. They believed that MetroPlan Orlando's activities in bicycle and pedestrian priorities would allow it to address those issues.

Growth, Demographics, and the Relationship between Land Use and Transportation Needs

Many interview participants noted that younger generations exhibit attitudes towards transportation, the car, and transit sharply at variance with those of older residents. These participants noted that these attitudes would have implications for the relationship between land-use and transportation (including transit). Coupled with the high rates of growth in the region, this might provide an opportunity for MetroPlan to lead on how the relationship between land-use, transportation and transit is addressed in Central Florida.

Improved access to jobs, housing and services

Several participants pointed to the connection between transportation and overall health, as well as the challenges of physical access to health care via public transportation. Others pointed out that the region has a very high percentage of its population in the service industry (the second highest in the nation), while the transportation system (and its relative paucity of transit) makes it difficult for lower income residents to access service industry jobs. Several respondents thought that the lack of transit coupled with the relative lack of affordable housing would begin to negatively impact economic development in parts of the region.

THEMES - ROLES METROPLAN MIGHT PLAY (BEYOND THE MANDATES)

Statutory Mandates

Without exception, those interviewed gave high marks to MetroPlan Orlando's work in the roles set out for it in federal and state law. Interviewees felt that MetroPlan's consistently high performance in these areas has built a foundation that leads many to look to MetroPlan to play roles related to but distinct from its statutory mandates.

Education and Outreach

Most stakeholders saw educating leaders and communities on transportation, funding, transit and connection between land-use and transportation as an important potential role for MetroPlan. They noted that success in most of the issues facing MetroPlan and the region would depend on the attitudes of leaders and the public.

Convening and Partnerships

As noted earlier, most stakeholders see an ability to convene and engage individuals, communities and jurisdictions as a strength of MetroPlan. Many suggested that MetroPlan might, in partnership with others, leverage this strength and the relationship to transportation of many of the questions facing the region to help convene efforts to address a range of issues, from affordable housing to land-use patterns.

Some suggested that MetroPlan might also play a similar role on a smaller scale, using its neutrality to conduct processes intended to resolve long-standing issue relating to transportation. The recent Corrine Drive Complete Streets Study was frequently held up as a model inter-jurisdictional example of this role. A few noted that MetroPlan also might, by invitation, play this role even within jurisdictions, where differences exist in preferences for particular transportation solutions.

Policy, Technical (and Technological) Leadership

These issues are described together here because there was a degree of divergence in the interviews between responses that emphasized leadership roles for MetroPlan, and those that emphasized technical contributions. It is worth noting that almost all the stakeholders favored one orientation or the other – few emphasized both equally. While the two are not mutually exclusive, balancing them will require careful attention.

Many participants called for MetroPlan, in addition to performing statutorily mandated tasks, to play leadership roles on a variety of issues: funding, transit, the link between land-use and transportation, and educating elected officials and the public regarding transportation-related issues. While acknowledging that MetroPlan could not directly determine outcomes in these areas, these respondents saw an opportunity for MetroPlan to leverage its goodwill and unique position in the region to become a “thought leader” on these issues. (Indeed, some argued that MetroPlan has played that role at least since the early 2000s and should continue and expand it.) Some of these participants also noted that taking leadership stances on some issues might expose MetroPlan to criticism.

Other participants saw a variety of more technical or technologically oriented potential roles for MetroPlan: developing a database of real-time transportation information for local governments to use; building Transportation Systems Management and Operations (TSMO) capacity among the region’s governments; directly managing more TSMO efforts, including trans-jurisdictional ones; and providing more technical support to smaller local governments.

THEMES - ONE PRIORITY

Address funding

When asked what they would choose if they had to pick just one outcome to achieve in the strategic planning process, the largest number of respondents focused on funding. Some believed it might take local pressure for the state and federal governments to address the issue and believed there was a need to bring together key public and private members of the community to exert this pressure. Others emphasized that no organization was currently taking the lead on this issue, and that the issue should be addressed at the regional level.

Address transit

Many respondents pointed to all aspects of transit as the most important thing for MetroPlan to address in the strategic planning process. The ways they described that MetroPlan might do this varied according to their preference for leadership or technical roles for MetroPlan, but all of these respondents believed MetroPlan could and should try to make a difference in transit.

Address connection between land use and transportation planning

A smaller but still significant number of respondents emphasized working closely with local government to improve the connection between transportation systems and growth and economic development. They also suggested that educating local officials on the cost of current development patterns and of transit-oriented alternatives would be a good focus for MetroPlan.

STAFF THEMES

Many of themes were common to the stakeholder and staff interviews, overlapping almost fully. Other themes were common to both sets of interviews, but with different emphases in each. Still other themes were unique to the staff interviews, either because of different question in the interview protocol

OVERLAPS

What MetroPlan Orlando Does Well

Stakeholders and staff interviewed had very similar views about what MetroPlan does well: highly qualified and talented staff, convening and educating, and working across jurisdictional lines. Stakeholder and staff views on the importance of these issues overlapped almost completely.

Issues

With issues, the themes of funding and technology were common to both sets of interviews, and stakeholders and staff placed similar emphases on these. Stakeholder and staff views on the importance of these issues overlapped almost completely.

Roles

Stakeholder and staff themes overlapped almost completely on the centrality of the statutory mandates, and on education.

DIFFERENCES IN EMPHASIS

Issues

A greater MetroPlan Orlando emphasis on transit was common to stakeholder and staff interviews. Stakeholders, however, tended to emphasize transit to a greater degree. For some stakeholders, especially non-traditional ones, it was the primary focus of their comments.

The connection between land use and transportation was also common to both sets of interviews. Staff emphasized this to a greater degree and spoke more directly to the connection between land use and mobility.

Roles

Stakeholder and staff themes touching on convening and leadership overlapped to a significant degree. However, in both cases, staff comments tended more toward the technical side: convening around activities related to the mandates and multi-jurisdictional technical efforts like TSMO, and exercising leadership on technical efforts and within the region and the transportation planning field. Staff also spoke more directly about the need for MetroPlan to balance core responsibilities with value added services to the region and beyond.

THEMES UNIQUE TO THE STAFF INTERVIEWS

Risks and Uncertainties

The team asked the staff respondents about the risks and uncertainties that might impede progress toward the plan. Responses included funding, federal reauthorization, changes in board make-up and public influence, regional and stakeholder buy-in, and MetroPlan workforce development.

Staffing and Organizational Considerations, including what the New Strategic Plan Should Achieve

Several strands of comments in the staff interviews related to these themes. Some saw the recent change in leadership as an opportunity to re-examine and refine, direction, priorities, programs, etc.

More generally, staff expressed an interest (for some an expectation) that something new and different should come out of this strategic planning process to better meet rapidly changing circumstances (including changing issues and roles, and especially technology, data, and regionalism.) Some noted their hope that the planning process might allow for rethinking of MetroPlan's organizational structure. Some saw an opportunity for better alignment between the new strategic plan and the long-range transportation plan. Additionally, staff pointed to the value of additional cross-training and filling vacant positions.

Most thought the current vision statement still relevant, although some noted that there might be a need to revisit the first half of the organization vision statement and incorporate core service.

Prior Strategic Plan

There was a consensus among staff that the previous strategic plan had succeeded in some respects but not in others. The reduction in the number of board meetings and creation of the Community Advisory Committee were very successful, as was the TSMO program. The creation of the Regional Leadership Council, in contrast, had not led to the kinds of outcomes MetroPlan had hoped. Some also noted that after the first year of the plan, progress towards measuring progress towards its goals had not been regularly evaluated.

COMPILATION OF STAKEHOLDER INTERVIEW COMMENTS

The following is a summary of the responses offered in interviews with sixteen individuals MetroPlan Orlando identified as key stakeholders in regional transportation in Orange, Osceola and Seminole Counties. The responses have been collated, without attribution, into categories within each of the questions used to guide the interviews. The summary will be used to help inform the first workshop on June 12, 2019 and the direction of related research.

How would you describe your organization's current relationship/interaction with MetroPlan Orlando?

Professional staff with excellent communication and collaborative engagement:

- Excellent communication with key staff to address issues important to our client community
- The city has a good relationship generally on all issues and getting them addressed.
- Very good relationship in current role and at former agencies. I hold MetroPlan in high regard in terms of policy.
- Strong relationship with MetroPlan Orlando built on strong engagement in our activities.
- Our county has a very good collaborative relationship with MetroPlan, especially with the procedures and rules that come with federal funds.
- Very professional. They are what we believe other MPOs should strive for.
- I have had the opportunity to work with MetroPlan's senior staff and they are excellent - need to continue to groom and build on that base
- We are engaged with many of the same local officials, are involved in MetroPlan's processes and have staff on their committees.
- Active representation on the board and participation on the technical committee.
- Good collaborative relationship
- MetroPlan has earned a good reputation for regional cooperation with other area agencies.

Limited but good interaction:

- Good but limited direct experience with MetroPlan but recognize that transportation is critical to a community's future growth.
- Historically we have had limited interaction with MetroPlan, but recently expanded our efforts in the region and see MetroPlan as a potential partner in addressing urban growth issues.
- Limited interaction or communication with the staff. Not sure what is going on outside of the agenda items presented during board meetings.

What do you like most about MetroPlan Orlando and/or think they do well? What could or should they do differently?

What they do well:

Convening, engaging and educating the community

- MetroPlan is doing a very good job both educating the community and learning about their transportation needs.
- They shared their plans and listened to suggestions from the health care community
- They have strived to keep an open thoughtful dialogue with partners in the region.
- MetroPlan makes an intentional effort to bring people together and involve the public. Staff has made a conscious effort to reach out to minority populations and the transportation disadvantaged. Public input matters.
- MetroPlan has always been helpful and developed a strong partnership with the business community.
- Pleased with the progress on the issue of bicycle and pedestrian safety

Work well across jurisdictional boundaries

- MetroPlan staff works well with multiple municipalities on cross-jurisdictional roadways/corridors. Corrine Drive for example. This role could become an important niche for them in addressing the transportation needs of multiple local governments.
- MetroPlan brings jurisdictions together well with no one group allowed to have the big hammer.
- Continue to serve an important role as a convener of different groups, including local governments, citizens and transportation interests.
- Staff provides key coordination of the I-4 corridor with other MPOs
- MetroPlan does well in bringing the whole region together on issues
- Very good at understanding the processes and working with so many local jurisdictions - make sure everyone plays together well in the sand box. From their board all the way through their committees.
- While we do different jobs, MetroPlan plays a key role in coordinating the big picture in the region's transportation planning. Coordinating together may be slow but it creates better solutions.
- MetroPlan brings all the transportation interests together and how it relates to the region as a whole.
- They are a point of entry for talking about transportation challenges in the Orlando metro area – transportation challenges are all regional. They take a leadership role in engaging local governments in conversations and regional transportation challenges.
- MetroPlan understands the process of local government

Three-county MPO is a strength

- MetroPlan is the only three-county transportation planning organization in the state - that is a strength
- As a multi-county organization, MetroPlan is more regional and thinks beyond jurisdictional boundaries for transportation issues. This allows MetroPlan to prioritize for the region and not just each county.
- Multi-county MPO is a real strength and separates them from other MPO's
- Multi-county MPO is a big strength and a good example for the rest of Florida

Talented, quality staff

- MetroPlan is the "A" model with an excellent staff that has a unique ability to do things well
- MetroPlan has done very well in developing professional staff at all levels
- Staff keeps up with the mandates well and does a nice job with presentations on the transportation industry
- They have talented people and do an excellent job on the technical side.
- Quality staff, organizational stability and untarnished reputation
- They stay on top of issues - they are already on it
- The staff stays on the cutting edge of technology, including autonomous and connected vehicles.
- The staff is very good at meeting statutory requirements. That needs to remain their primary focus with the right people at the table.

What they could/should do differently:

Continue and expand public outreach

- Maybe more public outreach from a pedestrian standpoint. We need to be an advocate for the non-motorist.
- Continuous need to communicate with the public who doesn't understand funding issues, the various sources of funding and why roads take more than three years to build.
- Drill down to address specific projects for specific communities, to actually implement new ideas and approaches to address the challenges and improve access to health care services

Improve board orientation, communication and policy focus

- As a policy board, Board meetings should focus its time as a policy board and not review studies. The board meetings are too long.
- Need to improve orientation for new board members, especially considering the high turnover rate among local elected officials. Consider alternatives for training new board members so the task doesn't always fall on staff.

- Not sure this is a good time to review and update the strategic plan. Would prefer to have waited a year to start the process to let new board members and director settle in.
- Would like to see better communication with board members
- Newer board members have an uneven understanding of funding issues. Financial conversations are needed regarding the cost savings of lane miles vs. transit.

Expand MetroPlan's leadership role in the region, including land use, transit and funding

- MetroPlan needs to address the issues of millennials who look at transportation and housing differently than our generation. They are looking for transit, trails and accessibility.
- They could take on more of a leadership role in developing regional transit
- Assessing funding and allocating it based on the needs of the fastest growing areas
- MetroPlan needs to expand beyond its original role of planning road routes. Transportation is a more diverse universe now.
- Focus on more tangible, intermediate, transitional and aspiration projects using new technologies such as autonomous vehicles.
- The challenge they have and what they could do is take on a stronger role in making the transportation/land use policy link. For example, address the opportunities for TOD along SunRail and Brightline expansions.
- Need a transit action plan from the L RTP

From your perspective, what are the major issues MetroPlan Orlando should tackle/address over the next five-ten years?

Improved access to jobs, housing and services

- Health and transportation are interconnected. We need to ensure people can get to health care services. It is a challenge for people to access care through the current transportation system
- The built environment and impacts a family's access to health care and well-being.
- More than 50% of our clients rely on public transportation to access needed services.
- Need to address the needs of the workforce for public transportation in a region with the second highest service industry in the country. Transportation is the second highest household budget item after housing.
- Regional connectivity is challenging, and people are making job decisions that avoid Orlando because of the difficulty of getting from home to work, or Disney to Winter Park, or even Winter Park to downtown.
- Location and provision of affordable housing and transportation are really important
- Address the overall demographics and how it is changing and how we are addressing it in terms of transportation, movement to work, jobs and social determinants.
- Need transportation opportunities for our workforce linked to affordable housing.

