



DATE: Wednesday, December 9, 2020

TIME: 9:00 a.m.

Wireless access available

Network = MpoBoardRoom

Password = mpoaccess

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

Parking Garage: 25 W. South Street

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:

<https://us02web.zoom.us/j/82530280890?pwd=bVpNZE0xMkhzLzl3TGxEWDRrWk04QT09>

Passcode: 615884

To dial in, please see the calendar item for this meeting:

<https://metroplanorlando.org/meetings/metroplan-orlando-board-hybrid-meeting-12-09-20/>

In Person:** The MetroPlan Orlando offices, in response to the COVID-19 pandemic, are following guidelines for group gatherings by limiting access for the board meeting to maintain safe social distancing. Members of the public may access this meeting virtually and participate via the Zoom link above, or by dialing in. A limited number of the public may attend in person space permitting. We strongly encourage virtual participation in order to provide the safest meeting environment for board members, staff and the public. Masks are required and temperature checks will be conducted upon entrance. The agenda packet is available at MetroPlanOrlando.org in the Calendar section. New to Zoom? You can get the app ahead of time and be ready for the meeting. Visit Zoom.com. **For technical support during the meeting, use the Raise Hand function (located in the Participants tab) to be contacted by a meeting moderator.

MetroPlan Orlando offers tips for virtual meeting participation on our website. Tip sheets include:

- [How to get technically set up for the virtual meeting](#)
- [How meeting roles and public participation happen virtually](#)
- [Steps and options for making a public comment at a virtual meeting](#)

This information can be accessed at: MetroPlanOrlando.org/Virtualmeetings

Commissioner Bob Dallari, Board Chairman, Presiding

Thank you for silencing your cell phones during the meeting and for those of you attending virtually for keeping microphones muted unless you are recognized to speak.

- | | | |
|------|--|---------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE (Boardroom) | Chairman Dallari |
| II. | CHAIR'S ANNOUNCEMENTS | Chairman Dallari |
| III. | EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Gary Huttman |
| IV. | ROLL CALL AND CONFIRMATION OF QUORUM | Ms. Cathy Goldfarb |
| V. | AGENDA REVIEW | Mr. Gary Huttman |
| VI. | COMMITTEE REPORTS | |
| | Municipal Advisory Committee | Mayor Dale McDonald |
| | Community Advisory Committee | Ms. Sarah Elbadri |
| | Technical Advisory Committee | Mr. Nabil Muhaisen |
| | Transportation Systems Management & Operations Committee | Mr. Alex Laffey |
| VII. | PUBLIC COMMENTS ON ACTION ITEMS | |

Public comments relating to **Action Items** may be submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org. Emailed comments will be read into the record by a meeting moderator. Public comments may be submitted prior to the meeting by dialing 407-906-2347 to leave a voice message. Voice messages will be summarized and read into the record by the meeting moderator.

Anyone wishing to speak during the hybrid meeting should complete an [electronic speaker card](#). The Chairperson will first recognize online attendees. When called upon, speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. Each speaker should state his/her name and address for the record and is limited to two minutes. In-person speakers will be called next. Again, each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XII.

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|-------|---|---------|
| VIII. | CONSENT AGENDA | (Tab 1) |
| | A. Approval of Minutes from November 18, 2020 Board meeting | |
| | B. Approval of Financial Report for October 2020 | |

- C. Approval of Resolution 20-18 to conduct virtual Advisory Committee workshops through June 30 if needed
- D. Authorization for Board and Committee Member Travel in 2021
- E. Approval of NARC Travel in 2021 for Commission
- F. Approval of contribution to the UCF Foundation for the Urban & Regional Planning Program's Distinguished Lecture Series

IX. OTHER ACTION ITEMS

- A. FDOT Amendment to FY 2020/21 - 2024/25 TIP (Roll Call Vote) (Tab 2)
- B. Final Presentation & Approval of the 2045 MTP (Roll Call Vote) (Tab 3)
- C. Election of Board Officers for 2021 (Tab 4)

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

- A. Executive Director's Report
- B. FDOT Monthly Construction Status Report
- C. FY 2019-2020 Federally Funded Projects
- D. BEBR 2020 Population Estimates
- E. Memorandum to the Board with highlights of the population estimates
- F. FDOT Work Program on line hearing January 11-15, 2021
- G. FDOT Work Program Public Hearing – January 14 , 2021
- H. Featured Research and Articles:

American Public Health Association, December 2020
[Climate change and health justice: New perspectives on pressing challenges](#)

T4America Blog: Driving Down Emissions, Transportation, land use & climate change
<https://t4america.org/2020/11/17/answers-to-your-questions-about-driving-down-emissions/?eType=EmailBlastContent&eld=a30cf1f4-5776-4e4a-b1c5-41a11547ac8d>

XI. OTHER BUSINESS/PRESENTATIONS

- A. Status Update – BEEP – Racquel Asa

XII. PUBLIC COMMENTS (GENERAL)

Comments from the public, of a general nature, will be heard during this comment period. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the hybrid meeting should complete an [electronic speaker card](#). The Chairperson will

first recognize online attendees. When called upon, speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. Each speaker should state his/her name and address for the record and is limited to two minutes. In-person speakers will be called next. Again, each speaker will have two minutes to speak.

XIII. NEXT MEETING: Wednesday, February 10, 2021

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 o include the testimony and evidence upon which the appeal is to be based.

TAB 1





MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday , November 18 2020
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando – Hybrid Virtual
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Bob Dallari, Board Chairman, Presided

Members

Hon. Jim Fisher, City of Kissimmee
Hon. Pat Bates, City of Altamonte Springs
Hon. Emily Bonilla, Orange County
Hon. Bob Dallari, Seminole County
Hon. Jerry L. Demings, Orange County
Hon. Buddy Dyer, City of Orlando
Mr. M. Carson Good, GOAA
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Dale McDonald, Municipal Advisory Committee
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Tony Ortiz, City of Orlando
Hhon. Maribel Gomez Corder for Hon. Victoria Siplin, Orange County
Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Betsy VanderLey, Orange County

Hon. Art Woodruff, City of Sanford
Hon. Lee Constantine for Hon. Jay Zembower, Seminole County

Advisors in Attendance:

Mr. Doug Jamison, Transportation Systems Management & Operations Committee
Mr. Nabil Muhaisen, Technical Advisory Committee
Ms. Sarah Elbadri, Community Advisory Committee

Members/Advisors not in Attendance:

Hon. Brandon Arrington, Central Florida Expressway Authority
Hon. Cheryl L. Grieb, Osceola County
Mr. Thomas Kapp, Kissimmee Gateway Airport
FDOT Secretary Jared Perdue, District 5

Staff in Attendance :

Mr. Jay Small, 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
Mr. Mighk Wilsom
Ms. Sarah Larsen
Ms. Jasmine Blais

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

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

II. CHAIRMAN'S ANNOUNCEMENTS

Chairman Dallari reviewed the virtual meeting procedures, including public comments.
Commissioner Dallari noted the passing of former City of Orlando Commissioner Daisy Lynum
and former CAC member Mr. Tony Tizzio. He congratulated board members who were reelected

November 3rd. Commissioner Dallari reported on the October 29th Commuter Rail Commission meeting. Commissioner Mayra Uribe gave a report on the November 12th TDLCB public hearing and meeting. Commissioner Moore reported on the October 9th CFMPOA meeting. Commissioner Dallari recognized outgoing board members Commissioner VanderLey, Mayor Alvarez and Mayor Triplett. In addition, he recognized Mr. Steve Bechtel for his years of service as legal counsel for the MetroPlan Orlando board.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman thanked board members for helping to ensure a quorum for the hybrid meeting. He reviewed the virtual meeting procedures. He recognized alternates in attendance Ms. Maribel Gomez Cordero for Commissioner Siplin, Commissioner Lee Constantine for Commissioner Zembower, and Commissioner Jim Fisher representing the City of Kissimmee. Mr. Huttman called attention to a Continuing Resolution signed by President Trump that ensures federal programs are funded through December 11th. He also reported that Hillsborough County received two 2020 BUILD Grants. He reported that he met with Ms. Natalie Martinez from Congresswoman Murphy's office and they discussed funding opportunities. Mr. Huttman noted that the NARC annual Executive Director's meeting was held October 6-7 virtually. He met with FDOT District staff and discussed funding issues. Mr. Huttman mentioned that he participated in the Blind Americans Equality Day and INVEST Orlando events held in October. In addition, he reported on the FDOT Mobility Week, the MPOAC Institute, Best Foot Forward, MTP events, the AMPO Virtual Conference and legislative items for the 2021 session.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb conducted the roll call and confirmed a quorum of 19 voting members present.

V. AGENDA REVIEW

Mr. Huttman called attention to an updated fact sheet for the FY 2021 Budget Amendment and revised summary sheet for the Internal Operating Procedures, both under the Consent Agenda. He also noted changes to the FDOT Work Program online and in person public hearing dates.

MOTION: Commissioner Viviana Janer moved approval of the changes to the agenda.
Commissioner Mayra Uribe seconded the motion, which passed unanimously.

VI. COMMITTEE REPORTS

Mayor Dale McDonald Reported that The Municipal Advisory Committee met November 5, 2020 in a virtual workshop format. He noted that Items presented for review and discussion included the September 3 meeting minutes, an FDOT Amendment to the FY 2020/21-2024/25 TIP, and the 2021 Proposed Board and Committee Meeting Schedule. MAC members received three presentations: all relating to the 2045 MTP. These included: a Status Update on Public Participation, a Preview of the Cost Feasible Plan, and a Preview of the Congestion Management Process. The next MAC meeting is December 3rd.

Ms. Sarah Elbadri reported that Community Advisory Committee members met on October 28th and recommended approval of a TIP amendment related to State Road 436 resurfacing, the Longwood South Pedestrian Corridor, and Orange County railroad crossing projects. Committee members also recommended approval of the 2021 Board & Committee calendar, CAC members, she added, heard updates on the 2045 MTP cost-feasible plan, MTP public participation, and the 2045 Congestion Management Process. Ms. Elbadri noted that the next CAC meeting will be the first in the virtual workshop format and will be held on December 2nd.

Mr. Nabil Muhaisen reported that the TAC met on October 23rd and recommended approval of the amendments to the TIP requested by FDOT and the 2021 TAC meeting schedule. TAC members heard presentations on: the 2045 MTP public outreach update, the MTP Cost Feasible Plan and the MTP Congestion Management Process

Mr. Doug Jamison reported that the TSMO Committee met on October 23rd and approved the August 28, 2020, TSMO meeting minutes and staff's request that the FY 2020/21 - 2024/25 TIP be amended. In addition, TSMO members approved the 2021 Board/Committee Meeting Schedule, but changed the May 2021 TSMO meeting date to Friday, May 21st. Committee members had a presentation by Mr. Eric Hill, MetroPlan Orlando on the status of the I-4 Regional TSMO Program. Mr. Hill also facilitated a discussion on a workforce development initiative to address some of the technical skills and human resource needs in the transportation industry. Staff will present a proposal on a Task Force at a future meeting.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

- A. Approval of Minutes from September 9, 2020 Board meeting**
- B. Approval of Financial Report for August & September 2020**
- C. Board & Committee Meeting Schedule – 2021**
- D. Approval & Acceptance of the Annual Financial Report & Audit**
- E. Approval of FY 2021 Budget Amendment #3 - STIC Grant Award**
- F. Approval of updated Internal Operating Procedures**
- G. Approval of updated Community Advisory Committee By-Laws**

H. Approval of updated Transportation Systems Management & Operations Committee By-Laws

I. Approval of updated Technical Advisory Committee By-Laws

J. Approval of updated Municipal Advisory Committee By-Laws

MOTION: Commissioner Viviana Janer moved approval of the consent agenda, items A-J. Mayor Dale McDonald seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

A. *FDOT Amendment to FY 2020/21 - 2024/25 TIP*

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution.

MOTION: Commissioner Mayra Uribe moved approval of the FDOT Amendment to FY 2020/21 - 2024/25 TIP Mayor Dale McDonald seconded the motion, which passed unanimously. (Role vote conducted)

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

A. Executive Director's Report page

B. FDOT Monthly Construction Status Report

C. Letter to Mr. James Christian, FHWA regarding transportation projects in Orange, Osceola and Seminole Counties that received federal funds during FY 2019/20.

D. Letter of acknowledgement from US DOT – SR 426/CR419 Phase III BUILD Grant

E. Letter of acknowledgement from US DOT – Neptune Road BUILD Grant

F. Florida Chapter of The Nature Conservancy letter of support for the Florida Scenic Trail SR 528 'land bridge'

G. FDOT Work Program On Line Public Hearing – December 7-11, 2020

H. FDOT Work Program Public Hearing – December 10, 2020

I. Featured Research and Articles:

Bloomberg – To Lift Up Communities of Color-Fix Public Transit

<https://www.bloomberg.com/news/articles/2020-10-19/transportation-is-a-racial-justice-issue>

Governing Magazine: The Case for Making Virtual Public Meetings Permanent

https://www.governing.com/now/The-Case-for-Making-Virtual-Public-Meetings-Permanent.html?utm_term=READ%20MORE&utm_campaign=The%20Case%20for%20Making%20Virtual%20Public%20Meetings%20Permanent&utm_content=email&utm_source=Act-On+Software&utm_medium=email

Wyoming panel backs road user charge

<https://landline.media/wyoming-panel-backs-road-user-charge/>

MOTION: Commissioner Betsy VanderLeyr moved approval of the information for acknowledgement. Commissioner Lee Constantine seconded the motion, which passed unanimously

XI. OTHER BUSINESS/PRESENTATIONS

A. 2045 MTP- Status Update on Public Participation Activities

Ms. Cynthia Lambert, MetroPlan Orlando staff, gave a status update on public participation efforts for the 2045 Metropolitan Transportation Plan (MTP). Ms. Lambert reviewed the 2045 MTP outreach timeline, key outreach results and common themes from public input. She noted that the feedback received drives the plan decisions. Ms. Lambert provided information on where to find additional 2045 MTP information on the MetroPlan Orlando website. She called attention to the public comment period for the 2045 Plan which runs from October 16th to November 20th.

B. 2045 MTP- Preview of Cost Feasible Plan

Mr. Alex Trauger, MetroPlan Orlando staff, provided a preview of the 2045 MTP Cost Feasible Plan. He noted the MTP Cost Feasible Plan would be presented to the MetroPlan Orlando Board for approval at the December 9th meeting. Mr. Trauger reviewed the planning process, the new planning approach and the cost feasible plan development. He covered the key topics for the 2045 Plan along with the budget allocations and their year of expenditure. In addition, Mr. Trauger provided information on Interstate/Strategic Intermodal System, National/State Highway System, Off-State Highway System Capacity, TSMO/ITS and Complete Street, Pedestrian/Bicycle/Trail, Regional Transit and locally funded projects in the Plan. He concluded his presentation with a summary of funding available and unfunded needs.

