



COMMUNITY ADVISORY COMMITTEE AGENDA

April 25, 2018 • 9:30 A.M.

**COMMUNITY ADVISORY COMMITTEE
MEETING NOTICE**

DATE: Wednesday, April 25, 2018

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 S. Orange Avenue, Suite 200
Orlando, FL 32801
[Click here for Directions to Our Office](#)

TIME: 9:30 a.m.

AGENDA

Thank you for silencing your cell phones during the meeting.



Wireless Access Available
Network = MpoBoardRoom
Password = mpoaccess

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- I. CALL TO ORDER
 - II. PLEDGE OF ALLEGIANCE
 - III. CHAIRMAN'S COMMENTS – Chairman Atlee Mercer
 - IV. AGENDA REVIEW – Ms. Cynthia Lambert
 - V. CONFIRMATION OF QUORUM – Ms. Cathy Goldfarb
 - VI. PUBLIC COMMENTS ON ACTION ITEMS

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

VII. ACTION ITEMS

A. Approval of February 28, 2018 Meeting Minutes (Tab 1)

Approval is requested of the February 28, 2018 meeting minutes, provided at **Tab 1**.

B. FDOT Amendment to FY 2017/18 - 2021/22 Transportation Improvement Program (Tab 2)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the CAC to recommend that the FY 2017/18 - 2021/22 Transportation Improvement Program (TIP) be amended to include to provide additional funding for three existing projects in the TIP and add three new projects. The existing projects include:

- railroad quiet zone project in Maitland
- Wekiva Parkway project in Seminole County
- Pomegranate Avenue safety project in Sanford

The new projects include:

- Orange County Advanced Traffic Management Phase 4
- UCF Automated Shuttle Service
- Emory Canal Bike Trail in Kissimmee

A letter from FDOT explaining the amendment request is provided in **Tab 2**, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the May 9th MetroPlan Orlando Board meeting.

C. Approval of Final Fiscal Year 2018/19-2019/20 Unified Planning Work Program (Tab 3)

Action is requested by Mr. Gary Huttman, MetroPlan Orlando staff, to recommend approval of the final version of the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP), which includes changes based on comments from the reviewing agencies. The UPWP executive summary is included at **Tab 3**, and the full document can be reviewed online at <https://metroplanorlando.org/wp-content/uploads/DRAFT-FY2019-FY2020-UPWP-AS-OF-2018-02-28.pdf>

VIII. PRESENTATIONS AND STATUS REPORTS

A. Preview of Performance Measures

Mr. Nick Lepp, MetroPlan Orlando staff, will present a preview of MetroPlan Orlando's transportation performance measures. This will be an action item at the May 23rd CAC meeting.

B. Presentation on Connected and Autonomous Vehicles

Mr. Eric Hill, MetroPlan Orlando staff, will give a presentation on connected and autonomous vehicles.

C. Presentation on Bicycle & Pedestrian Crash Data Report

Mr. Mighk Wilson, MetroPlan Orlando staff, will give a presentation on MetroPlan Orlando's latest report on bicycle and pedestrian crash data.

D. Presentation on Travel Time Delay Study

Ms. Crystal Mercedes, MetroPlan Orlando staff, will give a presentation on MetroPlan Orlando's FY 2016/17 Travel Time Delay Study.

IX. GENERAL INFORMATION (Tab 4)

A. FDOT Monthly Construction Status Report

The latest FDOT monthly construction status report for the Orlando area is enclosed.

B. FDOT Quarterly Variance Report

The latest FDOT Quarterly Variance Report for the Orlando area is enclosed.

C. *Air Quality Report*

The latest air quality report for the MetroPlan Orlando area will be provided at the meeting.

D. *MetroPlan Orlando Board Highlights*

Highlights from the March 2018 MetroPlan Orlando Board meeting are enclosed.

E. *LYNX Press Releases*

The latest press releases from LYNX are enclosed for information.