Bicycle and Pedestrian Safety

- MetroPlan could help facilitate/support getting more communities on board with Vision Zero. MetroPlan should have a role in promoting and supporting pedestrian and bicycle safety efforts.
- Our current transportation system does not promote physical activity. The system needs to be designed include other healthier modes.
- Traffic and congestions continue to build and make pedestrian and bicycle safety even more difficult.
- Continue the focus on bike and pedestrian safety and tie in to the transit piece
- Need a cohesive regional approach to bicycle and pedestrian safety.
- Must change driver behavior to improve bicycle and pedestrian safety

Growth, shifting demographics and land use impacts on transportation needs

- It's also time to start doing something about land development patterns, which are causing congestion and safety problems. MetroPlan can help reshape this issue. We can't have transit if we don't change land development patterns.
- Continued growth and shifting dynamics in Central Florida present challenges

What role could or should MetroPlan Orlando play in the region beyond their federal and state mandates?

Regional leadership on funding issues

- MetroPlan could play a key role in educational and allocation of funding - get their board informed - local elected officials are not transportation experts - tough decision making because we are so tax adverse here - has crippled opportunities here in the past, shut down past opportunities for federal funding.
- The biggest issue is funding. Without new alternative sources, transportation will suffer, and corresponding economic development will suffer. The public is not sufficiently aware of the problem.
- MetroPlan should play a role in developing an effective argument for the need for more public funding to overcome the politic obstacles. Educate the local elected officials and public on the value of public transit to the region's economic development and quality of life.
- Coordinate or advocate for funding initiatives.
- MetroPlan could play a role in helping raise public awareness in support of revenue initiatives.
- Raise awareness about increasing transportation needs compared with limited available funding sources.

Regional leadership on transit issues

- MetroPlan may need to play a role in helping organize management and operations of SunRail as FDOT steps back.
- Need to address the coming change with local governments assuming responsibility for SunRail.
- The FAST Act may offer MetroPlan a larger role in transit and in reducing greenhouse gas emissions.
- Support dedicated funding for transit in the region.
- Play a role in defining or addressing the differing ideas about transit in the region.

Role in regional data collection

- MetroPlan should be a regional data warehouse collecting all sorts of data (transportation, pavement quality, air quality, etc.) across jurisdictional lines, not a long-range planning organization.
- Success metrics are needed, especially those that are quality of life and economic development within the region, including: GHG emission reductions; distance and travel time (home to work, etc.); and the presence of TOD.

Building partnerships in the community and across jurisdictions

- Need to develop a common understanding between the jurisdictions in the region as to what sustainability means and how it can be enhanced through better coordination.
- MetroPlan could do even more planning with the community. They need to look at economic development and where transportation fits to enhance access to health care, grocery stores, jobs, etc.
- MetroPlan could be a table for addressing the connection of land use and transportation across jurisdictional lines.
- MetroPlan staff have always been a master of partnerships and bringing parties together through outreach. Their accomplishments in developing partnerships and agreement in the region have been noted by the private sector and have attracted investment to the region.
- Continue to be a leader and convener of regional discussions.
- Take the lead and bring smaller surrounding MPOs into the regional footprint
- Region might let MetroPlan coordinate a master plan to coordinate all the modes in a more formal way that still lets everyone keep their autonomy.
- Address the leadership void in the region regarding infrastructure.
- Formulate a cohesive regional approach to bicycle and pedestrian safety through education, community dialogue and support for funding and implementing projects.

Educating local elected officials and communities on transportation issues

- Continuous education of local elected officials about impacts and access for those without transportation - need more compact development.
- Reach out and include audiences that typically have not been included in transportation discussion, such as minorities, economic disadvantaged, millennials.
- MetroPlan needs to be better at educating the public on the need for alternatives, especially on pedestrian issues.
- Higher level presence in taking on public education role of important regional projects.

Address impact of transportation on quality of life and economic development

- Address quality of life issues and economic development in developing transportation policy.
- MetroPlan Orlando should play a role in protecting the Econlockhatchee River, protecting transportation infrastructure, and maintaining the urban boundary west of the river and preventing encroachment.
- How do we discuss growth in our region? The more that MetroPlan steps out of its traditional role the more exposed they are to criticism - but the discussion needs to happen as we run out of infrastructure. Consider looking at the factors developed by How Shall We Grow.
- Focus on economic development. Collaborate with affordable housing development to improve access to health care, food/grocery stores, and jobs.

What one thing would you like to see MetroPlan achieve in this process?

Address connection between land use and transportation planning

- I would like to see MetroPlan work closely with local government to connect planning transportation systems to fit with economic development.
- Educating local officials on the cost of current land development patterns would be a good focus for MetroPlan. All local government services are impacted by sprawl.
- Safety and land development are the most pressing issues that we have. Need to require networks within new development patterns to support walkability and better access.

Address transit

- Transit needs to be a prominent part of the discussion and strategic plan. We have to address the last mile to make transit effective and safe, and to change perceptions.
- Find a way to solve the public transportation funding issue by pulling together the key players representing key public and private segments of the community, influential people with vision and clout.
- A shift from focusing on funding for road construction priorities to transit nodes and how they fit into the system (focus on TOD and funding projects in those areas, job-centered areas, or where there's combined residential and commercial developments – making them successful).

Address funding

- At one point they were the only MPO that was trying to address the transportation funding issue. I would like to see them continue to lead on that issue. It may take local pressure to push the state and feds to tackle the issue.
- Address the whole funding issue at the regional level, including SunRail. Someone needs to take the lead.

COMPILATION OF METROPLAN ORLANDO STAFF INTERVIEW COMMENTS

The following is a summary of the responses offered in interviews with five senior MetroPlan Orlando staff. The responses are presented by under the questions used to guide the interviews. The summary will be used to help inform the first workshop on June 12, 2019 and the direction of related research.

Is MetroPlan Orlando’s organizational vision still relevant? [A leader in transportation planning committed to excellent customer service, effective partnerships and an engaged/informed public.]

- Still relevant because committed to internal and external customers
- Still relevant but change “transportation” to mobility
- Do we care that people see us as the leader or should we be affecting change/it’s more important that we effect change and not worry about how people see us?
- Are we just a leader/there are a lot of leaders
- We are leaders in other areas, technology, system planning and operations, etc.
- There’s room to improve this statement
- Incorporate our national presence – that’s part of having effective leadership
- Recognize our top-notch technical staff
- Missing value-added services
- Needs to focus on core products/services to local governments
- Public outreach requires cross collaboration – with planners and engineers
- Need to stay relevant
- Regional perspective is not always aligned with local priorities
- Should be doing more outside of the organization

What would you like to see MetroPlan Orlando achieve through this strategic planning process?

- Need to rally around the Executive Director’s vision for the organization
- Following change in leadership, status quo maintained but what more can we be doing
- Staff retreat could be beneficial
- Need a fresh perspective – are we doing the right thing, where should we be focusing our attention
- Identify our primary stakeholder – do we work for the board; do we work for the public – where should our efforts be focused
- Our structure gives us autonomy
- Need to look at our projects and how we are managing and operating our network
- Historically, agencies like MetroPlan would look to the past and make a linear projection into the future, now we need to look 20 years into the future

- Need to be an agency that looks more near term, five to ten years and take more risks
- Desired end result needs to be something we can take ownership of
- Not opposed to change in the organizational structure
- Should TSMO be part of transportation planning
- Would like to see something that comes out of this that adds to the organization or something new that is more strategic
- Continue going beyond our federal requirements
- Previous plan focused on four major areas but there's much more we can do
- We're no longer in the road building business – the region is built out
- Focus on regional connections and quality of life
- Be a voice for the region, not for each county
- Need to help people in the region with their mobility and transportation needs but also need to focus on the board/day to day activities
- Need to take on the role of being a leader beyond just the region
- Moving from the 20th century to the 21st century brings more information, communication and technology to mobility
- Automation is erasing the space between moving from point A to point B
- Other aspects of the transition to automation is how data and personal information is used and shared, data will need to be exposed if we're going to have mobility that is efficient, effective, and safe
- Mobility as a service – behavioral economics – as mobility managers and agencies, we have to start employing this and look at how people choose to travel
- Information is available in real time and we need to use it to better communicate with travelers

From your perspective, was the previous Strategic Plan effective? Why or why not?

- Some aspects have been effective, and others have not - some plusses/some minuses
- Reviewed board and committee make-up and looked for ways to not overburden volunteers
- Reduced the length of board meetings, which better engaged members, agendas became more strategic
- The immediate reduction in the number of board meetings (from 12 to 8 at two hours each) was a huge success
- Merging what had been the Bicycle and Pedestrian Advisory Committee and Citizens Advisory committees into the Community Advisory Committee forced the discussion of modes/we're spending more money now on bicycle projects than we ever had in the past
- Created the Community Advisory Committee, which is effective and working very well
- Regional coordination/connections have improved
- Set the stage for federal performance measures requirements

- Enabled the advancement of our program (TSMO) to manage, operate, and enhance the region's transportation system
- Facilitated opportunities to reduce congestion and improve travel time
- Some achievements have happened organically due to talented staff such as staff participating on national boards and committee and publishing articles in national publications
- Created the Regional Leadership Council for making major policy decisions, but it has not worked as well as intended
- Should have used the Strategic Plan to guide the LRTP/the two should be strategically aligned
- The plan wasn't revisited on a regular basis with the board – no progress reports were provided after the first year
- Transit Committee still desired (goal of previous plan was not to add a committee)
- The Executive Committee could replace the function of the Regional Leadership Council

What are MetroPlan Orlando's strengths (what does it do best)?

- Talented staff
- Very good at what we're required to do – we exist to do transportation planning and we're very good
- Technical expertise
- Maintaining our certification (something we're required to do)
- Bringing people together – public information component is outstanding – our staff is award winning
- Public involvement and fostering communication among communities
- Corrine Drive Complete Streets Study – most public participation around any project – the project was controversial but creativity and innovation in the use of technology yielded involvement of over 800 people in a TeleTown Hall; used other non-traditional public outreach such as partnering with local television stations and faith-based channels
- Bringing in over 100 people to participate in a transportation disadvantaged annual public hearing
- Convener of meetings – board meetings, committee meetings, involving the public – participation from stakeholders and jurisdictions is strong
- Take required meeting postings and guidelines very seriously
- Very good working relationship with local governments and FDOT
- Coordination and communication – can call local government partners and DOT and get around the table as soon as possible
- Staff have strong relationships with board members, committee members, and elected officials all the way up to Tallahassee – they know who we are, and they open their doors to us
- Collaboration – board works well together – one-on-ones reinforce this

- Cities and counties, LYNX comes to us (Corrine Drive study), whether its Orange County or City of Orlando, they come to us because of our neutral perspective
- Our neutrality is a strength and it allows us to bring people together
- Innovators – we do things differently – different approaches to performance-based planning; moving from an LRTP to an MTP – metropolitan transportation plan MPO leadership supports innovation
- Adapting to change – small organization and can respond quickly
- Use of technology
- Financially and fiscally sound

If you could change something immediately to improve overall effectiveness, what would it be?

- Need to be more involved in land use decisions, possibly by becoming more involved in planning and zoning boards, courtesy review of land use amendments, or finding some way to participate in the existing structure by adding value to the process
- We make transportation decisions on what we think the trends are, but they are quickly changing
- Need the ability to help implement projects and push for faster delivery, maybe through LAP projects
- Working off the state road system (Corrine Drive) – promoting education and outreach
- More work for smaller local governments that don't have planning staff and focus on complete streets and corridor studies (Corrine Drive) with a focus on community engagement
- Leveraging staff with national connections – using skill sets wisely
- Building capacity of the other MPOs
- Building regional capacity
- Building capacity of MetroPlan staff regarding new technologies
- Having the authority to drive change – serve at will of counties and cities – we come up with policy and vote on it, but it's still up to the cities and counties to make the change happen (How Shall We Grow - Filtered into the LRTP because of expectations of land use changes and additional tax collection, but the local governments didn't follow through
- Strengthen TSMO and in combination with regional partners
- MetroPlan is a mature organization – need to identify the type of leadership that is needed based on challenges and opportunities ahead of us
- Organizational change if needed for the good of everyone (not just one or two people)
- Fill vacant positions
- Speed up implementation of TSMO initiatives
- Cross train staff

What are the major issues MetroPlan Orlando should tackle/address over the next five to ten years? What is needed to make this happen? Are there obstacles?

- Challenges and opportunities are technology, federal reauthorization, funding, and workforce development and safety
- Confident in stakeholder funding but federal funding is an issue that will never go away
- Funding for end transportation products across counties varies
- Funding – need more funding to implement the projects we have – currently only funding 15 to 20% of projects
- Need funding for transit and other alternative modes, especially in lower income areas
- Public is more willing than in the past to step up and pay for transit – ridership is increasing
- Board has asked MPO to take a more active role in transit planning but no advisory committee for transit
- Reauthorization will bring more focus on operating the transportation network and mobility, and less on capital projects
- Concerns over federal transportation bill and distribution of Surface Transportation Block Grant funds
- SB 7068 allows competitive bidding for TNCs on work currently being handled by CTS – results in public/private competition
- Technology is going to be a huge driver as well as those continuous unknown but very rapid disruptors to our transportation system
- Legislature's support for and response to technology changes
- Technology and understanding how transportation are going to change – we don't know what we don't know Technology changes are coming at us quickly: ACES, adaptive road signs, autonomous traffic signals, etc. – need to bring the board and committees up to speed
- Technology has ability to solve a lot of problems but presents challenges also, like equity
- Being prepared to address technology and informational changes in the 21st century
- Adjusting to technology – ACES – stay on top of it as best as we can
- There's very little guidance on how to do our work in light of new technology but we know that doing it the same old way is not the right way
- Stay connected to what's happening in the world of technology and identify the needs
- Need to explore internal workforce development in the context of technology
- Staff should be prepared to change from a road building mindset to a new era of technology and technology impacts and is implemented through the MPO programs
- Need staff with talent to understand and stay apprised of technological changes
- Focus more on quality of life, health, and safety
- Establish a regional vision based on desires of the transportation system – not just models

- Be the regional “go to” – how can we be the point of contact with all the answers for the local governments in the region
- Land Use – SunRail is generating good land use decisions and tax incentives have been passed to support transit – MetroPlan should be a part of this
- We’re still relying on old travel patterns – make sure we’re not funding projects that will not be obsolete in the future
- Aging population – we have a category that is 75 and over, so age demographics continues to grow, especially in places like the villages, and we will need to tackle that – technology and mobility may be solutions
- Connecting our outside communities - when the Census happens every 10 years, we connect another piece to our region and have to collaborate our plans and will continue to grow in all directions – need to make sure plans are collaborative even in the future

What role could or should MetroPlan Orlando play in the region beyond its federal and state mandates? What is needed to make this happen? Are there obstacles?