C. 2045 MTP – Preview of Congestion Management Process (CMP)

Ms. Lara Bouck, MetroPlan Orlando staff, gave a preview of the 2045 MTP Congestion Management Process (CMP) which would be included in the approval of the MTP at the December 9th Board meeting. Ms. Bouck detailed the FHWA eight action process model. She reviewed the 2045 MTP goals and applied them to local roadways. In addition, she discussed the air quality index as it relates to the health and environment goal and investment and economy relating to visitor emphasis corridors. Ms. Bouck provided information regarding recommended strategies and the monitoring plan.

XII. PUBLIC COMMENTS (GENERAL)

None.

XIII. NEXT MEETING: Wednesday, December 9, 2020

XIV. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 10:35 a.m. The meeting was transcribed by Ms. Cathy Goldfarb.

Approved this 9th day of December 2020

Commissioner Bob Dallari, Chairman

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 10/31/20**

ASSETS

Operating Cash in Bank	\$	2,095,795.89
Petty Cash	\$	125.00
SBA Investment Account	\$	1,120,748.32
FL CLASS Investment Account	\$	1,175,686.14
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	32,958.80
Accounts Receivable - Grants	\$	575,258.77
Fixed Assets-Equipment	\$	603,475.02
Accumulated Depreciation	\$	(437,848.71)

TOTAL ASSETS:	\$	5,186,199.23
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LIABILITIES

Accrued Personal Leave	\$	365,765.22
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TOTAL LIABILITIES:	\$	365,765.22
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	32,958.80
Deposits	\$	20,000.00
Unassigned:	\$	4,767,475.21

TOTAL EQUITY:	\$	4,820,434.01
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TOTAL LIABILITIES & EQUITY:	\$	5,186,199.23
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 10/31/20

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 435,907.54	873,335.29	\$ 6,643,742.00	5,770,406.71	13.15%
State Revenue	\$ 11,835.56	55,334.10	\$ 319,887.00	264,552.90	17.30%
Local Revenue	\$ 571,707.50	618,717.00	\$ 1,239,185.00	620,468.00	49.93%
Interest Income	\$ 513.31	2,618.22	\$ 60,000.00	57,381.78	4.36%
Other	\$ (0.70)	2,234.30	\$ 12,500.00	10,265.70	17.87%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 358,129.00	358,129.00	0.00%
Local Match - Transfers In	\$ 11,835.56	39,991.20	\$ 217,601.00	177,609.80	18.38%
TOTAL REVENUES:	\$ 1,031,798.77	\$ 1,617,230.11	\$ 8,876,044.00	\$ 7,258,813.89	18.22%
EXPENDITURES					
Salaries	\$ 195,441.70	550,620.43	\$ 1,822,218.00	1,271,597.57	30.22%
Fringe Benefits	\$ 67,095.18	189,028.02	\$ 602,422.00	413,393.98	31.38%
Local Match - Transfers Out	\$ 11,835.56	39,991.20	\$ 217,601.00	177,609.80	18.38%
Audit Fees	\$ 7,500.00	22,500.00	\$ 41,500.00	19,000.00	54.22%
Computer Operations	\$ 5,451.41	26,450.60	\$ 99,636.00	73,185.40	26.55%
Dues & Memberships	\$ 433.84	8,207.51	\$ 20,579.00	12,371.49	39.88%
Equipment & Furniture	\$ 1,390.00	6,215.50	\$ 242,000.00	235,784.50	2.57%
Graphic Printing/Binding	\$ 0.00	0.00	\$ 25,920.00	25,920.00	0.00%
Insurance	\$ 1,640.09	6,921.60	\$ 29,023.00	22,101.40	23.85%
Legal Fees	\$ 5,273.50	8,056.00	\$ 50,000.00	41,944.00	16.11%
Office Supplies	\$ 321.42	1,684.63	\$ 37,500.00	35,815.37	4.49%
Postage	\$ 73.20	1,095.20	\$ 3,300.00	2,204.80	33.19%
Books, Subscrips/Pubs	\$ 125.35	5,585.12	\$ 8,716.00	3,130.88	64.08%
Exec. Dir 457 Def. Comp.	\$ 1,961.55	5,500.00	\$ 18,000.00	12,500.00	30.56%
Rent	\$ 25,351.86	103,787.44	\$ 243,269.00	139,481.56	42.66%
Equipment Rent/Maint.	\$ 745.00	1,854.89	\$ 18,779.00	16,924.11	9.88%
Seminar & Conf. Regist.	\$ 1,681.00	1,879.71	\$ 41,640.00	39,760.29	4.51%
Telephone	\$ 458.88	1,422.95	\$ 9,250.00	7,827.05	15.38%
Travel	\$ 194.66	921.80	\$ 100,792.00	99,870.20	0.91%
Small Tools/Office Mach.	\$ 325.88	1,827.42	\$ 1,200.00	(627.42)	152.29%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 0.00	0.00	\$ 5,000.00	5,000.00	0.00%
Contingency	\$ 0.00	0.00	\$ 15,831.00	15,831.00	0.00%
Contractual/Temp Svcs.	\$ 464.00	1,160.00	\$ 3,530.00	2,370.00	32.86%
Interest Expense	\$ 0.00	0.00	\$ 72,283.00	72,283.00	0.00%
Pass-Thru Expenses	\$ 0.00	0.00	\$ 1,353,531.00	1,353,531.00	0.00%
Consultants	\$ 226,755.39	336,420.26	\$ 3,636,429.00	3,300,008.74	9.25%
Repair & Maintenance	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Advertising/Public Notice	\$ 139.07	1,227.58	\$ 11,855.00	10,627.42	10.35%
Other Misc. Expense	\$ 312.67	1,184.98	\$ 14,690.00	13,505.02	8.07%
Contributions	\$ 0.00	100,237.23	\$ 100,950.00	712.77	99.29%
Educational Reimb.	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 554,971.21	\$ 1,423,780.07	\$ 8,876,044.00	\$ 7,452,263.93	16.04%
AGENCY BALANCE:	\$ 476,827.56	\$ 193,450.04			



RESOLUTION NO. 20-18

AUTHORIZATION TO HOLD VIRTUAL METROPLAN ORLANDO ADVISORY COMMITTEE WORKSHOPS THROUGH JUNE 30, 2021 OR UNTIL SUCH TIME AS IT IS SAFE AND REASONABLE TO MEET IN PERSON, IF THAT OCCURS SOONER

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, and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the designated urbanized area; and

WHEREAS, pursuant to 23 U.S.C. 134, 23 CFR 450, and Florida Statutes 339.175, require MetroPlan Orlando and the Florida Department of Transportation to enter into an agreement clearly identifying the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) portion of the Metropolitan Planning Process and accomplishing the transportation planning requirements of state and federal law; and

WHEREAS, MetroPlan Orlando is required to develop and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, including but not limited to the Unified Planning Work Program (UPWP); Transportation Improvement Program (TIP), a Public Participation Plan and a Metropolitan Transportation Plan (MTP); and

WHEREAS, the Novel Coronavirus Disease 2019 (COVID-19) is a severe acute respiratory illness that continues to spread among humans through respiratory transmission; and

WHEREAS, the Centers for Disease Control (CDC) has recommended mitigation measures for communities experiencing an outbreak including limiting face-to-face contact with others as much as possible; and

WHEREAS, the Governor of the State of Florida declared on March 9th, 2020 a formal State of Emergency (Executive Order 20-52); and

WHEREAS, the Governor of the State of Florida issued Executive Order 20-69 on March 20, 2020 that allowed virtual meetings and suspended certain requirements of the State Sunshine Laws; and

WHEREAS, the Governor of the State of Florida issued subsequent Executive Orders extending the ability to meet virtually through September 30, 2020, and

WHEREAS, MetroPlan Orlando's Advisory Committee meetings, Metropolitan Transportation Plan Webinars, and other virtually-held meetings have resulted in record participation by Committee members and the public.

NOW, THEREFORE, BE IT RESOLVED THAT:

MetroPlan Orlando will continue to conduct business in a virtual environment through June 30, 2021, or until such time as it is safe and reasonable to meet in person if that occurs sooner, in the following manner:

The MetroPlan Orlando Governing Board hereby authorizes each of its advisory committees and the Transportation Disadvantaged Local Coordinating Board to:

- a. Continue to meet virtually in workshop sessions with the understanding that the committees will review and discuss all agenda items being advanced to the Board, and that a committee report will be provided by each Committee Chairperson at the MetroPlan Orlando board meeting,
- b. Agenda items requiring formal vote, such as the committee's meeting minutes, will take place at a time and date when the committees can safely conduct in person committee meetings.
- c. Extend the term of current Advisory Committee chairpersons until such time as official election of officers can be conducted. In the event a chairperson is unable to serve, the vice-chairperson will assume the role of chair.
- d. Resolution 20-18 supercedes Resolution 20-15

Certificate

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is true and correct and that this Resolution shall be ratified as soon as possible at a legally convened meeting of the MetroPlan Orlando Board.

DONE AND RESOLVED at the regularly convened meeting of MetroPlan Orlando held on the 9th day of December, 2020.

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.

Commissioner Bob Dallari, Chairman
MetroPlan Orlando Governing Board

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary



Board Action Fact Sheet

Meeting Date: December 9, 2020

Agenda Item: VIII.D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Board & Committee Member Travel for 2021

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 & Committee members to travel to Washington, DC, Tallahassee, Florida and to other locations in or out- side of Florida for business purposes and at times on short notice. Therefore, approval is requested for Board and/or Committee members to travel as necessary between January 1 and December 31, 2021.

All travel by Board & Committee 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 FY2020/2021 and FY2021/2022.

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 9, 2020

Agenda Item: VIII.E . (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of Board and Committee member Travel for 2021	
Reason:	MetroPlan Orlando's Travel Policy requires Board approval of travel by Board members, Committee members or community representatives.	
Summary/Key Information:	<p>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.</p> <p>All travel by Board 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 FY2020/2021 and FY2021/2022.	
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 9, 2020

Agenda Item: VIII.F. (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 second 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 2020/2021 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 9, 2020

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.
Reason:	A new project is being added and two existing projects in the TIP are receiving additional funds.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Adds a total of \$534,000 in state funds for the design and construction of a new pedestrian lighting project at four intersections on SR 500/US 441 in FY 2020/21.• Provides a total of \$585,657 in additional federal and state funds for the design in FY 2020/21 and construction in FY 2022/23 of an existing mast arm traffic signal project at the intersection at SR 500/US 441 and SR 50.• Rolls forward \$3,300,276 in FTA funds and \$825,069 in LF funds from FY 2019/20 to FY 2020/21 for LYNX's Capital Grant for Buses and Bus Facilities. These funds will be used for the purchase of Compressed Natural Gas (CNG) buses.• Adds \$79,608 in federal TSM funds for design and \$8,808 in TSM funds for construction (timesheet charges) in FY 2020/21, and adds \$75,000 in TSM funds for design, \$814,800 in TSM funds for construction and \$20,000 in TSM funds for an operations grant to upgrade 21 signalized intersections in downtown Orlando to include connected vehicle technologies and automated traffic signal performance measures (ATSPM). More information on ATSPM is available at: https://ops.fhwa.dot.gov/arterial_mgmt/pdfs/EDC-4-Factsheet_ATSPMs.pdf
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: To be reviewed on December 2, 2020 MAC: To be reviewed on December 3, 2020 TSMO: To be reviewed on December 4, 2020 TAC: To be reviewed on December 4, 2020
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated November 24, 2020 Proposed Board Resolution No. 20-17



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 24, 2020

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 2020/2021 – 2024/2025 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#439880-8 ORANGE COUNTY PEDESTRIAN LIGHTING BUNDLE H

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$10,000	2021
Preliminary Engineering	DDR (State funds)	\$150,000	2021
Construction	DDR (State funds)	\$364,000	2021
Construction	DIH (State funds)	\$10,000	2021
	TOTAL	\$534,000	

Difference: New project and funds have been added in Fiscal Year 2020/2021.

Explanation: The goal of this project is to increase pedestrian safety at specific signalized intersections by installing street lighting that offers better visibility. Light Emitting Diode (LED) fixtures will be installed at each intersection, and any existing fixtures will be upgraded to LED. No other intersection improvements are expected in this project. This project improves signalized intersections along SR 500-600 (Orange Blossom Trail) at the following locations:

- o LaQuinta Dr
- o Morning Dr/Sunlife Path
- o August Lane/Florida Mall
- o Skyview Dr/Southland Blvd

FM#445767-1 SR 500 (US 441) AND SR 50 (COLONIAL DR) SIGNAL RECONSTRUCTION**Current TIP Status:**

Project is currently in TIP for Fiscal Years 2020/2021 – 2024/2025. TIP limits are SR 50 from SR 500/US 441 to W of Ellwood Ave. Project Length per TIP is 0.05 miles.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$10,000	2021
Preliminary Engineering	ACID (Federal funds)	\$360,000	2021
Construction	ACSS (Federal funds)	\$788,000	2023
	TOTAL	\$1,158,000	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$9,519	2021
Preliminary Engineering	ACID (Federal funds)	\$360,000	2021
Preliminary Engineering	SA (Federal Funds)	\$131,000	2021
Construction	DDR (State funds)	\$30,000	2021
Construction	ACSS (Federal funds)	\$1,127,301	2023
Construction	DDR (State funds)	\$75,297	2023
Construction	LF (Local funds)	\$10,540	2023
	TOTAL	\$1,743,657	

Difference: TIP Limits do not match the STIP limits. Limits are SR 500 (US 441) and SR 50 (Colonial Dr.) Signal Reconstruction. Project length has also been updated, now 0.242 miles. TIP needs to be updated to reflect limit and length changes.

Explanation: SA, DDR funds have been added in FY 2020/2021. DDR and LF funds (LFA with City of Orlando for mast arm painting) have been added in FY 2022/2023 for construction. ACSS construction funds in FY 2022/2023 have increased and include funds for construction of a mast arm traffic signal as well as CEI and Post Design.

FM#435712-1 CENTRAL FL REGIONAL TRANSPORTATION AUTHORITY DBA LYNX**Current TIP Status:**

Project is currently in TIP for Fiscal Years 2020/2021 – 2024/2025. The project is a Capital Grant for Buses & Bus Facilities.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2021
Grants and Miscellaneous	LF	\$1,000,000	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024

	TOTAL	\$20,000,000	
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Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$7,300,276	2021
Grants and Miscellaneous	LF	\$1,825,069	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024
	TOTAL	\$24,125,345	

Difference: FTA funds have been increased by \$3,300,276 and LF funds have been increased by \$825,069 in Fiscal Year 2020/2021.