X. UPCOMING MEETINGS OF INTEREST

A. *Next Community Advisory Committee meeting*

The next CAC meeting will be on **May 23, 2018**. As a reminder, the dates of the remaining CAC meetings for 2018 will be (no meetings in July, September & December):

- 5/23/18
- 6/27/18
- 8/22/18
- 10/24/18
- 11/28/18

XI. MEMBER COMMENTS

XII. PUBLIC COMMENTS (GENERAL)

XIII. ADJOURNMENT

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact MetroPlan Orlando staff member Ms. Cathy Goldfarb (contact info below), at least three days prior to the event. In addition, persons requiring translation services, which are provided at no cost, should also contact Ms. Goldfarb at least three business days prior to the event. Contact Information: Cathy Goldfarb | (407) 481-5672 x315 | Email: cgoldfarb@metroplanorlando.org | Address: MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida, 32801

TAB 1





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

COMMUNITY ADVISORY COMMITTEE
MEETING MINUTES

DATE: Wednesday, February 28, 2018

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

TIME: 9:30 a.m.

Chairman Atlee Mercer presided

Members in attendance were:

Ms. Asima Azam, Orange County
Fr. Jabriel Ballentine, Orange County
Mr. Jeffrey Campbell, Seminole County
Ms. Karolyn Campbell, MetroPlan Appointee
Mr. Tyghe (T.J.) Legacy-Cole,
MetroPlan Appointee
Mr. Gregory Eisenberg, MetroPlan Appointee
Ms. Sarah Elbadri, City of Orlando
Mr. Russ Hauck, City of Altamonte Springs
Ms. Carmen Rasnick for Mr. Christopher Maier,
MetroPlan Appointee
Mr. Robert McKey, MetroPlan Appointee
Mr. Atlee Mercer, Osceola County
Ms. Kayla Mitchell, MetroPlan Appointee
Ms. Theresa Mott, City of Apopka
Mr. R.J. Mueller, MetroPlan Appointee
Mr. Thomas O'Hanlon, Seminole County
Mr. Brindley Pieters, Seminole County
Mr. Jeff Piggrem, Alternate
Ms. Lisa Portelli, MetroPlan Appointee
Ms. Marissa Salas, MetroPlan Appointee
Mr. Tony Tizzio, Seminole County

Members not in attendance were:

Mr. Bill Dehlinger, MetroPlan Appointee
Mr. Brady Lessard, City of Sanford
Mr. Mark Loeb, MetroPlan Appointee
Mr. Casmere Shaw, Osceola County
Mr. Dan Stephens, MetroPlan Appointee
Mr. Keith Trace, City of St. Cloud
Mr. Wade Vose, Orange County
Vacant, City of Kissimmee

Mr. Adam Valencic, MetroPlan Appointee
Ms. Venise White, MetroPlan Appointee
Mr. Scott Zubarik, MetroPlan Appointee

Others in attendance were:

Ms. Carol Scott, Florida's Turnpike Enterprise
Mr. Brian Stanger, FDOT
Mr. Myles O'Keefe, LYNX
Mr. Gary Huttman, MetroPlan Orlando
Mr. Keith Caskey, MetroPlan Orlando
Mr. Nick Lepp, MetroPlan Orlando
Ms. Elizabeth Whitton, MetroPlan Orlando
Ms. Robin Cusimano, MetroPlan Orlando
Ms. Cynthia Lambert, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

A complete listing of other attendees may be obtained upon request.

I. CALL TO ORDER

Chairman Atlee Mercer called the Community Advisory Committee meeting to order at 9:31 a.m.

II. PLEDGE OF ALLEGIANCE

Mr. Tom O'Hanlon led the Committee in the Pledge of Allegiance.

III. CHAIRMAN'S COMMENTS

Chairman Mercer commented that he attended the February 14th MetroPlan Orlando Board meeting representing CAC.