- Educate local governments regarding transportation funding
- Educate local governments regarding Complete Streets implementation
- Look for more opportunities to conduct studies (Corrine Drive Complete Streets)
- Be mindful that we have to work within the confines of federal and state laws – we can educate but not impose
- Our role is to educate on funding, not advocate for funding
- Need to find a dedicated source of funding for transit
- Would like to play a bigger role in transit and at the least, having a more formalized seat at the table; we consider ourselves a funding partner but not sure if LYNX views us that way
- Board chair has made it clear that transit is important to the region
- Prepare for a future of technology – what are the smaller pieces to the puzzle: Curb management, being a better resource to cities and counties to address smaller issues, look for low hanging fruit, create test projects and demonstration projects, identify and share best practices Duplicate the successes of other MPOs
- Preparing for technology can be done with existing staff, but requires a mind shift, not necessarily a reorganization or new staff
- Staff should be receptive to change
- Prepare for technological changes
- Participate on local planning boards
- Regional traffic management – we don’t stop at county boundaries
- Facilitate the transportation network that is not on the state road system in terms of traffic management and transit connections – would require working more with TSMO and regional partners
- Continue to be a leader in TSMO efforts

- Focus on smaller local governments that don't have a planning staff, engage communities beyond a typical engineering study by promoting complete streets with a local perspective
- Over past few years, ventured out into public health, affordable housing, homelessness and we can continue to play a part in that – it created a new constituency
- Obstacles are risk taking, creativity, curiosity, regulations, and politics
- Be willing to take calculated risks

What risks and/or uncertainties have the potential to disrupt MetroPlan Orlando's vision and current or future roles and programs?

- Funding and technology – changing at such a rapid pace, it's very difficult to envision a 20-year planning horizon
- Technology is a major challenge
- Federal funding levels are never guarantee
- Funding from a variety of sources is helpful
- Change in funding priorities – refocus on operating the transportation network and mobility and less on and less on capital projects
- Risk of local funding being affected – risk to us doing what we do in the way that we do it
- Federal legislation – infrastructure bill due to come out in 2020 but rumors regarding a long-term bill and its impact on funding
- Shift from road building to mobility; need to add value to the community
- Regional stakeholders who may be unwilling to participate in TSMO efforts, including development of a regional master plan and regional freight study
- Shift in public opinion influences board members
- Workforce development and safety
- Workforce development and technology

What else would you like to add?

- Organizationally, we utilize our consultants (extension of staff) well and would like to continue doing so and maybe expand to accomplish even more and implement the LRTP
- More consultant staff could require more project managers in MetroPlan
- Need to bring everyone with us in this strategic planning process and need their buy in so all are on board if we do decide to make a change
- We don't want to lose people because they are not ready for change – everyone needs to be involved
- We need tools to make sure we can keep everyone engaged
- TSMO has put us at the forefront in terms of MPOs and innovations

- TSMO outreach has been positive but not moving as fast as hoped, but due more to receptiveness of others
- TSMO needs to grow because this is where the industry is headed
- Need to keep our TSMO champion

APPENDIX A: STAKEHOLDERS AND STAFF INTERVIEWED

Stakeholder interviews were conducted with the following individuals (in alphabetical order):

- 1) Janet Bowman (The Nature Conservancy)
- 2) Byron Brooks (Orange County Administrator)
- 3) Commissioner Bob Dallari (Seminole County)
- 4) Don Fisher (Osceola County Manager)
- 5) Eric Gray (Executive Director, United Against Poverty Orlando)
- 6) Commissioner Cheryl Grieb (Osceola County)
- 7) Jim Hartmann (Orlando Economic Partnership)
- 8) Billy Hattaway, (Transportation Director, City of Orlando)
- 9) Commissioner Vivana Janer (Osceola County)
- 10) Belinda Johnson-Cornett (CEO, Osceola Community Health Services)
- 11) Laura Kelly (Executive Director, Central Florida Expressway Authority)
- 12) Frank Martz (City Manager of Altamonte Springs)
- 13) Carl Mikyska (Executive Director, MPO Advisory Council)
- 14) Mark Reichert (Administrator for Metropolitan Planning, FDOT)
- 15) Commissioner Betsy VanderLey (Orange County)
- 16) Jim Harrison (Chief Executive Officer, LYNX)
- 17) Paul Wai (Chief Executive Officer, Florida's Turnpike Enterprise)

Staff Interviews were conducted with:

- 1) Gary Huttman, Executive Director
- 2) Virginia Whittington, Director of Regional Partnerships
- 3) Eric Hill, Director of Transportation System Management and Operations
- 4) Jason S. Loschiavo, Director of Finance & Administration
- 5) Nick Lepp, Director of Transportation Planning

APPENDIX B: STAKEHOLDER AND STAFF INTERVIEW QUESTIONS

Stakeholder Interview Questions

The following are general questions to guide interviews with stakeholders for the MetroPlan Strategic Plan. The interview results will be compiled without attribution and help inform both the first workshop in late May and the direction of related research.

1. How would you describe your organization's current relationship/interaction with MetroPlan Orlando?
2. What do you like most about MetroPlan Orlando and/or think they do well? What could or should they do differently?
3. From your perspective, what are the major issues MetroPlan Orlando should tackle/address over the next five-ten years?
4. What role could or should MetroPlan Orlando play in the region beyond their federal and state mandates?
5. What one thing would you like to see MetroPlan achieve in this process?
6. Is there anything else you would like to add?

Staff Interview Questions

1. How would you describe your organization's current relationship/interaction with MetroPlan Orlando?
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Trends Report

August 5, 2019

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Introduction

This briefing informs MetroPlan Orlando's strategic plan with a forward-facing look at some of the factors most likely to affect the future of transportation in the MetroPlan Orlando metropolitan planning area and the surrounding region. The trends outlined in this document were identified through a review of regional, state, and national plans and studies. Their potential impact on the MetroPlan Orlando area and the broader Central Florida region has been considered based on consultation with MetroPlan staff, input from stakeholder interviews, and feedback from the MetroPlan board during a June 2019 workshop.

The following trends are provided in several different regional contexts:

- The three-county MetroPlan metropolitan planning area comprises Orange, Osceola, and Seminole counties.
- The Orlando Metropolitan Statistical Area (MSA) encompasses Lake, Orange, Osceola, and Seminole counties.
- The Central Florida area served by the Orlando Economic Partnership and included in the *How Shall We Grow?* regional vision, consists of Brevard, Lake, Orange, Osceola, Polk, Seminole, and Volusia counties.

The trends explored in this document include:

- A **population** that is rapidly increasing in size, diversity, and age.
- A **rise in income** for many households, with prospects of **diminishing prosperity** for some.
- An **economy** that is branching out from its traditional base of tourism, construction, and agriculture.
- An increase in the movement of **freight** both to and throughout the region.
- An expanding and **interdependent region** connected by the transportation system.
- A host of **technological advances** poised to transform the future of transportation.
- A greater emphasis on the impact of the transportation system on public **safety** and **public health**.

Growing Population

- Florida's population is the third largest in the country and continues to experience rapid growth. In the MetroPlan metropolitan planning area, population is projected to increase by 54 percent between 2017 and 2045, which is a net increase of:
 - 87,673 people per year;
 - 1,686 people per week; and
 - 240 people per day.

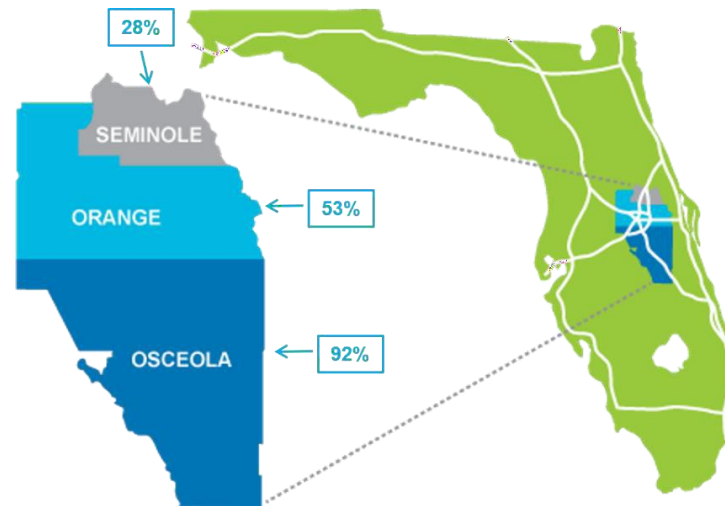


Figure 1. MetroPlan Metropolitan Planning Area Population Growth 2018 to 2045¹

- The growth rates through 2045 vary among the three counties in the MetroPlan metropolitan planning area:
 - Orange County's population is expected to increase 53 percent;
 - Osceola County's population is projected to nearly double with an increase of 92 percent; and
 - Seminole County's population is projected to increase 23 percent increase.
- With this population increase comes the need to move more people, safely and efficiently, through the region's transportation system.
 - Annual vehicle miles traveled for the MetroPlan metropolitan planning increased 19 percent between 2013 and 2017.²
 - During the same period, the number of passenger miles on LYNX, the primary transit agency serving the MetroPlan metropolitan planning area, decreased 7 percent.³

¹University of Florida Bureau of Economic and Business Research (BEBR)

²Florida Department of Transportation (FDOT) Transportation Data and Analytics Office

³Central Florida Regional Transportation Authority (LYNX)

A Diversifying Population with Diversifying Mobility Needs

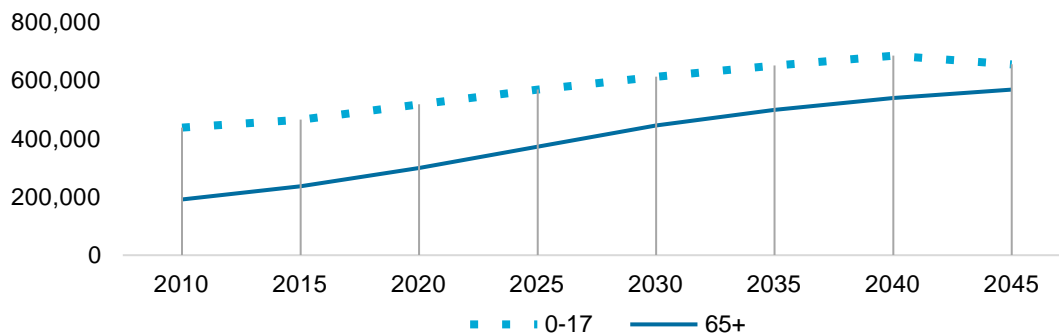


Figure 2. Aging Population Trend for MetroPlan Area⁴

- By 2045, a quarter of Florida's population will be age 65+, and this senior population will outnumber children (17 and under). While growth for the MetroPlan metropolitan planning area is projected to follow a similar trend through 2040, the population will remain a bit younger than the statewide average, and the number of seniors will not exceed the number of children until sometime after 2045⁴
- Finding mobility solutions for the senior population is critical as 67% of those 65+ outlive their ability to drive by seven to ten years.⁵

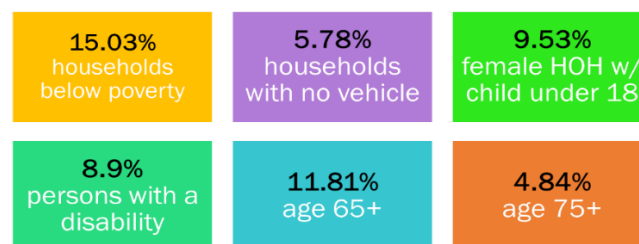


Figure 3. Indicators of Population Diversity⁶

- Over 15 percent of the households within the Orlando Economic Partnership (OEP) region are under the federal poverty income level and almost 10 percent of the region's heads of households are single mothers. Those with income below the poverty line bear a disproportionate cost for access to transportation.⁶
- Approximately six percent of the OEP's households do not own a vehicle and nine percent of the OEP region's population has a disability.⁶

⁴ University of Florida Bureau of Business and Economic Research

⁵ American Automobile Association AAA *Facts and Research: Senior Driving, 2018*

⁶ U.S. Census Bureau

Rising Prosperity but Persistent Gaps

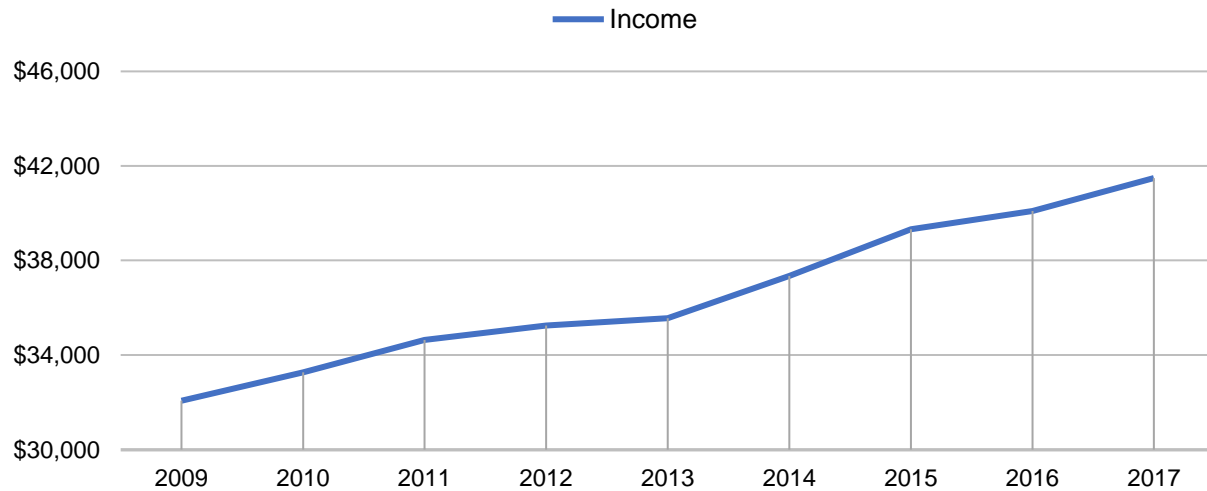


Figure 4. Rising Per Capita Income for the Orlando MSA⁷

- Per capita income in the Orlando Metropolitan Statistical Area (Lake, Orange, Osceola, and Seminole counties) has increased steady since 2009 to just under \$42,000 annually in 2017, growth of 29 percent.
- Between January 2010 and January 2019, the unemployment rate for the Orlando MSA dropped from 11.6 percent to 3.6 percent.