Explanation: The FTA and LF funds rolled forward from FY 2019/20 to FY 2020/21. These funds will be used by LYNX for the purchase of CNG buses.

FM#447807-1 SMART ORLANDO DOWNTOWN ADVANCED TRAFFIC OPERATIONS PERFORMANCE

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	TSM	\$79,608	2021
Design Build	TSM	\$8,808	2021
Preliminary Engineering	TSM	\$75,000	2022
Construction	TSM	\$814,800	2022
Operations Grant	TSM	\$20,000	2022
	TOTAL	\$998,216	

Difference: New project and funds have been added in Fiscal Year 2020/2021.

Explanation: The City of Orlando's Smart Orlando Downtown Advanced Traffic Operations Performance (SODA TOP) project is a design build and includes upgrades to 21 signalized intersections in the City of Orlando urban core to improve safety and mobility for all road users. It includes deployment of connected vehicle (CV) technologies, including roadside units (RSUs) on-board units (OBUs) and the implementation of automated traffic signal performance measures (ATSPM). It will also include upgrades to the fiber optic network to support CV and ATSPM applications.

Sincerely,



Anna Taylor, Government Liaison Administrator
FDOT District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT District 5
Jo Santiago, Transit Liaison, FDOT District 5

Resolution No. 20-17**Subject:****Amendment to the FY 2020/21 - 2024/25
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 2020/21 - 2024/25 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 #4398808 – Orange County Pedestrian Lighting Bundle H - Funding consists of \$10,000 in DIH funds and \$150,000 in DDR funds for design in FY 2020/21 and \$364,000 in DDR funds and \$10,000 in DIH funds for construction in FY 2020/21;**
- **FM #4457671 – SR 500/US 441 at SR 50 – Mast Arm Traffic Signal – Funding consists of \$9,519 in DIH funds, \$360,000 in ACID funds and \$131,000 in DDR funds for design in FY 2020/21, \$30,000 in DDR funds for construction in FY 2020/21, \$1,127,301 in ACSS funds, \$75,297 in DDR funds and \$10,540 in LF funds for construction in FY 2022/23;**
- **FM #4357121 – LYNX Capital Grant for Buses and Bus Facilities – Funding consists of \$3,300,276 in FTA funds and \$825,069 in LF funds rolling forward from FY 2019/20 to FY 2020/21; and**

WHEREAS, the requested amendments described above are 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 2020/21 - 2024/25 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of December, 2020.

Certificate

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

Honorable Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: December 09, 2020

Agenda Item: IX.B (Tab 3)

Roll Call Vote: Yes

Action Requested:

**Adoption of 2045 Metropolitan Transportation Plan
(Resolution #20-19)**

Reason:

Federal and state regulations require MPOs to develop Metropolitan Transportation Plans (MTPs) through a performance-driven, outcome-based approach. The Plan must cover a 20-year horizon and is required to be updated every five years. Projects and programs must be in the Plan to receive federal and state funding. The MTP/LRTP was last updated December 9, 2015. Staff requests the Board take action to adopt the 2045 MTP and regional Congestion Management Process.

Summary/Key Information:

The 2045 MTP was prepared cooperatively with partner agencies and engaged members of the public throughout the planning process. The Plan was adequately noticed and was made readily available for public review and comment, including electronically accessible formats. The 2045 MTP identifies roadway, transit, TSM&O, bicycle, and pedestrian facility improvements which are described in detail in Technical Series documentation and the Congestion Management Process. The Cost Feasible Plan identifies transportation projects that we expect to be able to fund by the year 2045 within the Orlando and Kissimmee Urbanized Areas.

MetroPlan Budget Impact:

No Impact to UPWP. Total value of the 2045 MTP Cost Feasible Plan is estimated at \$27.8 billion in federal, state, local, and toll funding.

Local Funding Impact:

None.

Committee Review:

CAC: 10/28/20 and 12/02/20
TSMO &TAC: 10/23/20 and 12/04/20
MAC: 11/05/20 and 12/03/20
TDLCB: 08/13/20 and 11/12/20

Staff Recommendation:

Recommends support of the 2045 MTP Cost Feasible Plan.

Supporting Information:

Resolution#20-19: Adoption of 2045 MTP, found at Tab 3.

The 2045 MTP Cost Feasible Plan is accessible at:

https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_ForAdoption_20201124.pdf

Official Record of Public Comments is accessible at:

<https://metroplanorlando.org/wp-content/uploads/Public-Comments-on-Draft-2045-Plan-OFFICIAL-RECORD.pdf>

Other 2045 MTP technical documentation is accessible at:

<https://metroplanorlando.org/2045-mtp/whats-in-the-2045-plan/documents-for-review/>



RESOLUTION NO. 20-19

SUBJECT:

**APPROVAL OF THE ORLANDO AND KISSIMMEE URBANIZED AREAS'
2045 METROPOLITAN TRANSPORTATION PLAN**

WHEREAS, MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando and Kissimmee Urbanized Areas; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 1602, 1603, and 1604 require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

WHEREAS, a primary responsibility of MetroPlan Orlando, as the MPO, is the development and adoption of a Metropolitan Transportation Plan (formerly: Long Range Transportation Plan) for the Orlando and Kissimmee Urbanized Areas, which shall supersede all previous long range transportation plans, that shall be multimodal in scope and shall consider the transportation improvement needs of the area as well as identifying what is financially feasible to accomplish; and;

WHEREAS, the 2045 Metropolitan Transportation Plan identifies roadway, transit, technology, bicycle and pedestrian facility improvements which are further described in detail in Technical Series documents, each of which is incorporated as part of this plan; and

WHEREAS, the 2045 Metropolitan Transportation Plan establishes MetroPlan Orlando's Congestion Management Process (CMP) to improve efficiency, reliability and safety through implementation of Transportation Systems Management and Operations (TSM&O) solutions and continued performance monitoring; and

WHEREAS, the 2045 Metropolitan Transportation Plan also incorporated by reference aspects of the Florida Transportation Plan (FTP) and its modal-focused plans, Expressway Authority Master Plans and Transit Development Plans (TDP); and

WHEREAS, the 2045 Metropolitan Transportation Plan consists of a Cost Feasible Plan element and an Unfunded Needs Plan element; and

WHEREAS, the Cost Feasible Plan identifies transportation projects that we expect to be able to fund, within an acceptable margin of estimation for both costs and revenues, by the year 2045 within Central Florida; and

WHEREAS, MetroPlan Orlando is committed to supporting and seeking the advancement of a comprehensive transportation system that places a high priority on bicycle and pedestrian safety as well as on transportation projects that facilitate the use of many different modes and accommodate a diverse group of users; and

WHEREAS, as a Due Diligence Disclosure Statement, the 2045 Metropolitan Transportation Plan acknowledges certain uncertainties that may affect the plan, including:

1. New federal transportation legislation in the future may alter the revenue estimates used in the preparation of the Year 2045 Metropolitan Transportation Plan.
2. Federal/State match ratios for transit, assumed to be 50% federal share, 25% state share and 25% local share for capital improvements to transit in the 2045 Metropolitan Transportation Plan, may change.
3. FDOT revenue estimates used for the preparation of the 2045 Metropolitan Transportation Plan may change as a result of 2020 pandemic conditions and resulting impacts of fuel tax collections, new federal transportation legislation and/or state funding policy changes.
4. The development of funding plans and their sources for such toll roads and components of the Central Florida Expressway Authority Year 2040 Master Plan and Turnpike Work Program.
5. The identification of new and/or alternate funding sources that could make federal and/or state funds currently programmed available for programming to other transportation projects; and

WHEREAS, it is acknowledged that as the uncertainties are resolved, the 2045 Metropolitan Transportation Plan will be revised as appropriate; and

WHEREAS, both the proposed funded and unfunded transportation projects within the 2045 Metropolitan Transportation Plan have been presented for public review and comment in a public meeting, and the comments received from the public review process have been reported to and considered by the MetroPlan Orlando Board; and

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board in its capacity as the Orlando Urbanized Area Metropolitan Planning Organization that the 2045 Metropolitan Transportation Plan is hereby approved as the adopted long range transportation plan for the Orlando and Kissimmee Urbanized Areas, superseding and replacing all previously adopted plans. The 2045 Plan:

A. Sets the Direction for System Growth and Investment for the Next 25 Years

- 1) Identifies a multimodal transportation vision for long-term future projects in Orange, Osceola and Seminole Counties that includes roadway (Complete Streets, Capacity and TSM&O) and transit projects, and identifies a Needs and Cost Feasible Plan based on goals, objectives and targets.
- 2) The Cost Feasible Plan is established with a forecasted cost, based on year of expenditure, of \$27.8 billion for federal, state, local, and toll funded projects.
- 3) The Cost Feasible Plan follows the TMA funding allocation policy, directing eligible urbanized area funds to Off-State Highway System multimodal projects; dedicates 10% of State Other Arterial funding for Off-State Highway System capacity projects; is consistent with MPO Board Resolution #15-08, using up to 30% of DDR funds for premium transit operations in years 2036-2045; and allocates \$1 million annually to each of the following programs: Special Planning Studies, Critical Sidewalk Gaps, School Mobility, Signal Retiming, Regional TSM&O/ITS and \$250,000 annually for transportation technology demonstration projects.
- 4) The Cost Feasible Plan includes:
 - i. 174 multimodal projects and programs on the National/State Highway System totaling \$2.59 billion;
 - ii. 23 state/federally funded local road widening projects totaling \$298 million;
 - iii. 21 Complete Streets projects and programs totaling \$203 million;
 - iv. 50 TSM&O projects and programs totaling \$133 million;
 - v. 14 pedestrian and bicycle focused projects and programs totaling \$108 million; and
 - vi. \$2.45 billion in federal, state, and local transit investment (Capital + O&M).

B. Coordinates Transportation System, Land Use and Funding

- 1) Land Use – Consistent with local government Comprehensive Plans, the 2045 Metropolitan Transportation Plan examines the impacts of land use and development upon the transportation system based on land use concepts that continues the regional “How Shall We Grow?” principles - centers, corridors, conservation, and countryside.

- 2) Funding – The 2045 Metropolitan Transportation Plan's investment in the transportation system, based on existing revenue sources, is clearly unable to keep pace with the area's population growth and its associated mobility needs.
- 3) Year of Expenditure – The plan addresses Year of Expenditure requirements by forecasting inflation factors and programming projects in five-year increments (2020, 2025, 2030, 2035) and a ten-year increment (2036-2045) for the final years of the Plan.
- 4) Coordination – The plan incorporates and includes coordination with the Central Florida Expressway Authority, FDOT, Florida's Turnpike Enterprise, LYNX, the Greater Orlando Aviation Authority, Sanford Airport Authority, and the Kissimmee Gateway Airport Authority plans and programs.
- 5) Other Factors – The plan includes future bicycle and pedestrian improvements; freight and goods movement strategies, environmental mitigation considerations, and recommendations for improving transportation system resiliency, safety, and reliability.

C. Is Guided by a Public Participation Plan and Incorporates Public Feedback

- 1) Used a variety of creative communication tools to reach all parts of the region.
- 2) Provided public presentations throughout the area and in a virtual environment during the pandemic, with a focus on traditionally underserved communities, such as elderly, racial minorities, disabled, young people and low-income residents.
- 3) Conducted a virtual public meeting on November 9, 2020 to present the draft 2045 Plan and established a Virtual Tour of the Draft 2045 Plan at MetroPlanOrlando.org throughout the public comment period (October 16, 2020 – November 20, 2020).
- 4) Created and executed an additional Public Participation Plan for the 2045 Metropolitan Transportation Plan to ensure the plan update process included consideration of public input.

D. Incorporated Feedback Received at Advisory Committee Meetings

- 1) Community Advisory Committee (October 28, 2020 and December 2, 2020);
- 2) Municipal Advisory Committee (November 5, 2020 and December 3, 2020);
- 3) Joint Presentations to Technical Advisory Committee and Transportation Systems Management and Operations Advisory Committee (October 23, 2020 and December 4, 2020);
- 4) 2045 MTP Working Group (September 16, 2020 and November 3, 2020); and
- 5) Transportation Disadvantaged Local Coordinating Board (August 13, 2020 and November 12, 2020).

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of December, 2020.

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 Robert Dallari, Board Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary



Public Comments on Draft 2045 Metropolitan Transportation Plan

Public Comment Period:
October 16 – November 20, 2020

This document serves as the official record of public comments for the draft 2045 Metropolitan Transportation Plan (MTP). Content includes: 1) a summary of comments; 2) a report on our public meeting; and 3) all public comments received during the comment period.

Comments were accepted in various ways:

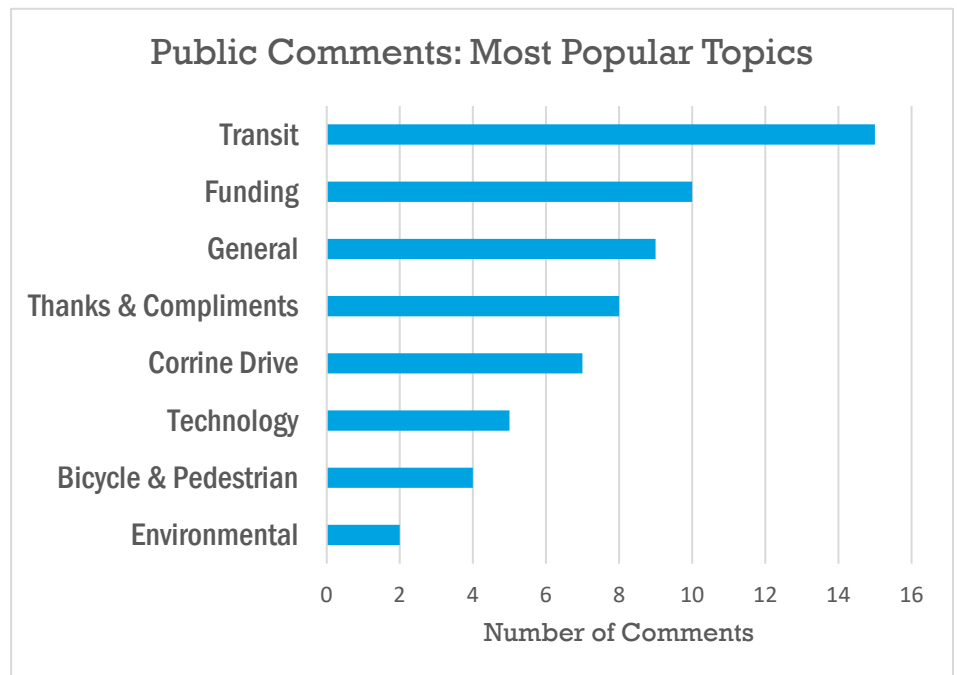
1. Written comment via an online comment form
2. Written comment via email to MTP@metroplanorlando.org
3. Spoken comment at an 11/9 virtual public meeting or written comment via post-event survey
4. Spoken comment via phone message on comment line (407-906-2347)



Summary of Comments

Central Floridians are passionate about transportation. A total of **39 comments** were submitted during the public comment period on the draft 2045 Plan. Commenters received written responses thanking them for participating in the planning process and providing additional information when needed.