IV. AGENDA REVIEW

Ms. Cynthia Lambert reported that the board room sound system was not working and a back-up system was being used for the meeting. She welcomed new CAC members Ms. Kayla Mitchell, Ms. Carmen Rasnick and Mr. Jeff Piggrem. Ms. Lambert reminded CAC members that there was no CAC meeting in March and the next meeting was scheduled for April 25th. She asked that committee members please remember to RSVP so staff is able to accommodate everyone at the table.

V. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb confirmed that a quorum was present.

VI. PUBLIC COMMENTS ON ACTION ITEMS

None.

VII. ACTION ITEMS

A. Approval of January 24, 2018 Meeting Minutes

Approval was requested of the January 24, 2018 meeting minutes, which were provided.

MOTION: Fr. Jabriel Ballentine moved for approval of the January 24, 2018 meeting minutes. Mr. Scott Zubarik seconded the motion, which passed unanimously.

B. FDOT Amendment to FY 2017/18 - 2021/22 Transportation Improvement Program

Mr. Keith Caskey, MetroPlan Orlando staff, requested the CAC recommend that the FY 2017/18 - 2021/22 TIP be amended to include funding for the design phase for the Advanced Transportation and Congestion Management Technologies Deployment project in east Orlando. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution that was presented at the March 14th Board meeting.

MOTION: Fr. Jabriel Ballentine moved for approval of the amendment to the FY 2017/18 - 2021/22 TIP. Mr. Rob McKey seconded the motion, which passed unanimously.

C. Fiscal Year 2018/19-2019/20 Unified Planning Work Program

Action was requested by Mr. Gary Huttman, MetroPlan Orlando staff, to recommend approval of the FY 2018/19 - 2019/20 Unified Planning Work Program (UPWP). This required document serves as MetroPlan Orlando's budget and describes work elements to be performed. The draft UPWP can be reviewed online here: <https://metroplanorlando.org/wp-content/uploads/DRAFT-FY2019-FY2020-UPWP-AS-OF-2018-02-15.pdf>. Mr. Huttman told CAC members that TSMO and TAC approved the draft UPWP at their February 23rd meeting and staff will be presenting it to MAC at their March 8th meeting. He explained that after being approved, the draft document will be forwarded to FDOT, Federal Highway Administration and Federal Transit Administration for review. Final approval is slated for the April/May round of meetings. Mr. Huttman highlighted several UPWP tasks and upcoming projects. He reviewed the appendices and called attention to a section of the document which will contain special projects such as the SunRail Station study, which will be conducted with FSU, and look at transit-oriented development around the SunRail stations. In addition, an evaluation is planned, as a follow-up to the "How Shall We Grow?" study done 10 years ago, to see "How Did We Grow?" Mr. Huttman reported that the Smart Growth Planning task had been changed to Health in Transportation. Chairman Mercer asked if Mr. Huttman could summarize for CAC members what is being voted on. Mr. Huttman responded that the UPWP is MetroPlan Orlando's working budget and contains the estimated revenue/budget for FY 2018/19 and FY 2019/20 plus a transit budget. He added that MetroPlan Orlando is a Transportation Management Area (TMA) and receives \$8 million in surface transportation funding to allocate to projects as a result of that designation. Discussion ensued regarding ACCESS LYNX accessibility, cost/benefit analysis for projects, local government takeover of SunRail operations and maintenance, and transit-oriented development as a revenue stream for SunRail. Chairman Mercer requested up-to-date numbers for SunRail. Additional discussion ensued regarding Uber and LYFT factoring into congestion, the recession's impact on "How Shall We Grow?", the FSU group conducting the new study and partnering with the University of Central Florida on the transit-oriented development study. Ms. Lambert

informed CAC members that MetroPlan Orlando partners with UCF in several ways and Mr. Barley serves on one of the college's boards.

MOTION: Mr. Tom O'Hanlon moved for approval of the FY 2018/19 - 2019/20 Unified Planning Work Program. Mr. Scott Zubarik seconded the motion, which passed unanimously.