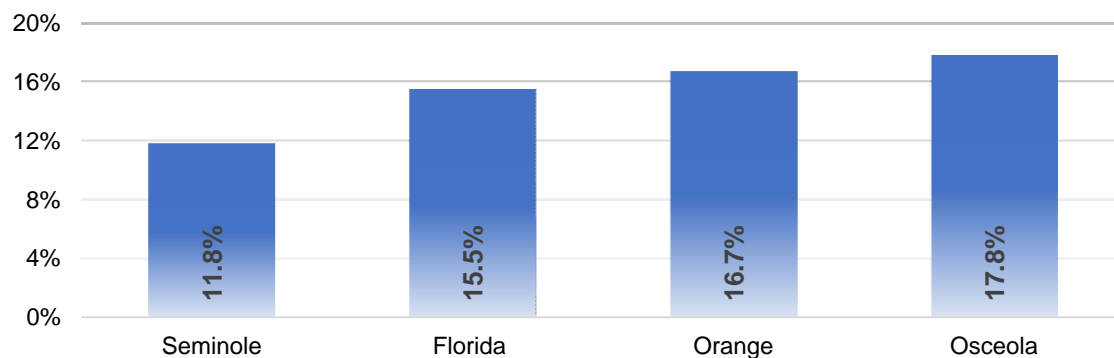


Figure 5. Percent of Population Below Poverty⁸

- Approximately 15 percent of households in the MetroPlan metropolitan planning area earn incomes below the poverty line:

⁷ Source: U.S Census Bureau

⁸Source: U.S Census Bureau

- 11.8 percent in Seminole County
- 16.7 percent in Orange County and
- 17.8 percent in Osceola County⁹
- Between 27 to 42 percent of households in the MetroPlan metropolitan planning area are considered asset limited and income constrained (ALICE), a classification devised by the United Way of America to recognize the challenges faced by the nation's working lower and middle classes. In ALICE households, transportation typically is either second or third in cost behind housing or behind housing and healthcare. The percentage of households classified as ALICE within the MetroPlan metropolitan planning area are as follows:
 - » Orange County: 31 percent
 - » Osceola County 42 percent
 - » Seminole County: 27 percent¹⁰

⁹ U.S Census Bureau

¹⁰ United Way of Florida

Diverse Economy

- The economic makeup of the Central Florida region is undergoing a transformation, expanding outside the traditional base of tourism, agriculture, and construction. The Orlando Economic Partnership (OEP), a regional economic development organization covering seven counties, has set a goal to develop a more stable and robust regional economy by maintaining the existing strengths and expanding the region's role in additional industries, including:
 - Corporate Headquarters and Regional Offices
 - Advanced Manufacturing
 - Life Sciences and Healthcare
 - Aerospace and Aviation
 - Innovative Technologies
- The following represents Orlando's fastest growing industries, between 2018 and 2030, as projected by Orlando Economic Partnership.¹¹

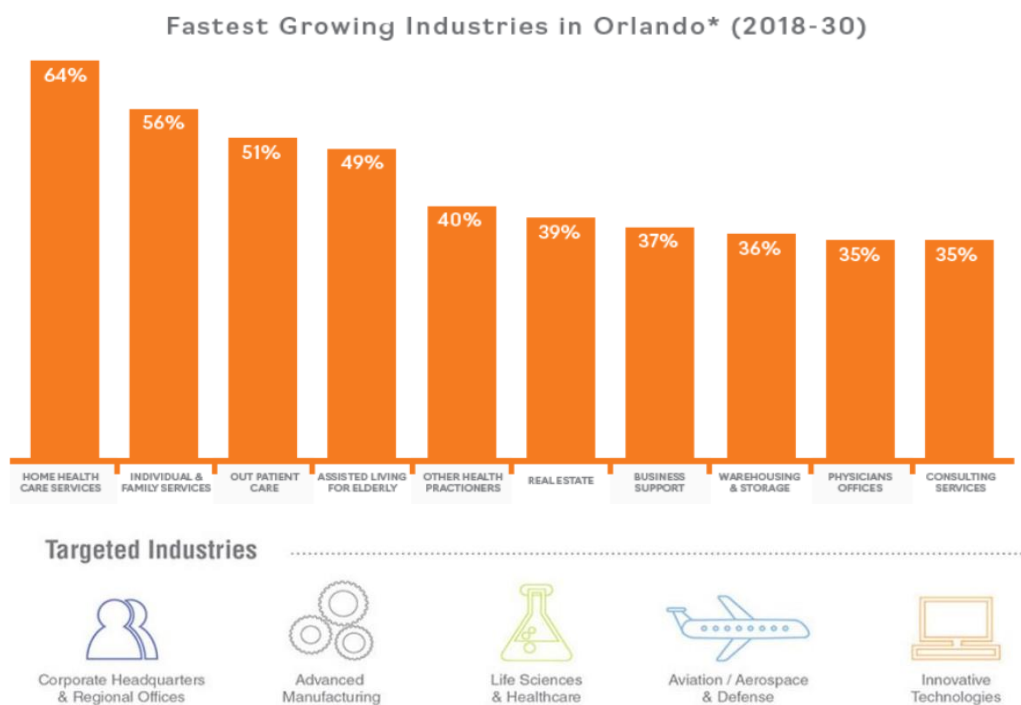


Figure 6. Changing Economy¹¹

- A more diverse economy will require a more diverse transportation system- for example, technology-oriented industries often rely on high-speed delivery of components and final products using small package delivery on trucking or air cargo.

¹¹ Orlando Economic Partnership

Growing Freight and Trade

- In 2013 MetroPlan developed the Central Florida Regional Freight Mobility Study. The study found that nearly 2020 million tons of freight moved to, from, within, and through the seven counties studies in 2010. The study projected that by 2040 regional freight movements are expected would increase by 35 to 61 percent, to 274 to 325 million tons.¹²

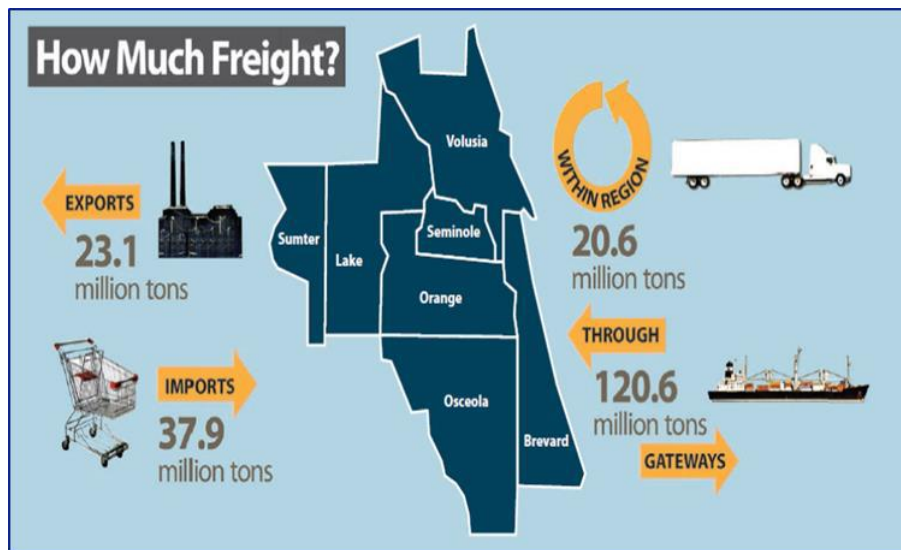


Figure 7. How Much Freight?¹³

- Trucking is the dominant mode for moving freight in the region today, accounting for 95 percent of total freight tonnage into, out of, within, and through the Central Florida region in 2010¹². The region consumes more freight than it produces, reflecting the large and growing number of residents and visitors. The number of distribution centers in the region continues to grow to meet consumer demand.
- In addition, the region is home to three significant freight gateways:
- The CSX Intermodal Logistics Center (ILC) in Winter Haven Florida is a 318-acre intermodal (trucking and rail) freight terminal serving capable of processing 300,000 shipping containers a year. The ILC is adjacent to a 900+ acre parcel of land slated to house over seven million square feet of warehouses, distribution centers and industrial businesses.¹⁴
- Port Canaveral, a large cruise port with 4.5 million passengers in 2018 continues to grow its capacity for both cruise and freight operations. The port handled more than 6 million tons of cargo in fiscal year 2018, the highest in the history of the port.
- The Orlando International Airport landed 529,363 tons of cargo in 2018, a 7 percent increase from 2017.

¹² Central Florida Regional Freight Mobility Study, Final Report 2013

Integrating an Expanding Region

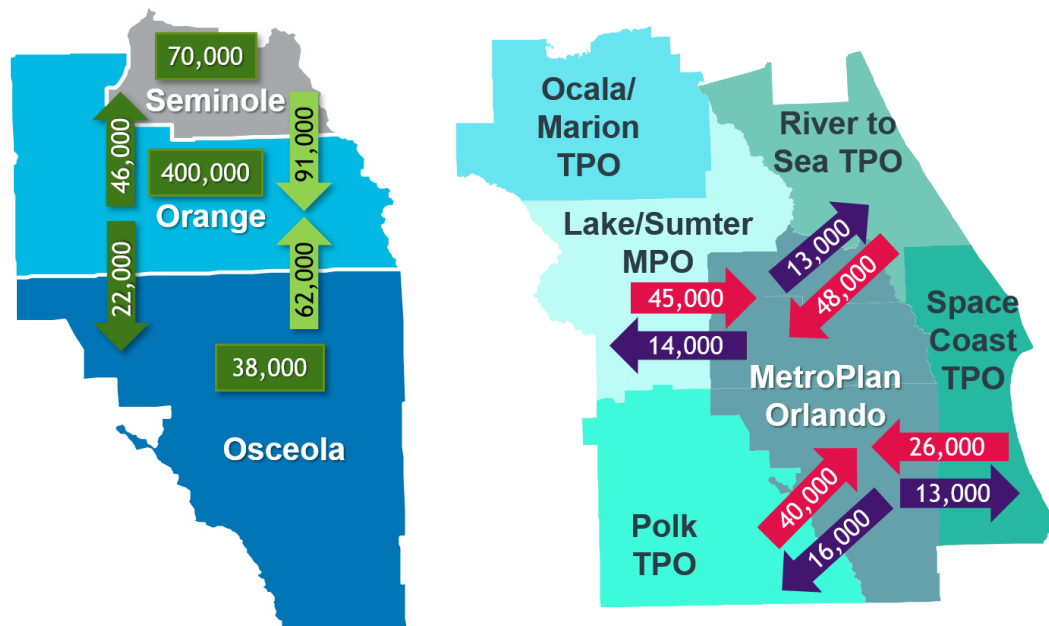


Figure 8. Region-Wide System Impacts¹⁵

- Within the MetroPlan metropolitan planning area alone, more than 220,000 residents live in one county and work in another (map on the left). In fact, more Osceola County residents commute to Orange County for work than are employed in Osceola County.
- Within the Central Florida region, another 159,000 residents of neighboring counties commute into the MetroPlan metropolitan planning area for work, while 56,000 living within that area commute outside of it for work (map on the right).
- While this demonstrates the growing economic interdependence of the region, it also underscores the need to work toward larger cooperative vision for improvements to the region's transportation system.

¹⁵U.S. Census Longitudinal Employer–Household Dynamics (LEHD) data

Technology¹⁶

- The ability to remain connected to the Internet, via our smartphones, has provided an increasing number of ways for people to work/conduct business, see a physician, go shopping, or even take a class without having to be present at a physical location. The ability to accomplish these things through our virtual presence reduces the number of times we must get in a car and drive somewhere.