The accompanying chart shows popular topics for comments and more details are provided in the bullet points below. Though most comments were from individuals, five agencies and advocacy groups submitted formal comments on behalf of their organizations.



- **Transit** – The comments concerning transit centered on the desire for bus and rail service to make the transit system more convenient and effective for Central Floridians. This includes more frequent service (nights and weekends), routes reaching more destinations, first/last mile connections, and more premium transit. Several people noted the importance of transit to improving access for underserved

Note: In many cases, comments addressed more than one topic.

communities. Some suggested combining several organizations under one entity to better serve transit goals in the region. Advocacy group Central Floridians for Public Transit (comment #38) submitted a letter urging more funding for transit and several suggestions for improvement. Several comments also discussed transit funding (more in funding section below).

- **Funding** – Most comments on funding related directly to unfunded transit needs and the desire to identify more funding for transit, including the need for a dedicated funding source. Some commenters also wanted to see more funding for bicycle and pedestrian projects. Other funding comments offered ideas for new transportation funding models to replace the gas tax.
- **General** – A large portion of the comments submitted fell into this category due to the great range of topics addressed. Some people also wanted to see transportation improved in specific geographic areas, such as east Orange County (Avalon/Stonybrook), Rosemont, Poinciana, and Four Corners.
- **Thanks & Compliments** – Several members of the public took the time to send in compliments on the plan or thanks for MetroPlan Orlando's planning efforts.
- **Corrine Drive** – Most comments related to the Corrine Drive project express the desire to see more rapid construction based on recommendations from MetroPlan Orlando's Complete Streets study. Study area residents continue to advocate for the completion of the project.
- **Bicycle & Pedestrian** – Comments on bicycle and pedestrian issues focused on safety or connectivity. Advocacy group Bike/Walk Central Florida (comment #35) praised the plan's move in a multimodal direction but encouraged more spending on bicycle and pedestrian projects. The Florida Trail Association (comment #27) requested inclusion of the Florida National Scenic Trail line in all planning maps and reflection of the multi-partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve.
- **Technology** – Most comments on technology mentioned specific types of tech the region should prepare for. The City of Orlando noted their future-ready plan (comment #34).
- **Environmental** – The Florida Forest Service (comment #39) confirmed the 2045 Plan does not impact two state forests and sent notes on potential impacts to a third, as well as environmental considerations for the future.

The word cloud at right provides a visualization of the comments received.



Virtual Public Meeting: 2045 Plan – The Reveal on November 9

MetroPlan Orlando held a virtual public meeting on the evening of November 9 called *2045 Plan – The Reveal* to provide an overview of the 2045 Plan and highlight key projects. The interactive program included audience polling questions and an active question and answer session, followed by live public comments. The live event had 100 attendees and the webinar recording has been viewed 207 times on YouTube as of 11/23/2020. In a post-event survey, 96.7% of respondents rated the webinar as excellent or good.

All were directed to the 2045 Plan virtual tour on MetroPlan Orlando’s website for more information. Public comments made during the meeting and through the post-event survey are included in the record of official comments in this document.

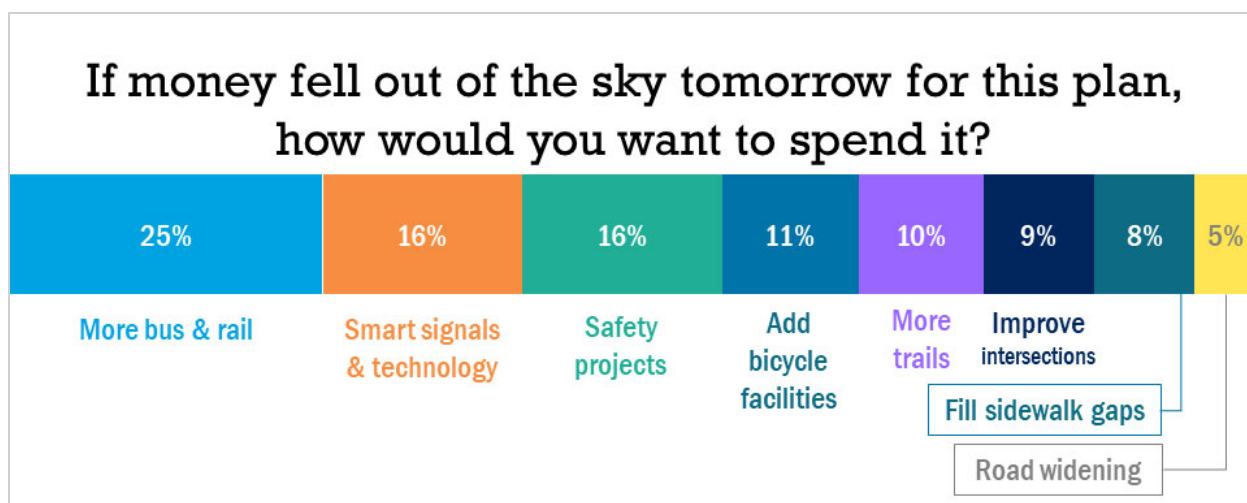
Audience Questions. Participants were curious about a wide variety of topics. Questions received included these topics:

- Potential for more investment on trails
- Safety – potential for reducing speeds on major roads
- Status of past bus rapid transit studies
- Coordination with local governments on land use
- Importance of filling sidewalk gaps and first/last mile connections
- Coordination with organizations outside our three-county area
- Transportation funding options such as sales tax and using a portion of tourist tax
- Process for how projects are brought forward to be put on priority lists

300+ persons either attended live virtual event or viewed the recording on YouTube (as of 11/23)

Public Notification. The webinar was well advertised beginning with the opening of the 2045 Plan public comment period on October 16 and continuing through November 9. Event information was distributed via MetroPlan Orlando’s social media channels (Facebook, Twitter, LinkedIn), targeted emails to our community databases, and social media advertising. Many of our partners also shared the information with their digital networks.

Polling Results. Of the 100 attendees at the live event, 61 participated in audience polling. When asked how they would like money to be spent if additional funds became available, the most popular answers were: more bus and rail transit, smart signals & technology, and safety projects.



Record of Public Comments

Written comments are included below as received. Spoken comments are summarized.

Comment#:	Name:	Date Received:	Comment Method:
1	Renee Rich	10/16/2020	Email

We need some form of transportation for the Avalon Park, StoneyBooks, and Eastwood off of south alafaya trail.

Comment#:	Name:	Date Received:	Comment Method:
2	Paula Stolicny	10/16/2020	Online Form

PAVE CORRINE DRIVE NOW. DO NOT WAIT FOR SOME EXPENSIVE PLAN. THE ROAD NEEDS TO BE PAVED NOW. IT S EMBARRASSING TO HAVE A ROAD IN SUCH SAD DISREPAIR IN THE MIDST OF NICE NEIGHBORHOODS. AND DANGEROUS TOO.

Comment#:	Name:	Date Received:	Comment Method:
3	John Super	10/16/2020	Online Form

I appreciate the area is looking forward. In reviewing your plan the areas I would recommend strengthening are road expansion, rail expansion and traffic control.

The reality is roads can only get so wide and yet traffic continues to increase exponentially with new development. What other forms of transportation are available? Citizens want to use the rail system, it just doesn't go anywhere they want to go. The SunRail should be going into major shopping areas, major business centers and major education settings (e.g., UCF, Valencia, Rollins, Stetson). If there is a convenient form of public transportation that is affordable and reliable, it will be used. All progressive thinking major cities in US provide evidence of doing this successfully. Additionally, with the increasing rail connectivity, it will bring more people into our city to shop and eat.

Considering traffic control, strengthening a police presence in the city focused on traffic control will create safer communities. I would challenge you to quantify the citations written on Mills over the past 30 days for speeding, running red lights, illegal lane changes and running stop signs. My suspicion is you would be embarrassed how low that number is for the number of cars who use Mills. Using police to traffic sends a message to the community there is someone watching and enforcing the laws. Currently, this doesn't exists and creates opportunities for crime with the perceived lack of accountability.

In summary, use the funding to build a rail system that REALLY goes to the locations your citizens want to go. And, use traffic control the will create a greater sense of enforcement to help in reducing crime.

Comment#:	Name:	Date Received:	Comment Method:
4	Leslie Brown	10/22/2020	Online Form

If Corrine Drive isn't a multi-use, low speed, pedestrian friendly and tree lined road by 2045, I will cry so hard. Thanks for you hard work!

Comment#: 5	Name: Jennifer Marvel	Date Received: 10/22/2020	Comment Method: Online Form
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While I haven't gone through the 2045 Plan documents yet, I'm aware that the recommended Corrine Drive project is on the Project Priority List, 5 years out, and unfunded. My concern is that this crumbling, unbikeable, unwalkable, non-ADA complaint stroad will continue to be unfunded and pushed off further and further due to a combination of budgetary shortfalls (which is understandable given Covid) and a lack of institutional support. We want this redesign funded (somehow) and work to begin as quickly as possible and not abandoned. Thank you.

Comment#: 6	Name: Brenda Scofield	Date Received: 10/23/2020	Comment Method: Online Form
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Corrine needs to be more pedestrian friendly with more safety precautions to keep speeding levels down, and needs to add crosswalks and sidewalks. It's a residential area first and should be safe for all.

Comment#: 7	Name: Imane Azzam-Rehali	Date Received: 10/25/2020	Comment Method: Online Form
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I believe that one of the main focuses to the success of Central Florida's transit system will be ensuring accessibility at the first/last mile points. It should not take residents who depend on buses and sunrail a ridiculous amount of time to make it from their homes to their primary form of transportation. I know that this has been discussed in the past as Atlee Mercer, chairman of the Osceola County Expressway Authority, says the discussion of first/last mile solutions has been a conversation for over 15 years since he was chairman of the board of directors at Lynx. I am a student and have been researching and writing about the area's sustainable transportation solutions for my class so I have come across quite a bit of data.

Comment#: 8	Name: Kathy Clarke	Date Received: 11/7/2020	Comment Method: Online Form
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Will clarification be made on what entities are involved in making decisions on how and when these projects will be prioritized?

Comment#: 9	Name: John Puhek	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Mr. Puhek commented that he was happy to see the shift in emphasis to moving people, as opposed to moving cars. He noted that with constrained funding it would be difficult to do more than make adjustment

to LYNX and SunRail service. Mr. Puhek added he would like to see a plan in place for addressing unfunded bicycle and trail facilities and what would be done with the one cent sales tax increase that had been proposed.

Comment#: 10	Name: Wedna Daltirus	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Wedna Daltirus representing the Future Leaders United Foundation commented that they were encouraged and happy to see what the future holds. She thanked MetroPlan Orlando for hosting the program.

Comment#: 11	Name: Sherri Brun	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Sherri Brun thanked MetroPlan Orlando staff for their assistance with the Blind Americans Equality Day program. She commented that she would like to see mandates for unfunded projects in order for the local area to catch up with areas that have been able to modernize their transportation systems. In addition, she noted that she is happy with the LYNX PawPass but would like to see a card that could be scanned to pay for multiple transportation sources.

Comment#: 12	Name: Brooke Rodgers	Date Received: 11/9/2020	Comment Method: Online Form
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Hi, I am a citizen of Orlando, Florida and I wanted to advocate for increased public transportation in our local community as part of your 25 plan. In district five alone, citizens travel 125.9 million miles by vehicle daily while there is only one passenger train in the entire 9,000 sq mi district. With current concerns about climate change, income inequality, and accessibility I think it is of utmost importance that we turn our focus and resources towards revamping our public transportation system. I am disappointed in the large efforts to expand our highways, which only furthers the requirement for Orlando citizens to own a vehicle to be active in our city. We need a strong shift towards public transportation. It will not be easy and many people will disagree, but if we're ever going to have a sustainable world we need to make some very hard decisions for the good of the future and make them today. Thank you for your consideration.

Comment#: 13	Name: Richard Gellar	Date Received: 11/9/2020	Comment Method: Online Form
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I would like to see Corrine Drive complete street safety improvements given a higher priority than possible completion by 2030. The road is in terrible condition. An elementary school, with children walking, is half a block away. MetroPlan's own study showed an unacceptable number of motorist crashes, injuries, and fatalities. I would ask for the programming of the construction of all improvements within five years. Thanks for your consideration.

Comment#: 14	Name: Lawrence Kolin	Date Received: 11/9/2020	Comment Method: Online Form
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Road diets are not the answer. Corrine and Robinson two-lane projects will choke downtown east-west flow. Also need dedicated funding source for transit as have for decades!

Comment#: 15	Name: Marsha Shapiro	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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What progress has been made on the Virgin Atlantic train system? Thank you.

Comment#: 16	Name: Rafael Del Rio Ortiz	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Seems a well thought plan and to have in consideration the different public and areas involved.

Comment#: 17	Name: Paul Conway	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Interesting, informative, but short on how we strategically move away from cars

Comment#: 18	Name: Aaliyah Gilroy	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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It sounds like a good plan to improve our transportation system

Comment#: 19	Name: Glenn Cook	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Our research shows that other metropolitan areas are moving to micro transit due to CoVid...has there been any thought given to such a system in Orlando?

Comment#: 20	Name: Susan Baxter	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Thorough plan, would have liked more discussion on how to meet unmet funding needs

Comment#: 21	Name: Byron Knibbs	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Very good plan

Comment#: 22	Name: Jose Matos	Date Received: 11/10/2020	Comment Method: Online Form
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Question:

1. How 5G Technology impacts the 2045 plan regarding self-driving cars or autonomous driving buses and the overall transportation infrastructure.
2. European countries are starting to ban car making and the sale of new gas and diesel cars and shifting from vehicles that burn fossil fuels to electric cars to meet the carbon-cutting targets they set for the 2030 Paris Climate Agreement. If the United States starts following the same step as Europe, are there any studies on how to replace the gas tax? Is mileage-based taxes being considered to replace the gas tax in the future?