VIII. PRESENTATIONS AND STATUS REPORTS

A. Transportation Think-In Discussion

On February 7, MetroPlan Orlando hosted the Transportation Think-In event, a forum for kickstarting the region's next Long Range Transportation Plan. During this event, community leaders representing non-transportation sectors spent the day learning and discussing the role of the region's transportation system in promoting health, enhancing sustainability, and building resiliency. Ms. Elizabeth Whitton, MetroPlan Orlando staff, facilitated an in-depth discussion to gather Community Advisory Committee's thoughts on the guiding principles for the next Long Range Transportation Plan. This provided an opportunity for the CAC to shape the approach to the future of transportation in Central Florida. Ms. Whitton told committee members that the Think-In had been an outgrowth of a Federal Highway Administration Invest Grant that MetroPlan Orlando received. She reviewed statistics on population growth in the area, which is being impacted by climate change, and noted that 400% more data will be available by 2020. She called attention to 40% of income locally being spent on housing/transportation costs and the tough decisions people face in order to allocate that large a percentage of their income to those costs. Ms. Whitton reviewed the Think-In keynote lessons: break down the silos, don't assume the answer to a problem can only be found in the problem and light up the runway for investment. She provided information on what attracts grant capital, types of activities invested in and where Orlando ranks in terms of grant volume. Discussion ensued regarding Orlando's grant funding ranking, why the local area ranks the way it does and how to leverage local resources to attract and increase grant funding.

B. Presentation on ETDM Planning Screen for Maitland Blvd. Widening Project

The first step in the Efficient Transportation Decision Making (ETDM) process is the Planning Screen review of a project, which includes developing a Purpose and Need Statement describing the project going through the screening process. The next project to go through the ETDM Planning Screen process is the widening of Maitland Boulevard from Bear Lake Road to the Orange/Seminole County line. The Purpose and Need Statement for the Maitland Boulevard project was provided. Mr. Keith Caskey, MetroPlan Orlando staff, gave a brief overview of this project, and committee members had an opportunity to provide any comments or input they would like to have considered in the Planning Screen review of the project. Mr. Caskey reviewed the purpose of the ETDM process and the Environmental Technical Advisory Team (ETAT) which reviews the project. He provided information on the location of the project, project description, traffic and safety data and why the project is needed. Mr. Caskey told CAC members that comments could be provided at the meeting or he provided contact information for committee members to submit comments after the CAC meeting.

C. Update on Corrine Drive Complete Streets Study

Elizabeth Whitton, MetroPlan Orlando staff, presented an update on the Corrine Drive Complete Streets Study process. She provided background information on the study which MetroPlan Orlando is spearheading for local partners Orange County, the City of Orlando and the City of Winter Park. Ms. Whitton told CAC members that there are three phases to the study which were technical analysis, design options and a draft corridor plan. The project was now in phase two. She noted that feedback from the public on the design options identified can be provided through the NeighborLand website and a public workshop is slated for summer 2018. Pop up meetings are currently being held in the area as part of phase two and a draft plan is projected to be completed in the summer. Discussion ensued regarding roundabouts, design option selection, use of a combo of concepts, and project funding. Ms. Whitton told CAC members that roundabouts required too much right-of-way to use in the corridor and one concept could be used or various elements could be used. She added that funding for the Complete Streets project had not yet been identified.

IX. GENERAL INFORMATION

A. FDOT Monthly Construction Status Report

The latest FDOT monthly construction status report for the Orlando area was provided.

B. Legislative Report

A report on the latest legislative activities of interest to the MetroPlan Orlando region was provided.

C. MetroPlan Orlando Board Highlights

Highlights from the February 2018 MetroPlan Orlando Board meeting were provided.

X. UPCOMING MEETINGS OF INTEREST

A. Next Community Advisory Committee meeting

Please note that there is no CAC meeting scheduled in March. The next CAC meeting will be on **April 25, 2018**. As a reminder, the dates of the remaining CAC meetings for 2018 will be (no meetings in March, July, September & December):

- 5/23/18
- 6/27/18
- 8/22/18
- 10/24/18
- 11/28/18

XI. MEMBER COMMENTS

Mr. Tom O'Hanlon commented that he would like to ask Elon Musk to come present on Hyperloop.