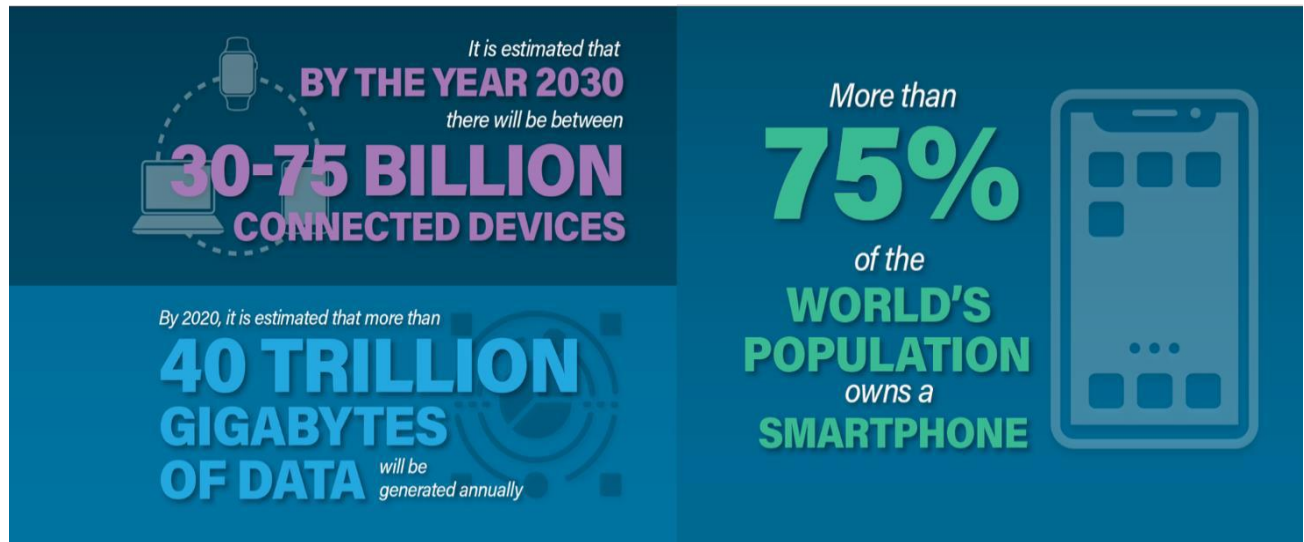


Figure 9. Technology Trends - A¹⁷

- Today more than 75 percent of the world's population owns a smartphone. In fact, most, if not all, consumer electronic devices manufactured today are enabled with the capability of connecting to the Internet. This includes everything from smartphones, e-tablets and laptops, to refrigerators and vacuum cleaners. Together, these connected electronic devices create the Internet of Things.
- By the year 2030, there could be between 30 and 75 billion connected devices. As autonomous and connected vehicle systems come online, these vehicles and traffic signals, and the transportation system will become part of the Internet of Things.
- Big data also continue on a path of exponential growth. By 2020, it is estimated that there will be 40 trillion gigabytes of data generated annually. Transportation planners and operators should be able to manage that influx of data and turn it into usable information that can improve the management and operation of the transportation system.
- Technology is improving the way our cars operate (with electric vehicles) and the way we operate our cars (through connected vehicles) while giving us the option of not having to operate a vehicle at all and simply call an Uber or Lyft.

¹⁶ All statistics from *Updating the Florida Transportation Plan: Emerging Trends, 2019*

¹⁷ *Updating the Florida Transportation Plan: Emerging Trends, 2019*

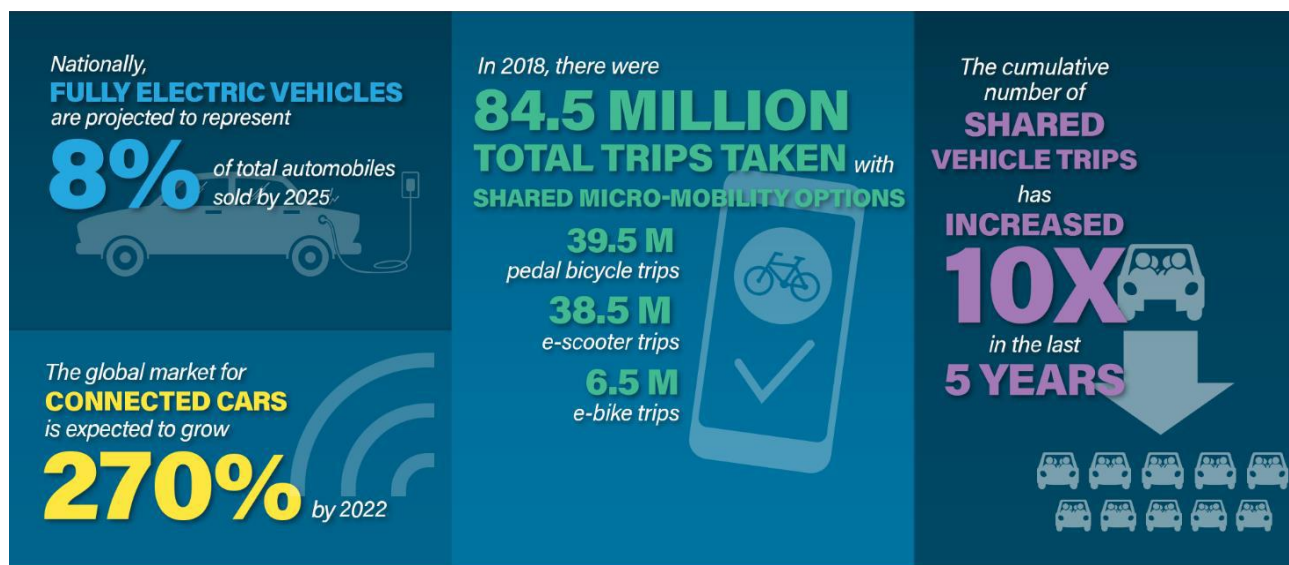


Figure 10. Technology Trends - B¹⁸

- In addition, the market for fully electric vehicles continues to steadily increase. To meet this growing demand manufacturers plan to scale up production of electric vehicles. By the year 2025, fully electric vehicles are expected to account for 8 percent or more of all automobiles sold.
- Connected vehicles are expected to increase the overall safety of the transportation system by facilitating communication with traffic signals, other connected vehicles, and even bicyclists. By 2022, the global market for connected cars is projected to grow 270 percent. With this growth comes concerns about cybersecurity and related threats to the transportation system.
- Shared micro-mobility is becoming an increasingly popular transportation alternative as short-term bike and scooter rental companies continue to flourish, particularly in metropolitan locations, including Orlando. Nationwide, in 2018, there were 84.5 million total trips taken with shared micro-mobility options, including bicycle trips, electric-scooter trips, and electric-bike trips.
- Shared motor vehicle trips also continue to increase in popularity, with transportation networking companies (TNC) like Uber and Lyft becoming an increasingly familiar transportation option. In the last five years, shared vehicle trips across the country have cumulatively increased ten-fold (or by 1000 percent).
- An example of how these technologies can shape the transportation system is the Connecting East Orlando Communities (CEOC) initiative, a \$65 million, 5-year project comprised of three interrelated programs:
 - **PedSafe:** A pedestrian and bicycle collision avoidance system being designed by FDOT.
 - **GreenWay:** An active management system of over 1,000 traffic signals within the region.

¹⁸Updating the Florida Transportation Plan: Emerging Trends, 2019

- **Smart Community:** A program providing travel time information for drivers, transit riders, and people using ridesharing/car sharing services.¹⁹
- Central Florida hosts a number of autonomous and connected vehicle testing and pilot projects. The Central Florida Automated Vehicle Partnership has helped the region grow its profile as a smart and connected region and, in 2017 Orlando was designated one of ten Automated Vehicle proving grounds nationwide by the United States DOT.

¹⁹ Central Florida Automated Vehicle Partners

Public Safety and Health

- Public safety and public health both remain significant concerns for MetroPlan Orlando and the region's transportation partners.
- For the MetroPlan metropolitan planning Area, 2017 traffic fatalities were up, on average, 35 percent since 2013. The total number of traffic fatalities by county:
 - Orange County: 185
 - Osceola County: 50
 - Seminole County: 48²⁰

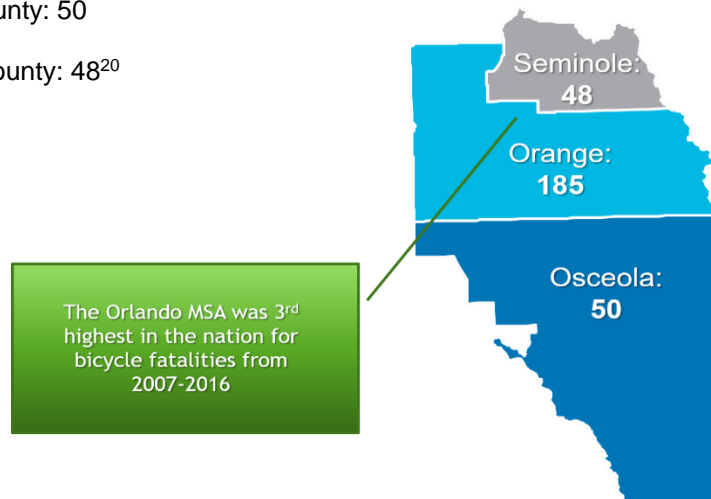


Figure 11. 2017 Traffic Fatalities²¹

- Bicyclists and pedestrians account for about one fourth of all fatalities in Florida. Between 2007 and 2016 the Orlando MSA had the third most bike crashes in the nation.²⁰
- As drivers age, their traffic risks increase. In Florida, from 2012 to 2015, fatalities involving aging drivers increased 22 percent and serious injuries increased 15 percent.²²
- Studies suggest that more than 90 percent of crashes are caused by human error and an expectation that connected vehicle technology will greatly reduce that risk.
- Of the current MetroPlan metropolitan planning area population:
 - 32.1 percent are at a healthy weight
 - 24 percent live within a half-mile of a healthy food source
 - 20.3 percent live within a half-mile, or 10-minute walk, of an off-street trail system.²³

²⁰ Florida Department of Highway Safety and Motor Vehicles

²¹ National Highway Traffic Safety Administration

²² FDOT Strategic Highway Safety Plan, 2016

²³ Florida Department of Health



Peer MPO Innovation Report

August 6, 2019

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1.0 Introduction

Several topic areas emerged during stakeholder interviews as key issues facing the MetroPlan Orlando metropolitan planning area. These topics were further discussed and refined during a Board Workshop in June 2019. The topic areas are:

- Funding;
- Technology;
- Transit;
- Bicycle and Pedestrian Safety;
- Growth, Demographics, and Linking Land Use and Transportation; and
- Access to Jobs, Housing, and Services.

To highlight innovative MPO activities in these issue areas and possible approaches for MetroPlan Orlando to consider in its strategic plan, five MPOs were selected for further research. The strategic planning team obtained a database of all MPOs from the Federal Highway Administration (FHWA). To select MPOs that share key criteria with MetroPlan Orlando, the team narrowed the database to those MPOs with a population between one and two million, to represent a similar planning scale to MetroPlan. A total of 25 MPOs fall within this size range. The team used a literature search and our knowledge of these MPOs to identify five organizations that are considered innovative.

There is no standard definition of innovation as it applies to MPO planning practices. The strategic planning team considered an MPO practice to be innovative if it satisfies a planning need or requirement using a new or improved approach not typically applied by most MPOs, adds significant value to the metropolitan planning process, and enhances the role of the MPO in addressing that issue for the benefit of the region.

2.0 Peer MPO Innovation

Each of the MPOs highlighted was chosen because of its innovative approach to one or more of the issues facing MetroPlan Orlando, and because the MPO region shares other characteristics with the Central Florida region, such as high population growth or a large visitor activity. The five MPOs and their areas of innovation are:

- **Mid-Ohio Regional Planning Commission (Columbus, Ohio)** – serve as a key partner in Smart Columbus Initiative; formed a Smart City Task Force; maintains strong focus on collaboration with traditional and non-traditional MPO partners.
- **Capital Area MPO (Raleigh, North Carolina)** – strengthened role for the MPO in transit planning; co-leads transit work plan development; practices strong and formalized collaboration with neighboring MPO.
- **Nashville Area MPO (Nashville, Tennessee)** – maintains strong focus on active transportation; incorporated housing affordability and transportation options for disadvantaged populations in the planning process; uses equity and connectivity criteria in MPO project selection.
- **Wasatch Front Regional Council (Salt Lake City, Utah)** – maintains strong regional visioning process for transportation and planning; provides technical assistance to members with growth and planning issues.
- **Regional Transportation Commission of Southern Nevada (Las Vegas)** – expanded role greatly into non-planning transportation areas; leads traffic operations and transportations systems management; operates transit; oversees locally funded roadway construction projects.

3.0 Mid-Ohio Regional Planning Commission (MORPC)

Columbus, OH



Issue Area: Transportation Technology

3.1 Overview

The City of Columbus, Ohio received \$50 million in grant funding as a result of winning the USDOT Smart City Challenge in 2016. This grant provides funding for Smart Columbus, a region-wide Smart City initiative co-led by the City of Columbus and the Columbus Partnership, a non-profit organization of more than 70 CEOs from Columbus area businesses and institutions. The Smart Columbus vision is to reinvent mobility to drive economic growth, improve quality of life, foster sustainability, and improve safety.

3.2 MPO Role

MORPC is one of 12 strategic partners in the Smart Columbus initiative. MORPC created a Smart Region Task Force to examine the potential benefits and unintended consequences of smart infrastructure investments and generate regional policies and guidelines that will lead to the creation of a smart region. Smart Region Task Force activities include:

- Adopted a Smart Streets Policy – became the first region in the nation to include digital infrastructure in all planning of transportation projects.
- Developing a Smart Region Playbook – will define a regional interpretation of “smart” and corresponding regional goals. The playbook will guide MORPC’s work and advise MORPC committees, staff, plans, and agendas on recommended policies, strategies, and actions.
- Developing a Smart Region Resource Guide – will help MORPC communities with project-specific best practices, policies, approaches, and funding opportunities.

MORPC also is incorporating Smart City goals, objectives, projects, and related activities into the MPO’s Long-Range Transportation Plan update.

MORPC also is a partner in the Hyperloop Midwest Connect project.

3.3 Relevance to MetroPlan Orlando

Central Florida also is positioning to become a smart region, including several federal and state pilot projects and the work of the Central Florida Automated Vehicle Partnership. MetroPlan recently initiated a project to develop a connected and automated vehicle readiness assessment. Smart Columbus and MORPC’s supporting initiatives offer examples of future activities MetroPlan might undertake.