Comment#: 23	Name: Keith Laytham	Date Received: 11/13/2020	Comment Method: Email
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I was not able to attend the Nov 9 meeting due to a prior commitment. I did today sit through the YouTube presentation of the meeting.

If I may, I would like to make some public comments?

First I commend the Metroplan organization for a fine job. Due to the Coovid-19 virus and a number of other issues times certainly are changing. I was glad to see the plans for Metroplan changing to keep up with the changing times. I especially commend the plan focus on the need for upgraded to regional transportation systems as compared to the historical view of simply more roads.

I have worked with Central Florida transportation systems for many years both in Polk County, Osceola county and the rest of the Metroplan area. Since day number 1 the major problem has always been identified as the need for a dedicated source for operational funding to support the Lynx, and Polk county bus systems as well as the SunRail system. I have scars all over my back from trying to support additional taxes to support the needs for this additional funding. Each time the need for these taxes has been put on the ballot to the voters the tax issue has been voted down. Under the current circumstances I do not seeing that happening in the foreseeable future. That does not preclude the need for the dedicated funding source for transit systems. That is something we gotta have to meet the future needs of transportation. That leaves the only way to accomplish this by carving the dedicated transit funding money out of the existing local tax structure that we have. I do not know the exact answer how to do this? Perhaps it requires taking some money out of the existing tourist tax revenues? Perhaps it requires the counties changing the existing budget allocations away for other projects? All I know is that this is necessary. Whether it take new or changes in legislation at the state level or simply changes in budgeting at the county level it needs to be done. Waiting for the taxpayers to fund new taxes to address this problem simply is not going to work. We need to find another way.

Two additional comments.

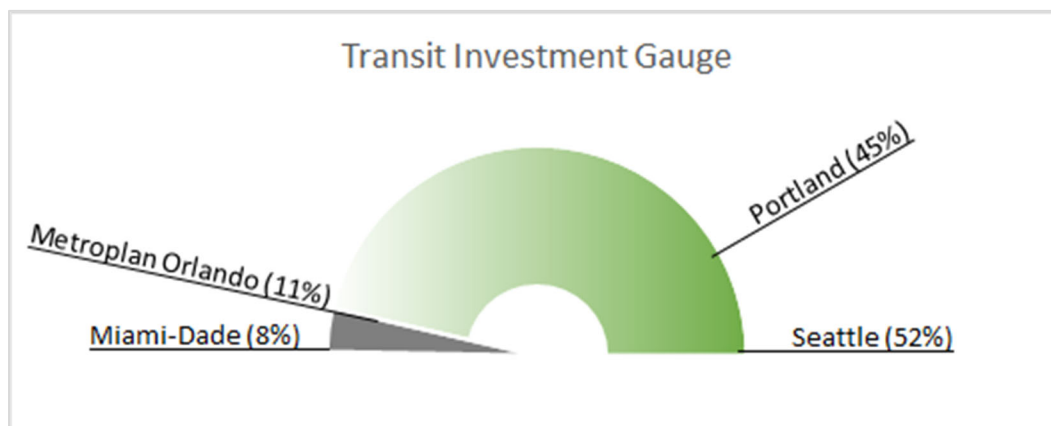
The future of Sunrail and the ridership numbers for Sunrail are an important part of the 2045 Metroplan. SunRail ridership numbers were starting to look pretty good with the Southern Expansion to Poinciana prior to the Pandemic. Since the Pandemic hit they have fallen into the tank however they are starting to pick up. I suggest that Metroplan ought to offer help to the existing SunRail plan to try to accelerate the return of SunRail ridership numbers. The first area that I suggest needs to be looked at is the current schedule for the last late night southbound train leaving Orlando Church Street Station. Today the last Southbound train leaves downtown Orlando at 9PM. There are a lot of things that take place in downtown Orlando that end after 9PM. Evening classes for FAMU law school, UCF downtown, Valencia downtown, Orlando Magic Games and Dr. Phillips performing arts center are a few examples. The last Northbound Sunrail Train leaves downtown Orlando at 10:30PM. There are as many SunRail riders who live south of Orlando as who live north. If we want to increase ridership numbers for SunRail why not provide the same level of nighttime service to those SunRail customers living South of Orlando as is currently provided to those living North?

In addition I suggest that Metroplan should expand participation to include at least the northeastern part of Polk County. Poinciana, Davenport and the Four Corners area are two of the fastest growing parts of the state. Frankly as you drive through the area you cannot tell where Osceola County ends and Polk County begins. I suggest that Metroplan Orlando expand their coverage area to include if not all of Polk County at least the Northeast section of Polk County.

Thank you very much for providing me the opportunity to provide this input.

Comment#:	Name:	Date Received:	Comment Method:
24	Cris Schooley	11/16/2020	Email

I think if you asked people if they want a road network like Miami, they would say no. Yet we continue to fund road projects that do not eliminate congestion and only make Orlando look more and more like Miami. We need quality transit to compete for the millennials and retirees who are looking to reduce reliance on cars. Based on my cursory review of some transportation plans, Seattle spends about half their transportation dollars on transit. Let's dial up the transit investment to be more like Seattle.



Comment#: 25	Name: Sondra Shepard	Date Received: 11/19/2020	Comment Method: Email
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I want to make a comment on the phone line and it is not in service

Staff note: The technical issue was fixed within an hour of receiving Ms. Shepard's email, and we asked her to try calling again.

Comment#: 26	Name: Noah Adelman	Date Received: 11/19/2020	Comment Method: Email
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We need to make significant progress in our area when it comes to public transportation. From making the user experience intuitive and easy for both experienced and first time patron; to the network of vehicles and destinations for local and visiting commuters.

Comment#: 27	Name: Kelly Van Patten <i>Florida Trail Association</i>	Date Received: 11/19/2020	Comment Method: Online Form
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The Florida Trail Association would like to request the addition of the Florida National Scenic Trail line to all maps for consideration in planning. We would also like to request the plan reflect the multi partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve to accommodate hikers and wildlife. Please feel free to reach out and I am happy to provide a GPS line of the Florida National Scenic Trail and our reroute in progress in Central Florida.

Comment#: 28	Name: Frederick Ritz	Date Received: 11/19/2020	Comment Method: Email
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Starting today, I would like to see conformance, in the field, to the "Manual of Uniform Traffic Control Devices". It's been about 60 years since the Federal Highway Administration published the Manual. Unfortunately, Florida motorists are still being exposed to hazardous travel due to non- conforming and/or non-existent highway construction and utility work signing.

Comment#: 29	Name: Ricky Ly	Date Received: 11/19/2020	Comment Method: Online Form
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Thank you for this 2045 Plan. Investment in our infrastructure is important for our community's future - thank you!

Comment#: 30	Name: John Puhek	Date Received: 11/19/2020	Comment Method: Email
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Dear Mr. Huttman,

I support the increased emphasis of changing the priority in Central Florida from moving cars to moving people and improving safety for pedestrians and bicyclists. One tool to improve safety should be to reduce speeds on county roads as forty-five miles an hour is not compatible with pedestrian or bicycle safety.

Another strategy would be to replace more lighted intersections with roundabouts. That has worked in Windermere to reduce accidents and slow down drivers. While Maguire Road is only a two-lane road with popular roundabouts, roundabouts have also been successful on many four lanes roads across the country and should be considered in Central Florida.

I am concerned that the long-term transit is too focused on optimizing LYNX and Sun Rail route structure, hours, and frequency to support access to jobs and services. It should also be focused on reducing overall trip times and adding more rail transit lines.

I am also concerned that most of the bicycle, pedestrian and mass transit improvements listed and needed by 2045 are not funded. There should be a 2045 plan that shows what Orange County would do with a one cent sales tax to improve mass transit, bicycle and pedestrian needs in Central Florida.

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

Comment#: 31	Name: Jason Battle	Date Received: 11/19/2020	Comment Method: Online Form
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Is there anyway to combine the operation and budgets for Lynx, Sunrail and CFX into one entity in order to create a seamless transportation network? Use the right of way of CFX (& maybe FDOT) for the Sunrail. This could also fund the operations to the airport and extended hours.

Comment#: 32	Name: Former Congressman John L. Mica	Date Received: 11/19/2020	Comment Method: Email
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Enjoyed listening to your presentation regarding the 2045 Transportation Plan. Naturally all the projects cited rely on funding. Central Florida, the State of Florida and the federal government must adopt equitable and stable sources of funding. The federal and state gas taxes must be stabilized or replaced with an advanced fair system of based on VMT. Meanwhile state and local revenues committed to Transportation must be revised and updated to support infrastructure and operation of mass transit.

Project priorities must target use advanced technology to maximize use and movement of vehicles over existing surface transportation corridors. If convenient and connected people will use mass transit. Incentives to utilize mass transit must be adopted and innovative last mile solutions and instant information systems supporting rail and bus service must be incorporated to attract ridership on public transportation systems. Intermodal connectivity of private sector service and public service should be another priority. Just a few

suggestions to add to your commentary on the 2045 Plan - Most Respectively submitted by Congressman John Mica District 7 -1993 -2017

Comment#:	Name:	Date Received:	Comment Method:
33	Mira Tanna	11/19/2020	Email

Hi!

I am providing a public comment on MetroPlan's 2045 transportation plan. I am a resident of the City of Orlando and live in the Rosemont neighborhood.

I would like to see a greater emphasis in the plan on environmental sustainability and the need for public transit, as I believe that public transit is the best way to prepare for the next century, to bring racial / socioeconomic equity, and to combat climate change.

Specifically, I would like to see a new feasibility study completed on the Orange Blossom Express train from downtown Orlando to Eustis along the existing CX rail line. This could provide an expansion of SunRail to the northwest and could connect to existing downtown SunRail stations. With the expansion to DeLand in question now, I see this as an opportunity to serve a much more diverse range of commuters economically and racially than the planned expansion to DeLand and to capture the rising numbers of residents settling along the 441 corridor in the Packing District, RoseArts District and new developments in Apopka. A northwest extension of SunRail would allow for the creation of new Transit Oriented Development all up and down 441, an area that is ripe for further development and which can provide much needed affordable housing opportunities for the region without bulldozing natural lands.

I am also very disappointed to see that racial and socioeconomic equity was not among the goal areas prioritized in the plan, and there is virtually no discussion of equity in the plan that I have seen. Transportation choices in our community have had enormous consequences on racial segregation and on health, particularly relating to Griffin Park, Parramore and Holden. By not examining the impact of transportation choices upon racial equity, our region is unable to ensure that current transportation choices don't repeat these same mistakes, not to mention the prospect of repairing past harms.

Thank you.

Comment#:	Name:	Date Received:	Comment Method:
34	Michael Hess <i>City of Orlando</i>	11/20/2020	Online Form

It looks like the plan covers "automated, connected, electric, and shared vehicle demonstrations". It seems like some of these could become the norm by 2045, so just incorporating demonstrations into this plan may not be enough. The City of Orlando future-ready plan includes integrated transportation apps, smart parking, alternative transit rewards and electric vertical take-off and landing (EVTOL). This plan may also want to consider some of these items.

Comment#:	Name:	Date Received:	Comment Method:
35	Emily Hanna <i>Bike/Walk Central Florida</i>	11/20/2020	Email



Board of Directors November 20, 2020

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100 E Pine Street, Suite 110
Orlando, FL 32801
info@bikewalkcf.org



Gary Huttman, AICP
Executive Director
MetroPlan Orlando
250 S. Orange Ave., #200
Orlando, FL 32801

Dear Mr. Huttman:

On behalf of the Bike/Walk Central Florida Board of Directors, I formally submit this letter in support of the new direction set forth in MetroPlan's 2045 Metropolitan Transportation Plan.

This Plan takes important, initial steps towards building a more equitable transportation system across Central Florida. We support the Plan's approach of identifying key values and then objectively evaluating and elevating projects that match those values. This predictably results in a de-emphasis of roadway capacity projects, which, in the long-run, tend to increase motorist congestion and diminish safety for people on foot and riding bicycles. We support the Plan's increased emphasis on multimodal implementation, bike and pedestrian infrastructure, context sensitive complete streets projects, system management and operational solutions, and transit improvements. It is wonderful to see a more equitable diversity of projects geared to the health and safety of all users of our transportation networks.

Bike/Walk would also like to applaud MetroPlan's use of the Federal Government's Surface Transportation Program funds, appropriating 17% of these funds to regional bicycle and pedestrian infrastructure. However, taking a larger view, the 2045 Plan proposes to spend only \$108 million, about 1% of total project spending between 2026 and 2045 on bicycle and pedestrian projects. This sum is commensurate with what the Plan proposes to spend on only a handful of road widening projects and is a far cry from the \$4.4 billion that I-4 alone receives. We would like to see our counties and municipalities direct a more meaningful proportion of their budgets and federal grants to address Central Florida's continued listing as the most dangerous place to walk or ride a bicycle in the nation. Bicycle and pedestrian projects are relatively inexpensive and even a small fraction of our region's total transportation investment could accelerate all bicycle and

Bike/Walk Central Florida, Inc.
FEI: 46-1958502



pedestrian projects on our existing priorities lists and help to catch-up after decades of disinvestment.

Bike/Walk would encourage MetroPlan to strategize with stakeholders to accelerate the planning, design and construction of potentially life-saving bicycle and pedestrian projects. For instance, MetroPlan devoted considerable resources to obtaining community feedback and developing a conceptual plan to transform Corrine Drive into a Complete Street, with a partial road diet, cycle tracks, continuous sidewalks, and a raised intersection at Winter Park Road. MetroPlan documented 289 crashes and three fatalities in 2011-2016. MetroPlan's considerable conceptual planning efforts combined with the corridor's documented dangers should serve as justification for programming of the design, engineering, and construction efforts all within the next 5-year TIP.

We appreciate your continued leadership at MetroPlan and, again, wish to acknowledge the positive steps taken in the 2045 Plan.

Sincerely,

A handwritten signature in black ink that reads "Emily Hanna". The signature is fluid and cursive.

Emily Hanna, AICP, CPM
Executive Director

Bike/Walk Central Florida, Inc.
FEI: 46-1958502

Comment#: 36	Name: Hartley Grimes	Date Received: 11/20/2020	Comment Method: Online Form
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I would like to thank y'all for the time and effort to put this together to identify Central Florida needs for the next 25 years.

Generally I would like to express (as a 10+ year resident and taxpayer) that I would like to see all complete streets, road diets, sidewalks, safety improvements, crossings, and raised intersections prioritized over any new or expanded roadway construction. Central Florida has a long history of putting cars before people and it shows in its infrastructure. While central florida is growing, our roads and highways are growing to be unsustainably expensive. Come 50 years from now when we have realized (either through \$5 gallon + gas or environmental devastation) we are going to look back on this era of car-first as having been one of humanities collective mistakes. Much like we look on cigarette smoking now with scorn it wasn't long ago that it was accepted and accommodated for. I would hate to see a bunch of our taxpayer money wasted on new roads plus the extra maintenance they cost. Certainly any new road needs to be tolled to fund its existence and maintenance. I 100% support a 100% tolled highway infrastructure and even tolling technologies that can toll regular urban arterial roads in the future.