Ms. Venise White announced a call for nominations for the 2018 Healthy Community Champion and encouraged CAC members to apply if they knew of good candidates.

XI. PUBLIC COMMENTS (GENERAL)

Ms. Katie Shannon, Orlando resident, commented that she is on the Corrine Drive Project Visioning Team and an employee of VHB, wanted to know if the travel time data would be rerun if multiple treatments were used on the corridor.

Ms. Lambert responded that if in the Phase Three design plan multiple treatments are used, the travel time data will be run again.

Ms. Asima Azam asked for clarification on if traffic data would be recollected.

XIII. ADJOURNMENT

There being no further business, the meeting adjourned at 11:33 a.m.

Respectfully transcribed and submitted by Ms. Cathy Goldfarb, MetroPlan Orlando.

Approved this 25th day of April 2018.

Mr. Atlee Mercer, Chairman

Ms. Cathy Goldfarb,
Senior Board Services Coordinator

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

TAB 2





Board Action Fact Sheet

Meeting Date: May 9, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2017/18 - 2021/22 Transportation Improvement Program.
Reason:	FDOT is adding funding for three existing TIP projects in FY 2017/18 and three new projects in FY 2018/19.
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 \$372,001 in DDR funds for design and construction in FY 2017/18 for a railroad quiet zone project on Lake Avenue in Maitland in order to accelerate the project• Changes the limits of the SR 46/Wekiva Parkway project in Seminole County in order to meet logical termini criteria and adds \$482,860 in TALT funds for environmental mitigation in FY 2017/18• Adds \$5,000 in SA funds for Construction Engineering and Inspection (CEI) in FY 2017/18 for the South Pomegranate Avenue safety project in Sanford• Adds \$345,000 in SU funds for design in FY 2018/19 for the Orange County Advance Traffic Management Phase 4 project• Adds \$840,000 from the Advanced Transportation and Congestion Management Technologies Deployment grant in FY 2018/19 to purchase equipment for the UCF Automated Shuttle Service project• Adds \$6,000 in SU funds for CEI in FY 2018/19 for the Emory Canal Trail project in Kissimmee
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: To be taken up on April 25, 2018 TSMO: To be taken up on April 27, 2018 TAC: To be taken up on April 27, 2018 MAC: To be taken up on May 3, 2018
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated April 6, 2018 Proposed Board Resolution No. 18-05



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

**MIKE DEW
SECRETARY**

April 6, 2018

Mr. Gary Huttman
Deputy 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 requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2017/2018 – 2021/2022 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 TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

**FM#436014-1-32-12: Quiet Zone Improvements (Lake Avenue in City of Maitland) -
Rail Safety Project - Project Sponsor: Florida Department of
Transportation**

Current TIP Status:

Project is currently in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design)	None	\$0.00	2018
CST (Construction)	DPTO (State)	\$508,000.00	2018
CST (Construction)	DS (State)	\$849,000.00	2018
CST (Construction)	LF (Local)	\$508,000.00	2018
CST (Construction)	DIH (State)	\$50,000.00	2018
CST (Construction)	None	\$0.00	2018
	TOTAL	\$1,915,000.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design)	DDR (State)	\$9,833.00	2018
CST (Construction)	DPTO (State)	\$507,541.00	2018
CST (Construction)	DS (State)	\$848,821.00	2018
CST (Construction)	LF (Local)	\$507,541.00	2018
CST (Construction)	DIH (State)	\$49,990.00	2018
CST (Construction)	DDR (State)	\$362,168.00	2018
	TOTAL	\$2,285,894.00	

Difference: \$370,894.00

Explanation: The Lake Avenue Quiet Zone project in the City of Maitland was added to an existing contract that FDOT had entitled Quiet Zone Improvements. The Department is adding District Dedicated Revenue state funding to include this project on the existing contract. MetroPlan Orlando's Urban Attributable (SU) federal funding was used on a separate project to free up District Dedicated Revenue state funding so that the project could be done sooner.