3.4 MPO Facts

- MPO planning area population: 1.5 million

- MPO UPWP budget: \$5.4 million.
- Growth: moderate population growth in the metropolitan area, low population growth statewide.
- MORPC has a culture of collaboration with both traditional and non-traditional MPO partners.
- MORPC is a regional council of governments. In addition to serving as the MPO, MORPC also conducts planning for rural transportation, water resources, energy conservation, and housing. MORPC staff are integrated across program areas.

4.0 Capital Area MPO (CAMPO)

Raleigh, NC



Issue Area: Transit Planning

4.1 Overview

The Triangle (Raleigh-Durham-Chapel Hill area) is one of the fastest growing regions in the United States. In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout Wake County. The transit improvements will include expanding bus service, improving bus stops and shelters, implementing bus rapid transit, and building a 37-mile commuter rail system.

A Transit Plan was developed in conjunction with the voter referendum. The Plan calls for an investment of \$2.3 billion in the first 10 years of implementation, which will substantially increase public transportation service in the region.

4.2 MPO Role

CAMPO is not a transit operator but is recognized as a strong partner and co-leader for transit planning. A Transit Governance Interlocal Agreement (ILA) was developed to guide the Plan's governance, planning, funding, and construction and to define the roles of each agency involved including CAMPO.

The execution of the ILA made the CAMPO Executive Board and GoTriangle (regional transit agency) Board of Trustees responsible for ongoing technical and financial decisions related to plan implementation. At the highest level, CAMPO is responsible for overall administration of the Transit Plan and GoTriangle is responsible for administration of the Wake Transit Tax District.

The ILA also created the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee comprised of agencies and local governments and charged with coordinating planning and implementation of the Transit Plan. The TPAC serves in a structured advisory role to the CAMPO Executive Board and GoTriangle Board of Trustees. Each year, the TPAC recommends an annual Work Plan. Through ILA all parties recognize the regional nature of the annual transit Work Plan and the MPO's role in administering it as a partner with the regional transit agency.

CAMPO is a voting member of the TPAC. It provides and houses staff to serve the TPAC. The referendum funds staff positions at CAMPO for a Transit Program Manager, TPAC Administrator, and Transit Planner.

4.3 Relevance to MetroPlan Orlando

Like Raleigh-Durham, the Central Florida region is early in the development of a regional transit system to meet the needs of a growing population. CAMPO's role and activities point to the types of broader functions MetroPlan could take on the future, working with LYNX, SunRail, and other regional transit providers.

4.4 MPO Facts

- MPO planning area population: 1.1 million.
- MPO UPWP budget: \$5.2 million.
- Growth: high growth in the metropolitan area and the state.
- CAMPO has a strong history of structured collaboration with partners and its neighboring MPO (Durham-Chapel Hill-Carrboro MPO).
- CAMPO is not a fully independent MPO, The City of Raleigh is the lead planning agency and fiscal host. However, the MPO is housed separately from City staff. MPO staff are employed by the City but work full-time on MPO tasks.
- Formal planning coordination with the neighboring Durham-Chapel Hill-Carrboro MPO (joint travel demand modeling, joint LRTP development).

5.0 Nashville Area MPO/Greater Nashville Regional Council



Nashville, TN

Issue Area: Active Transportation and Access to Jobs, Housing, and Services

5.1 Overview

The Nashville MPO has long been recognized as a leader in incorporating health considerations into project selection. In 2012, the MPO received a Transportation Planning Excellence award from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the approach taken in the 2035 long-range transportation plan (LRTP).

The Plan prioritized positive health outcomes through transportation modes that require physical activity and a Complete Streets approach. During project selection, 60 percent of the selection criteria related to health, safety, congestion reduction, and active transportation. This resulted in 70 percent of the funded roadway projects having facilities for sidewalks, bicycle lanes, or shared-use lanes, which was up from 2 percent in previous plans. The LRTP also set aside 15 percent of sub allocated federal Surface Transportation Program (STP) funds for multi-modal transportation accommodations, compared to the national average of 1 percent, and an additional 10 percent for mass transit projects. This resulted in a 25 percent minimum reserved exclusively for active transportation. The goal was to increase physical activity levels and reduce rates of chronic disease among residents. To that end, bicycle and pedestrian infrastructure was prioritized in neighborhoods with higher rates of chronic disease and other health disparities.

5.2 MPO Role

The Plan represented a major shift in focus from previous approaches. The MPO worked with multiple stakeholder groups, including a transit alliance and a Mayors' Caucus, to develop a bold new vision for public transportation, active transportation, walkable communities, and preservation and enhancement of strategic roadways that emphasizes a Complete Streets network and greater deployment of Intelligent Transportation Systems (ITS) solutions. The MPO conducted several studies during and after plan development, including a regional bike/ped study, physical activity and commuting study, health impact assessments, mapping food access, safe routes to school, and regional symposiums on school siting.

In subsequent LRTPs, the MPO has built on these earlier efforts, through incorporation of housing affordability and consideration of transportation options for disadvantaged populations in the planning process and equity and connectivity criteria in project selection.

The Nashville MPO Board strongly supported MPO staff efforts to enhance their role in a relatively new but important planning topic for the MPO that was aimed at achieving regional goals. Board members bought into a regional vision and spoke with a unified message at non-MPO events. Board supported the use of MPO resources to pursue goals. This laid a foundation to expand focus to include equity and connectivity in subsequent planning cycles.

5.3 Relevance to MetroPlan Orlando

Stakeholder input for this strategic plan update as well as other regional activities point to a growing interest in considering active transportation and access to jobs, housing, and services in the regional planning process. The Nashville MPOs offers examples of effective practices for leadership engagement, outreach, and technical analyses that have had a significant impact in a short period of time.

5.4 MPO Facts

- MPO population: 1.5 million.
- MPO UPWP budget: \$4.9 million.
- Growth: High growth metropolitan area.
- The Nashville MPO merged with the Greater Nashville Regional Council (GNRC) in 2017. Before the merger, the MPO was housed within the City of Nashville. The former MPO director is now the director of the GNRC. In addition to the MPO, GNRC also serves as the Area Agency on Aging and as an Economic Development District. Additional functions include community development, housing, historic preservation, tourist development, and solid waste management. GNRC has more than 70 full time staff.

6.0 Wasatch Front Regional Council (WFRC)



Salt Lake City, UT

Issue Area: Linking Transportation and Land Use Planning

6.1 Overview

The WFRC developed Wasatch Choice 2050 (WC2050), a shared regional vision for the region. WC2050 establishes a blueprint for growth that is based on goals established by WFRC after extensive public involvement. The WC2050 process explored future scenarios for growth that show different types of transportation and land use investments. The scenarios were evaluated in each part of the region for how well they meet the WC2050 goals. Elements from the scenarios were combined into a Preferred Scenario.

WC2050 identifies specific transportation projects and investments, as well as the associated use of land near those investments, to achieve the agreed-upon outcomes for local communities across the region. WC2050 also provides strategies, recommendations, and resources to help stakeholders achieve those outcomes.

6.2 MPO Role

The Plan represented a major shift in focus from previous approaches. The MPO worked with multiple stakeholder groups, including a transit alliance and a Mayors' Caucus, to develop a bold new vision for public transportation, active transportation, walkable communities, and preservation and enhancement of strategic roadways that emphasizes a Complete Streets network and greater deployment of Intelligent Transportation Systems (ITS) solutions. The MPO conducted several studies during and after plan development, including a regional bike/ped study, physical activity and commuting study, health impact assessments, mapping food access, safe routes to school, and regional symposiums on school siting.

In subsequent LRTPs, the MPO has built on these earlier efforts, through incorporation of housing affordability and consideration of transportation options for disadvantaged populations in the planning process and equity and connectivity criteria in project selection.

The Nashville MPO Board strongly supported MPO staff efforts to enhance their role in a relatively new but important planning topic for the MPO that was aimed at achieving regional goals. Board members bought into a regional vision and spoke with a unified message at non-MPO events. Board supported the use of MPO resources to pursue goals. This laid a foundation to expand focus to include equity and connectivity in subsequent planning cycles.

6.3 Relevance to MetroPlan Orlando

The WC2050 experience highlights how an MPO, which does not have land use authority, can participate in or lead a regional effort to incorporate land use issues and high growth concerns into local decision-making. These types of activities could be useful as Central Florida considers how to implement and refresh the *How Shall We Grow?* vision

6.4 MPO Facts

- MPO population: 1.6 million
- MPO UPWP budget: \$3.4 million.
- Growth: high growth
- WFRC is a regional council. In addition to serving as the MPO, WFRC also conducts economic development planning, rural transportation planning, and natural hazard mitigation planning.
- The four Utah MPOs have formed a Joint Policy Advisory Committee to facilitate communication and coordination among the metropolitan areas in the state around transportation funding needs, project selection processes, and coordination of regional transportation plans and land use issues.

7.0 Regional Transportation Commission of Southern Nevada (RTC)



Las Vegas, Nevada

Issue Area: Expanding agency scope to address needs

7.1 Overview

The RTC oversees public transportation, traffic management, roadway design and construction funding, transportation planning and regional planning efforts known as Southern Nevada Strong. Each is described below.

7.2 MPO and Agency Roles

RTC originated as a regional government agency from state legislation in 1965. In 1981, the RTC was named the MPO for Southern Nevada. In 1983, state legislation allowed RTC to own and operate a public mass transit system. As of 2018, that system has 39 routes that carry more than 64 million riders per year.

On July 3, 2004, RTC became the official administrator of the Freeway and Arterial System of Transportation (FAST). FAST is under the jurisdiction of the RTC elected board, which makes policies for FAST. FAST is designed to monitor and control traffic, using inductive loop detection and closed-circuit television cameras. Traffic control is achieved using traffic signals, ramp meters, dynamic message signs, and lane use control signals. The Nevada Department of Transportation (NDOT) and RTC became full-fledged funding partners, contributing to the operations and management of FAST.

RTC administers transportation demand management programs, including the Club Ride Commuter Service that promotes walking, biking, carpooling, vanpooling, and taking transit to and from work.

RTC manages distribution of funds from the FTA; the FHWA; the County Option Motor Vehicle Fuel Tax for regional, street, and highway construction; and the county sales tax designated for transportation. The RTC Streets and Highways division oversees roadway construction for these projects, which include new regional roadways and improvements to existing roads to reduce congestion and improve mobility for facilities that serve a higher numbers of vehicle trips and provide connectivity between jurisdictions and across major geographic barriers.

RTC serves as the administrator of Southern Nevada Strong, which is a regional plan to build complete communities that provide transportation choices, employment opportunities, housing options and quality education. The Plan provides voluntary and visionary recommendations for growth and identifies nearly 300 specific strategies and responsible organizations to carry them out. The Plan is coordinated with the MPO's LRTP. The City of Henderson and several regional partners received a \$3.5 million planning grant from the U.S. Department of Housing and Urban Development in 2011 to develop the Plan. In 2015, Southern Nevada Strong transitioned from the City of Henderson to the RTC for ongoing administration and implementation.

7.3 Relevance to MetroPlan Orlando

The RTC's roles as a transit operator, in managing distribution of transportation funds, and in responding to real-time traffic conditions are unusual among MPOs. Some of RTC's roles and activities were possible only after authority was granted to RTC by the State of Nevada. However, RTC's leadership in regional discussions and collaboration for transit and traffic management offers potential examples for MetroPlan Orlando.

7.4 MPO Facts

- MPO population: 2.0 million
- MPO UPWP budget: \$5.6 million (for MPO functions).
- Growth: high growth

Strategic Planning Consulting & Report Provided By:



UNIVERSITY OF
CENTRAL FLORIDA

Florida Institute of Government

and



TAB 8



History of Past Chairs Report

Feb 1996 – Jan 1997	Orange County Commissioner Bill Donegan
Feb 1997 – Jun 1997	Orange County Commissioner Mary I. Johnson
Jul 1997 – Jun 1998	Seminole County Commissioner Randy Morris
Jul 1998 – Jun 1999	Osceola County Commissioner Mary Jane Arrington
Jul 1999 – Jun 2000	Osceola County Commissioner Mary Jane Arrington
Jul 2000 – Jun 2001	Orange County Commissioner Ted Edwards
Jul 2001 – Jun 2002	Seminole County Commissioner Dick Van Der Weide
Jul 2002 – Jun 2003	City of Kissimmee Commissioner Wendell J. McKinnon
Jul 2003 – Jun 2004	Orange County Commissioner Ted Edwards
Jul 2004 – Nov 2004	Seminole County Commissioner Daryl McLain
Dec 2004 – Dec 2005	Seminole County Commissioner Randall C. Morris
Jan 2006 – Dec 2006	City of Kissimmee Commissioner Wendell J. McKinnon
Jan 2007 – Dec 2007	Orange County Commissioner Linda Stewart
Jan 2008 – Dec 2008	Seminole County Commissioner Carlton Henley
Jan 2009 – Dec 2009	Osceola County Commissioner John Quinones
Jan 2010 – Dec 2010	Orange County Commissioner Bill Segal
Jan 2011 – Dec 2011	Seminole County Commissioner Bob Dallari
Jan 2012 – Dec 2012	Osceola County Commissioner Brandon Arrington
Jan 2013 – Dec 2013	City of Orlando Commissioner Daisy W. Lynum
Jan 2014 – Dec 2014	Seminole County Commissioner Bob Dallari
Jan 2014 – Dec 2015	City of Kissimmee Mayor Jim Swan
Jan 2016 – Dec 2016	Orange County Commissioner Scott Boyd
Jan 2017 – Dec 2017	Seminole County Commissioner Bob Dallari
Jan 2018 – Dec 2018	Osceola County Commissioner Cheryl Grieb

- Office of Mayor (1)
- (h) City of Kissimmee
Office of Mayor (1)
- (i) City of Sanford
Office of Mayor (1)
- (j) Central Florida Regional Transportation Authority (LYNX) (1)
- (k) Greater Orlando Aviation Authority (1)
- (l) Sanford Airport Authority (1)
- (m) Municipal Advisory Committee (1)

(3) A MetroPlan Orlando member entity may appoint, by action taken at an official meeting of the entity, an alternate for one or more of its appointed MetroPlan Orlando members.