Please note how expensive roads are compared to the sidewalks/complete streets/crossings/safety improvements. Often it seems ONE new road or highway could fund 5 to 10 of the other projects, which impact a larger number of people's lives and thus should be prioritized over any new/widened roads for cars only.

Time and time again we have seen over the last 100 years urban planners and most traffic engineers know that widening and making new roads DOES NOT decrease traffic it merely invites more. What decreases traffic would be people using other forms of transport besides there car. We only need look to the Netherlands which 66% of people still use cars, but they have rather decent road traffic with not very large roads on account of the other 33% who walk/bike/public transit.

I think the Corrine Drive complete street is something that needs to be prioritized more that street is considerably unsafe. The sidewalks dont even have ramps in some spots (cant even ride a wheelchair through there) and with the K-8 school there are a ton of kids trying to cross a 5 lane 40mph road. It is completely out of character with the neighborhood and more and more people here are choosing to bike and walk in spite of this road not being very friendly to them.

Thank you for your time,
- Hartley Grimes

Comment#: 37	Name: Ben Stacey	Date Received: 11/20/2020	Comment Method: Online Form
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Electric vehicles are anticipated to compose 30% of registered all on-road vehicles by 2030. Companies like Amazon are transitioning delivery fleets to electric with 100,000 electric vans by 2030. How will MetroPlan provide for the electric charging capacity necessary for public charging points? Has there been an assessment on EVSE demand and where the prioritization of DC fast charging hubs should be located to support regional travel for residents, tourists and commercial uses?

Comment#: 38	Name: David Thomas Moran <i>Central Floridians for Public Transit</i>	Date Received: 11/20/2020	Comment Method: Email
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To: MetroPlan Orlando Board
From: Central Floridians for Public Transit (CFL4Transit)
Re: MetroPlan Orlando's 2045 Metropolitan Transportation Plan
Date: 20 November 2020

Dear MetroPlan Orlando Board,

First, we want to thank the MetroPlan Orlando staff for the thoroughness in putting together this comprehensive draft of the 2045 Metropolitan Transportation Plan for the Central Florida region. With a series of 10 technical documents as well as multiple accompanying addendums and spreadsheets, it is quite a daunting amount of information to assemble as well as for concerned community members to navigate and provide intentional feedback.

It is clear to us that the MPO staff continues to improve upon making the long-range transportation planning process as well as project prioritization and funding feasibility more transparent, collaborative and flexible, particularly in centering public transit, multimodal and Complete Streets projects.

In terms of public engagement to date, it is encouraging to see that two of the top desired changes from the public to Central Florida's transportation system are public transit-related: 1) more frequent public transit that goes to more places and 2) better connections between public transit and final destinations. It's also inspiring to see that the runner-ups were multimodal and public transit-oriented as well: 1) making roads more friendly for pedestrians & bicyclists, 2) expanding the trail system, 3) mobile information about the best way to reach your destination and 4) bus-only lanes for rapid service.

That being said, we are concerned that this plan's project prioritization and funding strategies, which we understand are limited primarily to fuel tax and toll road revenues often with designated allocations, do not align with what Central Floridians need and want for the region in terms of public transit and multimodal transportation options over the next 25 years.

Accounting for the toll road funding as well, there is a budget of approximately \$25.7 billion projected for the next 25 years. Though we understand that toll road funds are not at the discretion of MetroPlan Orlando to re-allocate, toll road infrastructure does not exist in a political, funding or prioritization vacuum from current disinvestment in public transit in this region. Therefore, we prefer to view this budget and allocation percentages within the context of \$25.7 Billion not the \$12.85 Billion within MetroPlan Orlando's immediate coordination.

Reviewing the pie chart from the presentation (focused on \$12.85 Billion within MetroPlan's control), we re-interpret the numbers to say that 89% of this total budget of \$25.7 Billion is going to road projects or road-oriented projects, some of which may also benefit public transit

services that use these roads though with minimal to no transit prioritization for buses in mixed traffic.

We understand 9.5% of this financial forecast is earmarked for sustaining bus and rail service as is for the next two decades, not enhancing service coverage, frequency, hours of operation or connectivity. Furthermore, 1% of the budget is going to Complete Streets projects and .5% to infrastructure for people rolling, walking, and biking. While we heard mentioned that other line items such as “Local” and “State Roads” have the potential for funding multimodal projects, it is not immediately clear that such projects will indeed be multimodal and directly benefit transit riders. Furthermore, considering that Central Florida continues to hold the distinction of being one of the most dangerous metros in the country for people rolling, walking and biking, it doesn't appear that the MetroPlan Orlando Board is financially committed to transformative transit projects, protected bike/ped infrastructure or Complete Streets since only 11% of the total budget for the next two decades are directed to these three project types.

An additional concern is that \$7.07 billion in public transit projects remain unfunded, which we presume includes stalled Bus Rapid Transit (BRT) proposals for connecting the Orlando International Airport to International Drive as well as BRT projects for State Road 50, State Road 436 and US Route 192. We understand there is concern about providing capital funding for transit projects without operating funding, but if this logic is to be used for transit it should apply equally to roads. Are we requiring that all newly constructed roadways come with a plan for regular operations, maintenance, and a reasonable resurfacing schedule before new roadways are built? Without accounting for ongoing life-cycle costs of roadways, we are failing to address the “operating” costs of these facilities.

Unfortunately, this plan draft is not a transit-centered plan even though the Board's goals and indicators, as well as public feedback, identify a want and need for transformative public transit service in Central Florida. Transit projects, both capital and operations, are getting a fraction of funding compared to roads. Additionally, the plan falls short of centering transit dependent and underserved communities particularly as we navigate a massive economic downturn, the COVID-19 global pandemic and racial justice reckonings this year. Before COVID-19, working families, especially 2nd and 3rd shift workers, women, Black and Brown folks, LGBTQ+ folks, immigrants, veterans, people with disabilities, youth, and seniors were being drastically underserved and disproportionately immobilized by transit disinvestment and pervasive subsidies of automobiles. The on-going subsidization of private automobile ownership and dependency on automobile-oriented revenue streams continues to place a substantial financial burden on Central Floridians in order to participate in the community and access even basic needs. With our current transportation system's design, we are essentially forcing vulnerable community members to spend most of their income on transportation, specifically owning or renting an automobile, if they are able to drive, or increasingly now paying high premiums for ride hailing services in order to avoid spending long hours waiting for the bus, the train or paratransit everyday. The Orlando Sentinel's 2019 Laborland investigative series further underscores this particularly in the article titled “It takes her 3 hours to travel 15 miles by bus. Orlando's public transit is failing workers” published on December 12, 2019.

The lack of attention, planning and funding for paratransit improvements re: AccessLYNX is also seriously alarming. It has long been recognized by users and providers in this community that the ridership is underserved. Technology applications for optimizing service are grossly outdated and advancements have not been implemented or are under-utilized. Integration of commercial options should be considered, and changes to outdated rules, regulations and laws need to be revisited for application to current ridership and opportunities.

Additionally, we see an urgency for the region to strategically partner with Amtrak services along with Brightline to maximize intercity rail travel; optimize and open up the freight rail market to move away from privately owned rail networks; adopt and deploy open mobility data standards and mobility hub methodologies that are inclusive of transit dependent commuters; and be extremely intentional through a lens of equity, fairness and justice in the adoption of ACES and shared mobility technologies. We must ensure that emerging mobility technologies center public transit rider experiences in the software and data infrastructures and are universally accessible while also protecting the rights and well-being of transit workers and gig workers. Without great care and collaboration, the emerging technological trends of datafication, electrification and automation will only reinforce transportation inequalities and injustices in the region further leaving behind Central Floridians who are transit dependent while also exploiting transit and gig workers central to operating mobility services.

A 25-year projection should show some specific creativity and energy to re-imagine public transportation to best meet the diverse needs of the community putting people before cars. How are we further optimizing bus route connections and transfers for existing high bus ridership corridors such as the Link 8, Link 37, Link 42, Link 436S and Link 107 so that these bus riders can get wherever they need to go across the region quickly, efficiently, and safely? How are we incentivizing land use planning and practices that are transit-oriented but also ensure wide availability of affordable housing? Where are the Bus Rapid Transit projects? Why are we not prioritizing express bus services on I-4 and toll roads? Where is weekend and late-night service for SunRail? Where is the expanded regional rail system of which SunRail was supposed to be the backbone? Where are the dedicated bus lanes and protected bike lane/cycle track projects? Why aren't we talking about congestion pricing and Vehicle Miles Traveled taxation as necessary and equitable revenue mechanisms? Instead it seems we continue to plan and reimplement the current status quo so that it appears that this is really a 5-year plan with more and bigger roads.

In summary, it is simply not acceptable for LYNX, AccessLYNX and SunRail to be projected over the next two decades to operate at their current, inefficient and unreliable levels of service, which are already grossly underserving Central Floridians. Regardless of funding limitations, this current disinvestment and de-prioritization of public transit service makes it difficult for our coalition to support this plan as is.

Moving forward, first and foremost, we would like to ask the Board to have the political courage to now, not later, correct these failures that have persisted for decades in terms of underfunding and disinvestment in public transit. This budget inherently does not align with MetroPlan Orlando's goals or what the public says they need and want. What road widening and expansion projects can be delayed or canceled? What funding allocated to toll roads or other road projects can be re-allocated to transit? What funding can better prioritize rapid public transit services as the backbone of the future of sustainable and just mobility - in addition to exploring the potential of ride hailing services and autonomous vehicles? This may require some substantial re-organization of how we currently manage programs, operations and revenue in the region including stronger coordination and resource sharing between LYNX, SunRail, CFX, the Florida Turnpike Enterprise, GOAA, etc. We have specific recommendations we will happily provide should the Board be willing to entertain re-thinking what public transportation should look like for Central Florida in 2045.

Sincerely,
Central Floridians for Public Transit (CFL4Transit)

Comment#: 39	Name: Mark Kiser <i>Florida Forest Service, Florida Department of Agriculture and Consumer Services</i>	Date Received: 11/20/2020	Comment Method: Email
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MetroPlan Orlando - 2045 Metropolitan Transportation Plan

Comments from the Florida Forest Service

The 2045 Metropolitan Transportation Plan does not show significant impacts to two of the area's state forests:

Charles H. Bronson State Forest
Holopaw State Forest

This is based upon the distance of those forests from the proposed transportation improvements. The 2045 plan could have some impacts to portions of Little Big Econ State Forest (LBESF), however, given the close proximity of the forest to proposed improvements.

Potential impacts include:

Increased potential for colonization of non-native plant species due to soil disturbance. *Clean construction equipment of vegetation, where feasible and monitor disturbed areas to ensure early detection of any invasive species.*

Reduction in water quality, or hydrological/wetland impairment; multiple Priority Wetlands are located on and in close proximity to LBESF. *Use silt fences during construction, and employ other best management practices to safeguard hydrology and water quality.*

Loss or disturbance to sensitive species; rare, threatened or endangered species documented on LBESF include the following:

<i>Hydroptila bernerii</i>	Berner's microcaddisfly
<i>Acrostichum aureum</i>	Golden leather fern
<i>Garberia heterophylla</i>	Garberia
<i>Lechea cernua</i>	Nodding pinweed
<i>Lilium catesbaei</i>	Catesby's lily
<i>Ophioglossum palmatum</i>	Hand fern
<i>Pecluma plumula</i>	Plume polypody
<i>Pteroglossapsis ecristata</i>	Giant orchid
<i>Pycnanthemum floridanum</i>	Florida mountain-mint
<i>Sarracenia minor</i>	Hooded pitcher plant
<i>Sacoila lanceolata var lanceolata</i>	Leafless beak orchid
<i>Zephyranthes atamasco</i>	Rain lily

<i>Epidendrum conopseum</i>	Green-fly orchid
<i>Encyclia tampensis</i>	Butterfly orchid
<i>Osmunda cinnamomea</i>	Cinnamon fern
<i>Osmunda regalis</i>	Royal fern
<i>Rhapidophyllum hystrix</i>	Needle palm
<i>Serenoa repens</i>	Saw palmetto
<i>Lithobates capito</i>	Gopher frog
<i>Alligator mississippiensis</i>	American alligator
<i>Crotalus adamanteus</i>	Eastern diamondback rattlesnake
<i>Drymarchon couperi</i>	Eastern indigo snake
<i>Gopherus polyphemus</i>	Gopher Tortoise
<i>Antigone canadensis pratensis</i>	Florida sandhill crane
<i>Aramus guarauna</i>	Limpkin
<i>Caracara cheriway</i>	Crested caracara
<i>Egretta caerulea</i>	Little blue heron
<i>Egretta thula</i>	Snowy egret
<i>Eudocimus albus</i>	White Ibis
<i>Falco sparverius paulus</i>	Southeastern American kestrel
<i>Haliaeetus leucocephalus</i>	Bald eagle
<i>Mycteria americana</i>	Wood stork
<i>Nyctanassa violacea</i>	Yellow-crowned night-heron
<i>Nycticorax nycticorax</i>	Black-crowned night-heron
<i>Peucaea aestivalis</i>	Bachman's sparrow
<i>Platalea ajaja</i>	Roseate spoonbill
<i>Plegadis falcinellus</i>	Glossy ibis
<i>Sciurus niger</i>	Southeastern fox squirrel
<i>Ursus americanus floridanus</i>	Florida black bear

Wildlife and plant surveys should be conducted by knowledgeable personnel prior to construction activities.

Other conservation lands in the region may incur additional impacts due to the proposed transportation enhancements, including:

Habitat loss, or loss of connectivity to other conservation lands associated with road widening. *Take steps to minimize where possible by adjusting routes; acquire mitigation land if necessary.*

Increased traffic-related mortality (particularly reptiles, amphibians, mammals, and lepidoptera) and long-term disturbance to wildlife associated with traffic noise. *Investigate need or feasibility of wildlife crossings or noise reduction barriers.*

TAB 4





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A REGIONAL TRANSPORTATION PARTNERSHIP

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

Jan 2019 – Dec 2019

Orange County Commissioner Betsy VanderLey

Jan 2020 – Dec 2020

Seminole County Commissioner Bob Dallari

- 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 Chairperson, Vice Chairperson 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 Chairperson, Vice Chairperson 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 Chairperson shall preside at all meetings of MetroPlan Orlando and perform all duties as may be prescribed by MetroPlan Orlando.