FM#:441616-1 Orange County ATM (Advanced Traffic Management) Phase #4 – ITS (Intelligent Transportation System) Communication System Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
PE (Design) In-House Support	None	\$0.00	2019
PE (Design)	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE (Design) In-House Support	SU (Federal)	\$5,000.00	2019
PE (Design)	SU (Federal)	\$340,000.00	2019
	TOTAL	\$345,000.00	

Difference: \$345,000.00

Explanation: New project programmed into the Department's Work Program System for Orange County due to availability of funding for Fiscal Year 2019. The scope of the project includes installing fiber optic lines, CCTV (Closed Circuit Television) cameras, bluetooth readers, communication switches, and upgrade DMS's (Dynamic Message Signs) signal cabinets, and controllers.

FM#:440821-2 University of Central Florida (UCF) Automated Shuttle Service - ITS (Intelligent Transportation System) Communication System Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CAP (Capital Purchase)	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CAP (Capital Purchase)	TSM (Federal)	\$840,000.00	2019
	TOTAL	\$840,000.00	

Difference: \$340,000.00

Explanation: New project programmed into the Department's Work Program System for the Department to purchase equipment. Funding for the project is from the Advanced Transportation and Congestion Management Technologies Deployment grant.

OSCEOLA COUNTY

FM#439069-1 Emory Canal Trail (North) From Mabbette Street (US 192) to John Young Parkway – Bike Path/Trail Project - Project Sponsor: City of Kissimmee

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CEI (Construction Engineering Inspection) In-House Support	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CEI (Construction Engineering Inspection) In-House Support	SU (Federal)	\$6,000.00	2019
	TOTAL	\$6,000.00	

Difference: \$6,000.00

Explanation: Project phase added to support and identify use of staff direct charges and resources according to management objectives. This is an in-house support phase.

SEMINOLE COUNTY

FM#240200-3 State Road 46 (Wekiva Parkway) From Orange Boulevard to North Oregon Street/Wayside Drive - Add Lanes and Reconstruct Project - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
C8 (Environmental Mitigation)	None	\$0.00	2018
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
C8 (Environmental Mitigation)	TALT (Federal)	\$482,860.00	2018
	TOTAL	\$482,860.00	

Difference: \$482,860.00

Explanation: The environmental mitigation phase was added to the project and the project limits were changed. Due to making sure that the project was meeting the logical termini criteria the Department changed the limits of the project to connect to the Wekiva 7A Section project currently underway. The Original limits are State Road 46 from West of Center Road to I-4. The proposed limit change is State Road 46 (Wekiva Parkway) from Orange Boulevard to North Oregon Street/Wayside Drive.

FM#431807-2 South Pomegranate Avenue from 8th Street to State Road 46 - Safety Project – Goldsboro Community Gateway Improvements - Project Sponsor: Florida Department of Transportation

Current TIP Status:

Project phase is currently not in the TIP for Fiscal Years 2017/2018 – 2021/2022.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
CEI (Construction Engineering Inspection) – In House Support	None	\$0.00	2018
	TOTAL	\$0.00	

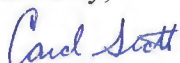
Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
CEI (Construction Engineering Inspection) – In House Support	SA (Federal)	\$5,000.00	2018
	TOTAL	\$5,000.00	

Difference: \$5,000.00

Explanation: Project phase added to support and identify use of staff direct charges and resources according to management objectives. This is an in-house support phase.