(a) An alternate voting member's term shall be for no longer than the term of the voting member they represent as specified in Section 339.175(3)(b), Florida Statutes.

(b) A MetroPlan Orlando member entity shall notify MetroPlan Orlando, in writing, that the appointed individual may act as a regular alternate member in accordance with Section 339.175(3)(a), Florida Statutes, if the regular member cannot attend a meeting the alternate member may be designated for one or more specific meetings, at the discretion of the MetroPlan Orlando member entity.

IV. **OFFICERS**

(1) The last scheduled meeting of each calendar year shall be known as the Annual Meeting of MetroPlan Orlando and shall be for the purpose of electing new officers and conducting such other business as may come before the members. MetroPlan Orlando shall elect from its voting membership a Chairman, Vice Chairman and Secretary-Treasurer.

(2) Each officer shall be from a different local government or transportation agency.

(3) Each member so elected shall serve for one (1) year or until he/she is reelected or until his/her successor is elected. The Chairman, Vice Chairman and Secretary-Treasurer's terms of office shall be limited to two (2) consecutive one (1) year terms and neither shall be eligible again until two (2) additional years have elapsed, nor shall either be succeeded by a member from the same local government or agency for his/her respective office.

(4) The newly elected officers shall be declared installed and shall assume the duties of office at the first scheduled meeting of the new calendar year, or as designated by the board.

(5) The Chairman shall preside at all meetings of MetroPlan Orlando and perform all duties as may be prescribed by MetroPlan Orlando.

(6) The Vice Chairman will assume the duties and responsibilities of the Chairman in the Chairman's absence.

(7) The Secretary-Treasurer shall be responsible for ensuring the minutes and records of MetroPlan Orlando are kept in proper order.

(8) All official contracts, agreements and other documents approved for action by MetroPlan Orlando shall be signed by the Chairman or a designee approved by the Board, or either of the other two (2) officers.

V. EXECUTIVE DIRECTOR

(1) The Executive Director is selected and appointed by MetroPlan Orlando members and serves at their discretion and pleasure.

(2) The Executive Director, under the general policy direction of MetroPlan Orlando and within its adopted guidelines, has the authority to perform the highest level leadership, managerial and administrative functions related to MetroPlan Orlando, including, but not limited to the following:

(a) Implementing the vision and mission of MetroPlan Orlando by providing the necessary leadership in planning and promoting a comprehensive intermodal surface transportation system.

(b) Working with MetroPlan Orlando in the development of strategies, goals, objectives and plans for growth management.

TAB 9





December 11, 2019

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I attended the CFX Board Meeting on November 14
- Staff participated in team building activities on November 18 as part of our Strategic Plan
- I met with representatives of the Caliper Group on November 19 to discuss their technology and modeling capabilities relative to our needs
- Staff conducted the third and final CAV Readiness Workshop on November 19. This workshop was held in Orange County
- I attended the Mayor's Town Hall for District 6
- I met with representatives of the Volusia-Flagler Blueprint Project
- I attended the TDLCB Public Hearing on November 21
- I met with Secretary Thibault of the FDOT on November 25
- I met with Secretary Shannon and Loreen Bobo of the FDOT on November 26
- I participated in an interview on November 26 as one of 15 MPOs across the country part of the NCHRP Project. MetroPlan is one of 15 diverse agencies that the research team and NCHRP Project Panel identified for telephone interviews. The project is to look critically at the uncertainties in federal funding on MPO's important work.
- Staff participated on the Project Advisory Group on December 2 for the IDrive Transit Study
- I attended the Mayor's Town Hall for District 2 on December 5
- I attended the Mayor's Town Hall for District 1 on December 10

Notes from Passenger Transport

- As of the beginning of November 15, 2019 has proven to be a positive year for public transportation across the U.S. Voters have approved 15 of 19 ballot measures (79%).
- 2020 is expected to be a busy year as well. APTA's Center for Transportation Excellence (CFTE), that you heard a little about from Paul Skoutelas back in September, is tracking nearly 20 measures expected to be put forward.
- The CFTE will be holding a transit initiatives and communities workshop in Tampa from December 15-17 to provide communities with tools and other skills they believe are necessary to run successful ballot measures.

FAST Act Rescission

- President Trump signed into law the continuing resolution (CR) that will provide funding for federal agencies through midnight on December 20. The bill also repeals the \$7.6 billion cut in highway contract authority that had been scheduled for July 1, 2020. There was a strong sense of urgency to repeal the rescission this year, because of the budgetary impact in 2020 - the last year of the funding provided by the FAST Act. Repealing the rescission doesn't just increase net federal funding by \$7.6 billion in FY 2020, it also would have the effect of adjusting the baseline for all subsequent years, increasing funding over the ten-year FY 2020-2029 period by \$75.7 billion. So, repealing the rescission next year would have been an even heavier lift.
- If the rescission went into effect on July 1, 2020 it would have meant a loss of about \$200M to the state of Florida

CAV Readiness

- Last month you heard a presentation from Eric Hill on our CAV Readiness study. On November 19th we had our third and last public workshop on the study. This one was held in Orange County

Osceola Parkway

- The Osceola Parkway public meeting was held on Tuesday November 19.

Mayor's Town Hall

- The Mayor's Town Hall for District 6 was held on Tuesday November 19th at Barnett Park
- The Mayor's Town Hall for District 2 was Thursday December 5 at the Wekiva High School in Apopka
- The Mayor's Town Hall for District 1 was Tuesday December 10 at the West Orange Recreation Center in Winter Garden

TDLCB Annual Public Hearing

- This is a big effort that is conducted off site which always adds to the workload. I want to thank Virginia, Cathy and Lisa for all the extra work put into this and to the staff members for joining in the effort.

Meeting with FDOT Secretary Thibault

- Commissioner VanderLey and I were to meet with Secretary Thibault on Monday November 25 to discuss a number of issues. Due to illness, the meeting was cancelled but will hopefully be rescheduled. Among items to be discussed included some possible legislative changes that would enable MetroPlan to manage some of the smaller projects for our members, especially those of the smaller jurisdictions that sometimes have a shortage of resources.
- We also planned to discuss the I-4 Technology Corridor and some ideas to advance that, and
- Truck Parking in the region

MPOAC Institute

- Reminder that the 2020 MPOAC Institute has been scheduled. There is information available on that. The dates and locations are: FLC University Training Center in Orlando March 20-22; the Renaissance Tampa International Plaza April 17-19.

Osceola Event with Boy Scouts

- On December 7th several MetroPlan staff were part of the Boy Scouts of America Central Florida Council Jubilee 19 in Osceola County and we spent some time with many Boy Scouts from throughout Central Florida. They visited the MetroPlan booth and were able to design streets with a hands on program called StreetMix.

**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 November 19, 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:	889	\$27,755,577.80
FUND TYPE	Construction	TIME BEGAN:	1/7/2017	ELAPSED:	651	\$17,995,631.64
		WORK BEGAN:	1/7/2017	% ORIGINAL:	85.10%	64.84%
		EST. COMPLETION:	Spring 2020	% TO DATE:	73.23%	64.84%

CONTACT**PHONE****EMAIL**

PROJECT ADMINISTRATOR	John Bailey	C: 407-466-4387	john.bailey@kisingercampo.com
FDOT PROJECT MANAGER	Carlton Daley	O: 321-319-8129 C: 407-832-1694	carlton.daley@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274	JomoF@southlandconstruction.com

ORANGE**SR 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:	1,316	\$79,716,571.87
FUND TYPE	Construction	TIME BEGAN:	10/14/2016	ELAPSED:	1,123	\$64,161,029.44
		WORK BEGAN:	10/14/2016	% ORIGINAL:	106.95%	84.62%
		EST. COMPLETION:	Spring 2020	% TO DATE:	85.33%	80.49%

CONTACT**PHONE****EMAIL**

PROJECT ADMINISTRATOR	Robert Murphy	O: 407-875-8900 C: 813-918-6390	rpmurphy@transystems.com
FDOT PROJECT MANAGER	Trevor Williams	O: 321-319-8138 C: 407-625-4360	trevor.williams@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Neil Parekh	O: 407-737-6741 C: 305-753-8621	nparekh@princecontracting.com

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:	524	\$7,136,709.34
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	269	\$3,444,646.07
		WORK BEGAN:	2/6/2019	% ORIGINAL:	56.04%	48.27%
		EST. COMPLETION:	Spring 2020	% TO DATE:	51.34%	48.27%

CONTACT**PHONE****EMAIL**

PROJECT ADMINISTRATOR	Peter Crespi	O: 407-278-2723 C: 407-325-9728	peter.crespi@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	David Jewett	O: 386-322-4500 C: 386-281-9042	david.jewett@mascicq.com

Project Status Report as of November 19, 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:	491	\$4,985,072.92
FUND TYPE	Construction	TIME BEGAN:	8/30/2018	ELAPSED:	438	\$4,420,415.20
		WORK BEGAN:	9/4/2018	% ORIGINAL:	104.29%	88.79%
		EST. COMPLETION:	Fall 2019	% TO DATE:	89.21%	88.67%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		sstagg@dmp.com	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		tammie.andrews@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		David Jewett	C: 386-281-9042		davidjewett@masciqc.com	

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:	315	\$2,923,010.00
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	277	\$2,202,953.82
		WORK BEGAN:	2/6/2019	% ORIGINAL:	95.52%	75.37%
		EST. COMPLETION:	Fall 2019	% TO DATE:	87.94%	75.37%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Terry Carmichael	O: 407-891-9613 C: 321-303-9784		TLCarmichael@laneconstruct.com	

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:	256	\$1,369,368.97
FUND TYPE	Construction	TIME BEGAN:	2/05/2019	ELAPSED:	281	\$744,692.56
		WORK BEGAN:	2/6/2019	% ORIGINAL:	140.50%	54.38%
		EST. COMPLETION:	Fall 2019	% TO DATE:	109.77%	54.38%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Tom Jacobson	O: 813-982-9172 C:727-207-7252		T.Jacobson@floridasafetycontractors.com	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of November 19, 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:	375	\$3,474,444.44
FUND TYPE	Construction	TIME BEGAN:	10/29/2018	ELAPSED:	375	\$3,219,219.99
		WORK BEGAN:	10/29/2018	% ORIGINAL:	117.19%	94.01%
		EST. COMPLETION:	Fall 2019	% TO DATE:	100.00%	92.65%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		sstagg@drmp.com	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		tammie.andrews@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Mike Lemke	C: 352-601-8043		mikel@dabcon.com	
ORANGE						
SR 435 (Kirkman Road) from north of SR 482 (Sand Lake Road) to south of SR 408 (excluding north of International Drive to Major Boulevard)						
FIN #	437341-1-52-01					
CONTRACT #	T5628					
Construction						
PROJECT DESCRIPTION: Milling and resurfacing Kirkman Road (State Road (S.R.) 435) from north of Sand Lake Road (S.R. 482) to south of S.R. 408						
					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	5/22/2019	ORIGINAL:	650	\$16,216,216.21
FED. AID #:	D517084B	NTP:	7/16/2019	CURRENT:	660	\$16,216,216.21
FUND TYPE	Construction	TIME BEGAN:	8/15/2019	ELAPSED:	88	\$3,721,931.50
		WORK BEGAN:	8/15/2019	% ORIGINAL:	13.54%	22.95%
		EST. COMPLETION:	Summer 2021	% TO DATE:	13.33%	22.95%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dan Barbato	C: 561-719-9885		dbarbato@consoreng.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Ed Devincenzo	C: 321-604-1767		Ed.Devincenzo@scifl.com	
ORANGE						
SR 482 (Sand Lake Road) from Lake Gloria Boulevard to SR 527 (Orange Avenue)						
FIN #	441066-1-52-01					
CONTRACT #	T5647					
Construction						
PROJECT DESCRIPTION: Adding a new sidewalk on the north side of State Road (S.R.) 482 (Sand Lake Road) from Lake Gloria Boulevard/Sunport Drive to S.R. 527 (Orange Avenue)						
					TIME	COST
CONTRACTOR:	Atlantic Civil Constructors Corporation	LET DATE:	3/27/2019	ORIGINAL:	150	\$2,009,089.64
FED. AID #:	D518037B	NTP:	5/28/2019	CURRENT:	168	\$2,009,089.64
FUND TYPE	Construction	TIME BEGAN:	6/23/2019	ELAPSED:	137	\$1,694,731.54
		WORK BEGAN:	6/23/2019	% ORIGINAL:	91.33%	84.35%
		EST. COMPLETION:	Fall 2019	% TO DATE:	81.55%	84.35%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Chris Sousa	C: 407-277-8410		chris.sousa@atlantic-civil.com	