(6) The Vice Chairperson will assume the duties and responsibilities of the Chairperson in the Chairperson'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 Chairperson 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 5





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A REGIONAL TRANSPORTATION PARTNERSHIP

December 9, 2020

To: Commissioner Bob Dallari, Board Chairman
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I met with a vendor on new Boardroom AV equipment
- I continued to participate in weekly ZOOM meetings of NARC Executive Directors
- I met with representatives of BEEP for a preview of the December Board Meeting
- I met with representatives of BEEP for a detailed preview of their work throughout Florida
- I attended the Orlando Business Journals 2020 Community Impact Webinar on December 1
- I attended the ART Educational Series on Brightline on December 2
- I attended the CAC meeting on December 2
- I met with Commissioner Uribe for a December Agenda review on December 2
- I attended the NARC Webinar on Seismic Shifts: The Supreme Court & Local Governments on December 2
- I met with Commissioner Dallari for a December Agenda review on December 3
- I attended the MAC meeting on December 3
- I attended the Florida Automated Vehicle Summit on December 3
- I met with FDOT to discuss the tentative work program on December 3
- I met with Commissioner Janer for a December Agenda review on December 3
- I attended the TSMO meeting on December 4
- I attended the TAC meeting on December 4
- I met with Mayor Demings for a December Agenda review on December 4
- I attended the virtual Orange County swearing in ceremony on December 8
- I will be meeting with Mr. Michael Cigelis of Brightline on December 10

Omnibus Appropriations Bill vs. Continuing Resolution Passed

- It appears that we will have an Omnibus Appropriations Bill passed to carry the federal government through FY 2021 rather than another short term CR. The current CR carries the federal government until December 11. At this time I have no further details of the Omnibus Bill.

FDOT

I met with the FDOT District Leadership on December 3 to discuss the work program and how the Department plans to rebalance it due to COVID related revenue reductions.

MPOAC Institute

- The MPOAC and CUTR are looking at the 2021 MPOAC Institute options.
- Due to the uncertainty of COVID throughout the fall and winter months they do not want to commit to the usual event
- They are currently working on what is to become a live virtual curriculum
- They are working on the logistics of that now
- I may have more to say about that at the February meeting
- They have also developed an on line version of the institute with slightly less material presented but that they feel is a valuable alternative
- It consists of 5 videos on an hour plus in length—totals about 6 hours
- It will include the opportunity to register for virtual Q/A sessions
- Attendees would have access to content for 6 months
- I will keep the board informed as more information becomes available.
- If you've already attended but want a refresher, that's fine. We budget for up to three board members to attend.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Seminole/Orange County Project Status Update as of November 17, 2020

The following is a brief status update on major FDOT road construction projects in Seminole and Orange counties out of Oviedo Operations as of the November cutoff. The next cutoff date is December 13, 2020. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming projects:

441021-1 S.R. 53/U.S. 192 Resurfacing from west of S.R. 417 to Bamboo Lane

- Contract E51A5
- Contractor: Preferred Materials, Inc.
- Project Cost: \$6.4 Million
- Estimated Start: January 2021
- Estimated Completion: Spring 2022

441365-1-52-01 S.R. 436 (Semoran Boulevard) at Howell Branch Road Intersection Improvements

- Contract T5701
- Contractor: Atlantic Civil Chinchor Electric Joint Venture
- Project Cost: \$1.3 Million
- Estimated Start: February 2021
- Estimated Completion: Fall 2021

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$319,000
- Estimated Start: December 2020
- Estimated Completion: Early 2021

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Contractor: Powercore, Inc.
- Project Cost: \$394,000
- Estimated Start: January 2021
- Estimated Completion: Summer 2021

Current projects:

239496-3 S.R. 423 (John Young Parkway) Widening from S.R. 50 to Shader Road

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Early 2021
- Contractor is paving at night and sod is ongoing. Two crews are working on correcting curb and sidewalk issues, and signs are being installed.

239714-1 S.R. 600/U.S. 17-92 Widening from west of Poinciana Boulevard to Ham Brown Road (C.R. 535)

- Contract E5Z33
- Project Start: February 2019
- Estimated Completion: Spring 2022
- Contractor just completed Phase 11 traffic shift. Crews are preparing for the Phase II surcharge, milling existing asphalt, and installing panels for noise wall.

240196-1 Widening U.S. 17-92 from Shepard Road to Lake Mary Boulevard

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Early 2021
- Project Cost: \$55.9 Million
- Contractor has recently done paving at numerous intersections throughout the project.

407143-4, 407143-5 & 407143-6 S.R. 482 (Sand Lake Road) from west of International Drive to east of Florida's Turnpike and International Drive from Jamaican Court to north of Sand Lake Road

- Contract T5552
- Project Start: October 2016
- Estimated Completion: Late 2020
- Contractor is working on paving friction course and installing handrail along the retaining walls on the project. Sod is also being installed throughout the project and traffic signals at International Drive are mainly completed, except for the tie-in on Universal Boulevard.

424217-1 Widening S.R. 414 (Maitland Boulevard) from S.R. 400 (I-4) to C.R. 427 (Maitland Avenue)

- Contract T5625
- Project Start: February 2019
- Estimated Completion: Early 2021
- Project Cost: \$7.5 Million
- Contractor will continue paving later this month. The signalization at Concourse Parkway and Maitland Avenue was recently completed.

434931-1 S.R. 436 from Boston Avenue to Anchor Road Improvements

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Summer 2021
- Project Cost: \$5 Million
- Contractor recently installed drainage structures at the S.R. 436 and Ronald Reagan Boulevard intersection.

437341-1 S.R. 435 (Kirkman Road) Resurfacing from north of S.R. 482 (Sand Lake Road) to south of S.R. 408 (excluding north of International Drive to Major Boulevard)

- Contract T5628
- Project Start: August 2019
- Estimated Completion: Spring 2021
- Contractor continues to work on signalization and sidewalk construction. Additionally, crews are installing handrail throughout the project, as well as sod.

437543-1 U.S. 441 Resurfacing from north of Tyson Creek Bridge to U.S. 192

- Contract E50A4
- Project Start: May 2020
- Estimated Completion: Late 2020
- Contractor is working on earthwork for roadway realignment and paving.

439133-1 S.R. 15 (Conway Road) and S.R. 552 (Curry Ford Road) Intersection Improvements

- Contract E50A0
- Project Start: August 2020
- Estimated Completion: Early 2021
- Contractor is working on drainage improvements, curb ramps and signalization.

439235-1 Resurfacing along S.R. 551 (Goldenrod Road) from S.R. 426 (Aloma Avenue) to S.R. 50 (East Colonial Drive) and from S.R. 15 (Hoffner Avenue) to S.R. 552 (Curry Ford Road)

- Contract T5669 Project Start: February 2020
- Estimated Completion: Late 2020
- Project Cost: \$9.1 Million
- Contractor has completed the majority of the resurfacing work and has been adjusting the height of manhole covers.

439885-1 Osceola County Pedestrian Lighting Bundle A

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Early 2021

- Contractor is installing bases and pull boxes, erecting light poles and prepping for foundations.

440821-1 Ped/Safe Greenway Development ITS Communication

- Contract T5639
- Project Start: September 2019
- Estimated Completion: Spring 2021
- Project Cost: \$10 Million
- Contractor recently installed cameras along S.R. 436 (Semoran Boulevard).

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

- Contract E5Z94
- Project Start: May 2019
- Estimated Completion: Fall 2021
- Project Cost: \$4.3 Million
- Contractor has been removing existing message board signs and placing uprights at various locations.

445397-1 S.R. 50 Over Creek Bridge #750012 (Pipe Desilting and Repair)

- Contract E52A4
- Project Start: November 2020
- Estimated Completion: Early 2021
- Project Cost: \$220,000
- Contractor has just begun work at the project site.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

**Transportation Projects for Which Federal Funds
Were Obligated During FY 2019/20**

November 2020

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Transportation Projects for which Federal Funds Were Obligated During FY 2019/20

This document contains a list of transportation projects in the MetroPlan Orlando region (Orange, Osceola and Seminole Counties) for which federal funds were obligated during FY 2019/20. This was prepared in order to meet a federal requirement for MPO's under Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations, which states:

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

This pertains to the fact that the federal fiscal year runs from October through September while the fiscal year of most MPOs runs from July through June. As a result, those projects for which funds were obligated during July through September 2020 would be shown as programmed during FY 2019/20 according to the federal fiscal year, but would be shown as programmed during FY 2020/21 according to the MPO fiscal year. Therefore, this legislation ensures that the projects in each MPO's TIP for which federal funds were obligated during the preceding fiscal year are published in a list that matches the federal fiscal year time period.

The highway projects are shown on pages 4-6, Transportation Systems Management and Operations projects are shown on pages 7-8, bicycle and pedestrian projects are shown on pages 9-10 and planning projects are shown on page 11. These categories of projects are all listed by county. In addition, the transit and aviation projects are shown on pages 12 and 13 respectively. The amounts of federal funding for these projects and the funding sources (codes) are shown in separate columns on the spreadsheets. (Many of these projects also utilized funds from state and local sources, which are not shown in this document.) The explanations for the funding codes and project phases contained in this document are shown on pages 2-3.

Federal Funding Sources (Codes)

CM	Congestion Mitigation
DU	State Primary/Federal Reimbursement funds
ER17	Emergency Recovery FY 2016/17
FAA	Federal Aviation Administration funds
FTA	Federal Transit Administration funds
GFSA	General Funds STP – Any Area
HSP	Highway Safety Program funds
NH	National Highway System funds for principal arterials
NHEX	National Highway Performance Program Exempt funds
NHPP	National Highway Performance Program funds
NHRE	Resurfacing Set-Aside from NHPP funds
PL	Federal planning funds
RED	Redistribution of Federal Allocation
REPE	Repurposed Federal Earmarks
RHH, RHP	Federal Rail-Highway Crossings funds
SA	Surface Transportation Program funds with no population restrictions
SE	Surface Transportation Program Enhancement funds
SP	Federal Railroad Protective Device funds

SR2S	Safe Routes to School Infrastructure funds
SU	Surface Transportation Program funds for urban areas of over 200,000 population
TALL/TALT/TALU	Federal Transportation Alternative Funds
TIMP	Transportation Improvements

Project Phases

CST	Construction -- highway project phase
ENV	Environmental Mitigation -- FDOT highway project phase pertaining to filing permits with the St. Johns Water Management District and the Florida Department of Environmental Protection regarding the acquisition of environmentally sensitive land for highway improvements.
MISC	Miscellaneous
MNT	Maintenance
PD&E	Project Development and Environmental Study -- the project phase scheduled prior to preliminary engineering for highway projects
PE	Preliminary Engineering (design) -- highway project phase
PLN	Planning
ROW	Right-of-Way Acquisition
RRU	Railroad Utility Construction

MetroPlan Orlando
Highway Projects for which
Federal Funds were Obligated During FY 2019/20
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
2394963	SR 423/John Young Pkwy.	SR 50	Shader Rd.	Widen to 6 Lanes	\$42,583	SU	CST
2424847	I-4 Beyond the Ultimate	W of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	Add 4 Managed Lanes	\$1,788,082 \$15,426,591	NHPP NHPP	PE ROW
2424848	I-4 Beyond the Ultimate	E of SR 522/Osceola Pkwy.	W of SR 528/Beachline Expy.	Add 4 Managed Lanes	\$484,485 \$1,740,426 \$24,456,865 \$2,567	NHPP NH NHPP RED	PE ROW ROW ROW
4071434	SR 482/Sand Lake Rd.	W of Turkey Lake Rd.	Universal Blvd.	Widen to 6 Lanes	\$5,480	SA	CST
4084161	I-4 Master Plan	Countywide		Advance ROW Acquisition	\$40,000	SA	ROW
4084292	US 17/92/Orlando Ave.	Nottingham St.	Monroe Ave.	Improve Access Management	\$326,532	SU	PE
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	Widen to 6 Lanes	\$5,000	SA	CST
4373411	SR 435/Kirkman Rd.	N of SR 482/Sand Lake Rd.	S of SR 408	Resurfacing	\$20,000 \$1,976,627 \$12,916	SA SA TALL	PE CST CST
4374581	N. Fort Christmas Rd.	Lake Pickett Rd.	NW of Lake Pickett Rd.	Pave Shoulders	\$900,138	HSP	CST
4376341	SR 551/Goldenrod Rd.	SR 408	SR 50	Safety Project	\$10,000 \$2,025,630	HSP HSP	PE ROW
4392331	SR 520	E of SR 50 ramps	W of SR 528	Resurfacing	\$3,877,511 \$2,499,104	NHRE SA	CST CST
4392351	SR 551/Goldenrod Rd.	S of SR 408 off-ramp	SR 426/Aloma Ave.	Resurfacing	\$1,006,515	SA	CST
4398807	Pedestrian Lighting - Bundle G			Lighting at 24 Intersections	\$10,000	HSP	PE
4423902	Pedestrian Lighting - Bundle B			Lighting at 82 Intersections	\$1,059,294	SA	CST
4443801	Railroad Crossing	at W. SR 50 in Orlando		Railroad Signal Safety Project	\$287,873	RHP	RRU
4443811	Railroad Crossing	at N. Bluford Ave. in Ocoee		Railroad Signal Safety Project	\$257,238	RHP	RRU
4473661	Railroad Crossing	at Aerospace Pkwy. in Orange Co.		Railroad Signal Safety Project	\$51,563	RHH	RRU
4473671	Railroad Crossing	at Boggy Creek Rd. in Orlando		Railroad Signal Safety Project	\$214,568	RHH	RRU

MetroPlan Orlando
Highway Projects for which
Federal Funds were Obligated During FY 2019/20
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4184033	SR 600/US 17/92	Pleasant Hill Rd.	Portage St.	Widen to 6 Lanes	\$2,000	SA	PE
4283285	Hoagland Blvd.	N of Shingle Creek	5th St.	Widen to 4 Lanes/Realign	\$7,182,707	SU	CST
4314561	I-4	W of CR 532	E of SR 522/Osceola Pkwy.	Add 4 Managed Lanes	\$370,136 \$4,406,651	NHPP NHPP	PE ROW
4372001	US 17/92	CR 54	W of Poinciana Blvd.	Project Development & Environment Study	\$1,693,476 \$14,264	GFSU SU	PD&E PD&E
4398851	Pedestrian Lighting - Bundle A			Lighting at 32 Intersections	\$848,268	HSP	CST
4410361	SR 60	E of SR 15/US 441	W of Florida's Turnpike	Widen/Improve Traffic Operations	\$20,001	NHPP	PE
4435241	Pennywash Creek Bridge Repair			Emergency Operations	\$3,035 \$702,090	ER17 ER17	CST CST
4435251	Wolf Creek Bridge Repair			Emergency Operations	\$2,624 \$1,007,048	ER17 ER17	CST CST
4439581	I-4	Polk/Osceola Line	W of SR 417	Resurfacing	\$134,469	NHPP	PE