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Maintenance

Project Status Report as of November 19, 2019

ORANGE						
SR500 /US441 (South Orange Blossom Trail) from north of Holden Avenue to 36th Street						
FIN #	439679-1-52-01					
CONTRACT #	T5653					
Construction						
PROJECT DESCRIPTION: Enhancing pedestrian safety along South Orange Blossom Trail from north of Holden Avenue to 36th Avenue in Orlando by installing six pedestrian hybrid					TIME	COST
CONTRACTOR:	PowerCore, Inc.	LET DATE:	3/27/2019	ORIGINAL:	140	\$782,050.00
FED. AID #:	D518038B	NTP:	5/28/2019	CURRENT:	140	\$782,050.00
FUND TYPE	Construction	TIME BEGAN:	9/25/2019	ELAPSED:	51	\$103,464.22
		WORK BEGAN:	9/30/2019	% ORIGINAL:	36.43%	13.23%
		EST. COMPLETION:	Spring 2020	% TO DATE:	36.43%	13.23%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bill Ross	C: 217-766-1278		bross@powercore.us	
ORANGE						
SR 50 (West Colonial Drive) from Tampa Ave/Country Lane to SR 500/US 441 (North Orange Blossom Trail)						
FIN #	439236-1-52-01					
CONTRACT #	E5Z85					
Construction						
PROJECT DESCRIPTION: Resurfacing State Road (S.R.) 50 (West Colonial Drive) from Tampa Avenue/Country Lane to S.R. 500/U.S. 441 (Orange Blossom Trail).					TIME	COST
CONTRACTOR:	D.A.B Constructors, Inc.	LET DATE:	8/06/2019	ORIGINAL:	130	\$1,444,444.44
FED. AID #:		NTP:	10/09/2019	CURRENT:	130	\$1,444,444.44
FUND TYPE	Construction	TIME BEGAN:	11/8/2019	ELAPSED:	5	\$35,051.39
		WORK BEGAN:	N/A	% ORIGINAL:	3.85%	2.43%
		EST. COMPLETION:	Spring 2020	% TO DATE:	3.85%	2.43%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Joel Castillo	O: 321-319-8133 C: 407-625-4855		Joel.Castillo@dot.state.fl.us	
CONTRACTOR'S ASSISTANT PROJECT MANAGER:		Brandon Burke	O: 352-447-5488 C: 352-279-3479		BrandonB@dabcon.com	
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:	1,462	\$39,681,175.26
FUND TYPE	Construction	TIME BEGAN:	3/31/2016	ELAPSED:	1,326	\$38,639,014.78
		WORK BEGAN:	3/31/2016	% ORIGINAL:	120.55%	102.56%
		EST. COMPLETION:	Late 2019	% TO DATE:	90.70%	97.37%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		jvyas@saiengr.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		bruce.baker@jr-davis.com	



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Maintenance

Project Status Report as of November 19, 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:	1,030	\$23,467,500.98
FUND TYPE	Construction	TIME BEGAN:	2/5/2019	ELAPSED:	279	\$5,929,530.07
		WORK BEGAN:	2/5/2019	% ORIGINAL:	27.90%	25.27%
		EST. COMPLETION:	Early 2022	% TO DATE:	27.09%	25.27%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		George Sawaya	C: 407-509-6396		georgesawaya@hillintl.com	
FDOT PROJECT MANAGER		Joel Castillo	O: 321-319-8133 C: 407-625-4855		Joel.Castillo@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		George Jaoude	C: 321-230-2559		GeorgeJ@southlandconstruction.com	

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:	1,344	\$55,460,028.14
FUND TYPE	Construction	TIME BEGAN:	5/31/2016	ELAPSED:	1,264	\$46,763,052.73
		WORK BEGAN:	5/31/2016	% ORIGINAL:	127.68%	87.69%
		EST. COMPLETION:	2/01/2020	% TO DATE:	94.05%	84.32%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		cdavis@metriceng.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lauren Cowan	C: 954-594-0396		lcowan@bergeroninc.com	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva 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:	1,398	\$232,395,485.09
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	872	\$156,162,345.04
		WORK BEGAN:	10/18/2017	% ORIGINAL:	68.66%	66.58%
		EST. COMPLETION:	Early 2021	% TO DATE:	62.37%	67.20%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		arnaldo.larrazabal@rsandh.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		jandrews@superiorfla.com	



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Project Status Report as of November 19, 2019

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:	493	\$628,063.67
		WORK BEGAN:	6/27/2018	% ORIGINAL:	246.50%	43.76%
		EST. COMPLETION:	Fall 2019	% TO DATE:	188.17%	43.76%
No New Estimate						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Plantier	O: 407-482-7847		eric.plantier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Travis Church	O: 904-886-4300 C: 904-334-7083		tchurch1@asplundh.com	

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:	1,541	\$108,374,973.17
FUND TYPE	Design Build	TIME BEGAN:	4/2/2018	ELAPSED:	590	\$42,282,093.78
		WORK BEGAN:	4/2/2018	% ORIGINAL:	40.58%	39.04%
		EST. COMPLETION:	Summer 2022	% TO DATE:	38.29%	39.01%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		David Bowden	O: 386-333-9537 C: 407-873-1905		dbowden@go-IEI.com	
FDOT PROJECT MANAGER:		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Allan Fadullon	C: 954-594-5848		afadullon@semaconstruction.com	

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:	1,594	\$253,332,000.00
FUND TYPE	Design Build	TIME BEGAN:	10/26/2018	ELAPSED:	387	\$63,444,800.00
		WORK BEGAN:	10/26/2018	% ORIGINAL:	27.64%	25.04%
		EST. COMPLETION:	Late 2022	% TO DATE:	24.28%	25.04%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ENGINEER		Bill Wages	O: 407-644-1898 C: 407-948-8281		bwages@metriceng.com	
FDOT PROJECT MANAGER:		Kevin Hayden	O: 386-943-5284		kevin.hayden@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Kurt Matthiasmeier	C: 407-908-3229		kwmathiasmeier@laneconstruct.com	



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Project Status Report as of November 19, 2019

SEMINOLE COUNTY						
Eastbound I-4 Resurfacing from West of Lake Mary Boulevard to east of US 17/92						
FIN #	439682-2-52-01 & 439682-5-52-01					
CONTRACT #	T5661					
Conventiona Pay Item						
PROJECT DESCRIPTION: Mill and resurface the eastbound lanes of I-4 from west of Lake Mary Boulevard to east of U.S. 17/92						
					TIME	COST
CONTRACTOR:	Ranger Construction Industries	LET DATE:	4/24/2019	ORIGINAL:	210	\$5,973,653.10
FED. AID #:	D518112B	NTP:	6/24/2019	CURRENT:	233	\$5,973,653.10
FUND TYPE	Construction	TIME BEGAN:	7/24/2019	ELAPSED:	109	\$3,222,899.80
		WORK BEGAN:	9/1/2019	% ORIGINAL:	51.90%	53.95%
		EST. COMPLETION:	Summer 2020	% TO DATE:	46.78%	53.95%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Barry Johnson	C: 407-947-7426		barry.johnson@wsp.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Steve Wigle	407-509-8541		steve.wigle@rangerconstruction.com	

SEMINOLE						
Connected Vehicle Pilot on SR 434						
FIN #	440413-1-52-01					
CONTRACT #	E5Z41					
Conventional Pay Item						
PROJECT DESCRIPTION: Installation of roadside units that included Dedicated Short Range Communication radios at six signalized intersections along S.R. 434.						
					TIME	COST
CONTRACTOR:	Sice Inc.	LET DATE:	4/02/2019	ORIGINAL:	220	\$143,385.30
FED. AID #:	N/A	NTP:	6/03/2019	CURRENT:	220	\$143,385.30
FUND TYPE	Construction	TIME BEGAN:	10/11/2019	ELAPSED:	0	\$0.00
		WORK BEGAN:	Fall 2019	% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Summer 2020	% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Patrick White	O: 407-278-2731		patrick.white@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Pablo Lorient	C: 305-772-8082		plorient@sice.com	

SEMINOLE						
PedSafe Greenway Deployment						
FIN #	440821-1-52-01					
CONTRACT #	T5639					
Conventional Pay Item						
PROJECT DESCRIPTION: The improvements under this contract consist of an innovative pedestrian and bicycle collision avoidance system that utilizes connected vehicle (CV) technologies to reduce the occurrence of pedestrian and bicycle crashes at high crash rate locations as well as a program designed to increase throughput capacity and reduce congestion by optimizing traffic signal operations with the implementation of new technologies.						
					TIME	COST
CONTRACTOR:	Chinchor Electric Inc	LET DATE:	5/22/2019	ORIGINAL:	500	\$9,972,132.34
FED. AID #:	N/A	NTP:	8/05/2019	CURRENT:	503	\$9,972,132.34
FUND TYPE	Construction	TIME BEGAN:	9/4/2019	ELAPSED:	54	\$3,906,723.09
		WORK BEGAN:	9/4/2019	% ORIGINAL:	10.80%	39.18%
		EST. COMPLETION:	1/01/2021	% TO DATE:	10.74%	39.18%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Brian Silva	407-509-2209		bsilva@chinchorelectric.com	



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A REGIONAL TRANSPORTATION PARTNERSHIP

November 19, 2019

TO: Board Members

FROM: Gary Huttman AICP, Executive Director

SUBJECT: 2019 Population Estimates

The official 2019 population estimates have been released by the University of Florida's Bureau of Economic and Business Research (BEBR). The attached table compares 2018 and 2019 figures for our 3-county area. You can find the statistics for our neighboring counties and the State of Florida at <https://metroplanorlando.org/wp-content/uploads/2018-Statewide-Pop.-Estimates.xlsx>

Highlights are as follows:

- From 2018 to 2019, there was a 2.9% increase in the population of our 3-county area - a slight increase from 2017-2018. This is an increase of nearly 63,000 new residents - which exceeds the current population of Sanford.
- In our 3-county area, Osceola County continues to have the highest rate of growth (5.12%).
- The Orange County municipality with the largest increase was once again the City of Maitland (13.35%); the Seminole County Municipality with the largest increase was Lake Mary (4.2%); and the Osceola County Municipality with the largest increase was the City of Kissimmee (3.36%) .
- Other major cities in the region with a growth rate of 3% or more included Belle Isle, Oakland, Ocoee, Winter Garden, and Longwood.

These population figures will be used to develop our Unified Planning Work Program and our budget for next year.

Attachment



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A REGIONAL TRANSPORTATION PARTNERSHIP

Comparison of 2018 & 2019 Population Estimates for MetroPlan Orlando Region

	<u>2018 Pop.Estimates</u>	<u>2019 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Orange Co. Total	1,349,597	1,386,080	+36,483	+2.70%
Apopka	51,676	52,404	+728	+1.41%
Bay Lake	22	15	-7	-31.82%
Belle Isle	6,944	7,365	+421	+6.06%
Eatonville	2,323	2,348	+25	+1.08%
Edgewood	2,712	2,717	+5	+0.18%
Lake Buena Vista	24	24	0	0%
Maitland	18,612	21,096	+2,484	+13.35%
Oakland	3,119	3,365	+246	+7.89%
Ocoee	45,694	47,580	+1,886	+4.13%
Orlando	285,099	291,800	+6,701	+2.35%
Windermere	2,918	2,972	+54	+1.85%
Winter Garden	44,935	47,245	+2,310	+5.14%
Winter Park	30,212	30,239	+27	+0.09%
Unincorporated	855,307	876,910	+21,603	+2.53%
Osceola Co. Total	352,496	370,552	+18,056	+5.12%
Kissimmee	72,369	74,800	+2,431	+3.36%
St. Cloud	46,519	47,874	+1,355	+2.91%
Unincorporated	233,608	247,878	+14,270	+6.11%
Seminole Co. Total	463,560	471,735	+8,175	+1.76%
Altamonte Springs	44,947	45,293	346	+0.77%
Casselberry	29,778	30,035	+257	+0.86%
Lake Mary	16,746	17,449	+703	+4.20%
Longwood	15,279	15,815	+536	+3.51%
Oviedo	39,739	40,021	+282	+0.71%
Sanford	59,033	60,269	+1,236	+2.09%
Winter Springs	37,639	38,595	+956	+2.54%
Unincorporated	220,399	224,258	+3,859	+1.75%
Grand Total	2,165,653	2,228,367	+62,714	+2.90%

**Comparison of 2018 & 2019
Population Estimates for
Other Counties in
Central Florida Region**

	<u>2018 Pop.Estimates</u>	<u>2019 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Brevard Co. Total	583,563	594,469	+10,906	+1.87%
Flagler Co. Total	107,511	110,635	+3,124	+2.91%
Lake Co. Total	342,917	357,247	+14,330	+4.18%
Marion Co. Total	353,898	360,421	+6,523	+1.84%
Polk Co. Total	673,028	690,606	+17,578	+2.61%
Sumter Co. Total	124,935	128,633	+3,698	+2.96%
Volusia Co. Total	531,062	538,763	+7,701	+1.45%
MetroPlan Orlando Region Total	2,165,653	2,228,367	+62,714	+2.90%
10-County Total	4,882,567	5,009,141	+126,574	+2.59%
State of Florida	20,840,568	21,208,589	+368,021	+1.77%

Source: University of Florida, Bureau of Economic and Business Research
November 2019



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 19, 2019

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

Dear Mr. Huttman:

Thank you for your letter dated November 18, 2019 regarding the variance between the Department's adopted and tentative Work Program for Fiscal Years 2021 through 2025. The Department appreciates the feedback that you have provided concerning the deletion of the Project Development and Environment (PD&E) phase of the US 17/92 widening project from County Road 54 to 1,900 feet west of Poinciana Boulevard (Financial Management Number 437200-1).

During the development of the Department's Tentative Five-Year Work Program for Fiscal Year 2021 through Fiscal Year 2025, the Department found it necessary to defer, delete, and move-out projects to balance the Work Program. After addressing cost increases, legislative appropriation projects, and making sure our already committed work program was delivered, project funding was limited to preservation of our existing system and safety projects.

Next year when the Department receives our funding allocations, we will again coordinate with MetroPlan Orlando to program projects on their priority list. If funding is available at that time, we will make every effort to program the PD&E phase of the US 17/92 project back into the Department's Tentative Five-Year Work Program for Fiscal Years 2022-2026.

The Department appreciates your participation in the Tentative Five-Year Work Program process and we look forward to working with MetroPlan Orlando and the local agencies in Orange, Osceola, and Seminole Counties in accomplishing their transportation goals. If you have any additional comments or concerns please do not hesitate to call me at 386-943-5475.

Sincerely,

Michael Shannon, P.E.
District Five Secretary

cc: Loreen Bob, P.E., Director of Transportation Development
Alison Stettner, Planning & Environmental Management Administrator
Kellie Smith, Planning Manager
Anna Taylor, Government Liaison Administrator
Katherine Alexander, Program Management Administrator
Steve Friedel, Work Program Manager
Rakinya Hinson, MPO Liaison