MetroPlan Orlando
Highway Projects for which
Federal Funds were Obligated During FY 2019/20
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
2402002	SR 429/46/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	New Road Construction	\$18,486,844 \$2,501,835	NHPP SA	CST CST
2402003	SR 46/Wekiva Pkwy.	Orange Blvd.	N. Oregon St./Wayside Dr.	Widen to 6 Lanes	\$5,668,518	NHPP	CST
2402004	SR 429/Wekiva Pkwy.	Orange Blvd.	W of I-4	New Road Construction	\$49,823,011	NHPP	CST
2425924	I-4	E of SR 434	E of SR 15/600/US 17/92	Add 4 Managed Lanes	\$14,056	SA	PE
4084171	I-4 Master Plan	Orange/Seminole Co. Line	Seminole/Volusia Co. Line	Advance ROW Acquisition	\$10,717	SA	ROW
4150303	SR 426/CR 419	Pine Ave.	Avenue B	Widen to 4 Lanes	\$2,000	SA	ROW
4349311	SR 436/Altamonte Dr.	Boston Ave.	E of Anchor Rd.	Improve Traffic Operations	\$10,000 \$44,264	SA SU	CST CST
4366791	SR 15/600/US 17/92	N of Lake Mary Blvd.	N of Airport Blvd.	Add Continuous Right Turn Lanes	\$2,480,832 \$434,676	GFSU SA	CST CST
4368571	SR 15/600/US 17/92	N of Lake Mary Blvd.	Airport Blvd.	Resurfacing	\$1,612,462	GFSU	CST
4379311	CR 427/Ronald Reagan Blvd.	SR 434	N of Palmetto Ave.	Pedestrian Safety Improvements, Resurfacing, On-Street Parking	\$58,916	SU	CST
4396821	I-4	W of Lake Mary Blvd.	Seminole/Volusia Co. Line	Resurfacing	\$1,083,538	NHPP	CST
4396822	I-4	W of Lake Mary Blvd.	W of CR 46A	Resurfacing (eastbound only)	\$3,888,086	NHPP	CST
4396823	I-4	E of SR 434	W of Lake Mary Blvd.	Eastbound Hard Shoulder	\$5,628,250	SA	CST
4396825	I-4	SR 46	E of SR 15/600/US 17/92	Resurfacing (eastbound only)	\$2,208,179	NHPP	CST

MetroPlan Orlando
Transportation Systems Management & Operations Projects for which
Federal Funds were Obligated During FY 2019/20

Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4355251	Gatlin Ave.	at Barber Park Access Rd./ Kennedy Ave.		Improve Intersection	\$10,106	SU	CST
4355541	Vineland Ave.	at SR 535		Improve Intersection	\$1,500,000 \$202,001	GFSU SU	CST CST
4355871	Wallace Rd.	at Dr. Phillips Blvd.		Improve Intersection	\$263,427	SU	CST
4375921	SR 500/US 441	S of SR 482/Sand Lake Rd.	N of SR 482/Sand Lake Rd.	Improve Intersection	\$921,265	HSP	CST
4414901	University Blvd.	at Dean Rd.		Improve Intersection	\$1,002,837	SU	ROW
4416161	Orange Co. ATMS Phase 4	Countywide Roads		ITS Communication System	\$3,331,662	SU	CST
4425441	Automated Traffic Signal Performance Measures	City of Orlando		Purchase ATSPM Equipment	\$500,000	SU	MISC
4425451	Automated Traffic Signal Performance Measures	Orange Co.		Purchase ATSPM Equipment	\$500,000	SU	MISC
4426871	Integrated Corridor Management	MetroPlan Orlando Region		Purchase Traffic Signal Devices	\$73,530	SU	CST
4435141	SR 436	S of SR 552/Curry Ford Rd.	N of SR 552/Curry Ford Rd.	Improve Intersection	\$403,216	HSP	PE
4447881	Tiny Rd.	at Tilden Rd.		Add Turn Lane(s)	\$501,000	SU	ROW

Osceola County

4349161	W. Oak St.	at John Young Pkwy.		Improve Intersection	\$3,380,150	SU	ROW
4374511	US 192	at Hoagland Blvd.		Add Left Turn Lanes	\$150,214 \$89,417	HSP HSP	PE ROW
4374701	Advanced Traffic Management System	Osceola Co.		Purchase ATMS Equipment	\$16,930 \$135,762	SA SU	CST CST
4398251	Pleasant Hill Rd.	at Eagle Lake Rd./Oak Point Blvd.		Safety Project	\$359,283	HSP	CST
4425471	Video Detection Upgrades	Osceola Co.		Traffic Control Devices/System	\$300,000	SU	MISC
4435481	Simpson Rd.	at Fortune Rd.		Safety Project	\$1,038,308	HSP	PE

MetroPlan Orlando
Transportation Systems Management & Operations Projects for which
Federal Funds were Obligated During FY 2019/20
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4366792	SR 15/600/US 17/92	at Airport Blvd.		Improve Traffic Operations	\$926,222	SA	CST
4412111	Advanced Traffic Management System/Dynamic Message Signs	Seminole Co.		ITS Communication System	\$81,127	SU	CST
4413651	SR 436	S of Howell Branch Rd.	N of Howell Branch Rd.	Safety Project	\$188,107 \$271,526	HSP SU	PE CST
4425461	Intersection Movement Traffic Control Devices	Seminole Co.		Purchase Intersection Movement Counts Equipment	\$500,000	SU	MISC

MetroPlan Orlando
Bicycle & Pedestrian Projects for which
Federal Funds were Obligated During FY 2019/20
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4302252	Shingle Creek Trail	Orange/Osceola Co. Line	SR 482/Sand Lake Rd.	Bike Path/Trail	\$328,875	SU	PE
4302253	Shingle Creek Trail	SR 482/Sand Lake Rd.	Oak Ridge Rd.	Bike Path/Trail	\$400,000	TALU	CST
4302256	Shingle Creek Trail	Destination Pkwy.	SR 482/Sand Lake Rd.	Bike Path/Trail	\$69,141	TALT	CST
4355211	St. Andrew's Trail	Cady Way Trail	Aloma Ave.	Bike Path/Trail	\$23,031	SU	PE
4364351	Orange Co. Gap	Clarcona-Ocoee Rd.	West Orange Trail	Bike Path/Trail	\$15,346	SA	CST
4375751	Orange Blossom Trail	30th St.	Gore St.	Sidewalk	\$10,779	SU	PE
4390661	Orlando Urban Trail Extension	along Orange Ave. & South St.	to Orlando Health/Amtrak station	Bike Path/Trail	\$1,421,477 \$1,987,861 \$9,328	SU TALT TALU	CST CST CST
4396791	SR 500/US 441	N of Holden Ave.	37th St.	Pedestrian Safety Improvements	\$838,437	HSP	CST
4398782	Shingle Creek Trail	Town Loop Blvd.	Taft Vineland Rd.	Bike Path/Trail	\$540,000	SU	CST

MetroPlan Orlando
Bicycle & Pedestrian Projects for which
Federal Funds were Obligated During FY 2019/20

Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4302259	Shingle Creek Trail North Project Phase 2B	Tapestry Subdivision	Osceola Pkwy.	Bike Path/Trail	\$518,965 \$2,057,635	SU TALU	CST CST
4374731	East Lake Elementary School Sidewalks	E of Turnberry Blvd.	W of N. Point Blvd.	Sidewalk	\$1,569	SU	CST
4374771	International Dr.	SR 417 Overpass	S of Gaylord Palms Resort	Sidewalk	\$8,626	SA	PE
4375111	Ventura Elementary School Sidewalks	on Royal Palm Dr.		Sidewalk	\$14,315 \$272,132	TALU SU	PE CST
4390671	Kissimmee/St. Cloud Trail	Neptune Rd.	E. Lake Shore Blvd.	Bike Path/Trail	\$329,000	SU	PE
4390691	Emory Canal Trail North	Ernest St.	US 192	Bike Path/Trail	\$882,006	SU	CST
4390841	Toho-Valencia Trail	along US 192/Mill Slough	to Valencia College	Bike Path/Trail	\$1,000	SU	PE
4410761	Deerwood Elementary School Sidewalks			Sidewalk	\$12,851	SU	PE

Seminole County

4174841	SR 46 Gateway	Rinehart Rd.	Airport Blvd.	Sidewalk	\$42,926	SU	CST
4278991	CR 46A	E of Old Lake Mary Rd.	W of Club Rd.	Sidewalk	\$73,101	TALU	CST
4390751	Sunset Dr. Livable Street	Oxford Rd.	Button Rd.	Pedestrian Safety Improvement	\$368,847	SU	PE

MetroPlan Orlando
 Planning Projects for which
Federal Funds were Obligated During FY 2019/20
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description			Federal Funding Amount	Federal Funding Sources	Project Phases
		From	To	Work Description			
4393322	MetroPlan Orlando FY 2018/19 - 2019/20 UPWP			Transportation Planning	\$869,742 \$550,000	PL SU	PLN PLN
4393323	MetroPlan Orlando FY 2020/21 - 2021/22 UPWP			Transportation Planning	\$430,248 \$1,700,000	PL SU	PLN PLN

MetroPlan Orlando
Transit Projects for which
FTA Federal Funds were Obligated During FY 2019/20
LYNX

FDOT Financial Management Number	Project Description	Federal Funding Amount	Federal Funding Sources
414749/4357121/ 4360291	CARES Acts Funding	\$75,537,697	FTA 5307
4242551	State of Good Repair	\$210,965	FTA 5337
4352501	Capital for Buses & Equipment	\$7,102,130	SU
4357121	Bus/Bus Facilities (Low No)	\$1,961,233	FTA 5339

SunRail

4129948	Emergency Resilience Projects	\$1,631,355	FTA 5324
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MetroPlan Orlando
 Aviation Projects for which
Federal Funds were Obligated During FY 2019/20
Orlando International Airport

FDOT Financial Management Number	Project Description	Federal Funding Amount	Federal Funding Sources
N/A①	CARES Act Funding	\$170,771,779	FAA
N/A①	East Airfield - design	\$1,009,974	FAA

Kissimmee Gateway Airport

N/A①	CARES Act Funding	\$157,000	FAA
4384441	Electrical Lighting Vault Construction	\$3,330,862	FAA
4462551	Wildlife Hazard Management Plan	\$47,619	FAA

Orlando Sanford International Airport

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① These projects were funded 100% by FAA and have no FDOT Financial Management number.



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**Comparison of 2019 & 2020
Population Estimates for
MetroPlan Orlando Region**

	<u>2019 Pop.Estimates</u>	<u>2020 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Orange Co. Total	1,386,080	1,415,543	+29,463	+2.13%
Apopka	52,404	53,632	+1,228	+2.34%
Bay Lake	15	15	0	0.00%
Belle Isle	7,365	7,378	+13	+0.18%
Eatonville	2,348	2,351	+3	+0.13%
Edgewood	2,717	2,791	+74	+2.72%
Lake Buena Vista	24	24	0	0.00%
Maitland	21,096	21,113	+17	+0.08%
Oakland	3,365	3,809	+444	+13.19%
Ocoee	47,580	49,781	+2,201	+4.63%
Orlando	291,800	299,226	+7,426	+2.54%
Windermere	2,972	3,024	+52	+1.75%
Winter Garden	47,245	48,469	+1,224	+2.59%
Winter Park	30,239	30,630	+391	+1.29%
Unincorporated	876,910	893,300	+16,390	+1.87%
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Osceola Co. Total	370,552	387,055	+16,503	+4.45%
Kissimmee	74,800	75,644	+844	+1.13%
St. Cloud	47,874	50,897	+3,023	+6.31%
Unincorporated	247,878	260,514	+12,636	+5.10%
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Seminole Co. Total	471,735	476,727	+4,992	+1.06%
Altamonte Springs	45,293	45,304	+11	+0.02%
Casselberry	30,035	30,341	+306	+1.02%
Lake Mary	17,449	17,633	+184	+1.05%
Longwood	15,815	16,036	+221	+1.40%
Oviedo	40,021	40,145	+124	+0.31%
Sanford	60,269	61,791	+1,522	+2.53%
Winter Springs	38,595	38,760	+165	+0.43%
Unincorporated	224,258	226,717	+2,459	+1.10%
<hr/>				
Grand Total	2,228,367	2,279,325	+50,958	+2.29%

Comparison of 2019 & 2020 Population Estimates for Other Counties in Central Florida Region

	<u>2019 Pop.Estimates</u>	<u>2020 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Brevard Co. Total	594,469	606,671	+12,202	+2.05%
Flagler Co. Total	110,635	114,173	+3,538	+3.20%
Lake Co. Total	357,247	366,742	+9,495	+2.66%
Marion Co. Total	360,421	368,135	+7,714	+2.14%
Polk Co. Total	690,606	715,090	+24,484	+3.55%
Sumter Co. Total	128,633	141,422	+12,789	+9.94%
Volusia Co. Total	538,763	551,588	+12,825	+2.38%
MetroPlan Orlando Region Total	2,228,367	2,279,325	+50,958	+2.29%
10-County Total	5,009,141	5,143,146	+134,005	+2.68%
State of Florida	21,208,589	21,597,185	+388,596	+1.83%

***Source:** University of Florida, Bureau of Economic and Business Research
November 2020*



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A REGIONAL TRANSPORTATION PARTNERSHIP

December 9, 2020

TO: Board Members

FROM: Gary Huttman AICP, Executive Director

SUBJECT: 2020 Population Estimates

The official 2020 population estimates have been released by the University of Florida's Bureau of Economic and Business Research (BEBR). The attached table compares 2019 and 2020 figures for our 3-county area. You can find the statistics for our neighboring counties and the State of Florida at <https://www.bebr.ufl.edu/population/data>

Highlights are as follows:

- From 2019 to 2020, there was a 2.29% increase in the population of our 3-county area - a slight decrease from the 2018-2019 report. However, this is still an increase of nearly 51,000 new residents - which exceeds the current population of St. Cloud.
- In our 3-county area, Osceola County continues to have the highest rate of growth (4.45%).
- The Orange County municipality with the largest increase was the Town of Oakland (13.19%); the Seminole County Municipality with the largest increase was Oviedo (2.53%); and the Osceola County Municipality with the largest increase was the City of St. Cloud (6.31%).

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

Attachment