Sincerely,



Carol Scott
Planning Manager
District Five

cc: Harry Barley, Executive Director, MetroPlan Orlando
Keith Caskey, Managing of Planning Services, MetroPlan Orlando



RESOLUTION NO. 18-05

SUBJECT:

Amendment to the FY 2017/18 - 2021/22 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 2017/18 - 2021/22 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 #4360141 - Quiet Zone Improvements (Lake Avenue in City of Maitland) - Rail Safety Project - Funding consists of \$9,833 in DDR funds for design and \$362,168 in DDR funds for construction in FY 2017/18;
- FM #4416161 - Orange County ATM (Advanced Traffic Management) Phase #4 - ITS (Intelligent Transportation System) Communication System Project - Funding consists of \$345,000 in SU funds for design in FY 2018/19;
- FM #4408212 - University of Central Florida (UCF) Automated Shuttle Service - ITS (Intelligent Transportation System) Communication System Project - Funding consists of \$840,000 in TSM funds for capital purchase in FY 2018/19;

Osceola County

- FM #4390691 - Emory Canal Trail (North) From Mabbette Street (US 192) to John Young Parkway - Bike Path/Trail Project - Funding consists of \$6,000 in SU funds for Construction Engineering Inspection in FY 2018/19;

Seminole County

- FM #2402003 - SR 46 (Wekiva Parkway) - Add Lanes and Reconstruct Project - Funding consists of \$482,860 in TALT funds for environmental mitigation in FY 2017/18 -

Change project limits:

- *Original project limits:* from west of Center Road to I-4
- *New project limits:* from Orange Blvd. to N. Oregon Street/Wayside Drive;

- **FM #4318072 - South Pomegranate Avenue from 8th Street to State Road 46 - Safety Project - Funding consists of \$5,000 in SA funds for Construction Engineering and Inspection in FY 2017/18; 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 2017/18 - 2021/22 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 May, 2018.

Certificate

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

Honorable Cheryl L. Grieb, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3



INTRODUCTION

DEFINITION OF THE UNIFIED PLANNING WORK PROGRAM

This document outlines transportation planning activities to be accomplished by MetroPlan Orlando during the period July 1, 2018 - June 30, 2020.

The Unified Planning Work Program (UPWP) is the instrument for coordinating transportation and comprehensive planning in Orange, Seminole and Osceola Counties which together comprise the Orlando Urbanized Area. The UPWP serves as a management tool for each of the participating entities. The transportation planning projects contained in the UPWP respond to the metropolitan planning requirements in the Federal reauthorization act entitled: Fixing America's Surface Transportation (FAST) Act. The planning requirements of the FAST Act call for the development and maintenance of a viable transportation planning process, a process viewed as particularly critical in the case of the Orlando Urbanized Area, which over the past thirty years has been one of the nation's fastest growing regions.

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST)

The planning factors identified in previous federal legislation are carried forward in the UPWP. The planning factors that we consider as part of the transportation planning process are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight and goods movement
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Emphasize the resiliency and reliability of the transportation system
- Support investments that enhance Central Florida visitors mobility experience throughout the region
- Be more conscious of the effect of impervious surface areas on stormwater management
- Promote integration on intercity transportation facilities into existing public infrastructure

OVERVIEW OF COMPREHENSIVE TRANSPORTATION PLANNING

Current comprehensive planning activities within the Orlando Urbanized Area are primarily focused on the local comprehensive planning efforts. Transportation elements of local comprehensive plans are coordinated with MetroPlan Orlando's Congestion Management Systems Element and Long Range Transportation Plan. The economy is good and the level of activity within the Orlando Urbanized Area requires that socio-economic and land use surveillance tasks be updated annually to provide an adequate database for future transportation planning and/or impact analysis.

Historically the Orlando Urbanized Area has experienced significant population growth. That growth has returned and the transportation infrastructure that serves the area is challenged to meet the demand. The transportation system will continue to be over-burdened as the areas' economy prospers. This overburdened infrastructure is largely due to the lack of available funding either for construction of the major facilities required to carry the number of vehicles that utilize the road network or for the infrastructure necessary to support alternative modes of transportation. A number of low-cost, short-term congestion management measures such as the traffic signalization program and various transit system improvements have helped to ease the problem. However, more long-term solutions to the transportation problems are necessary in order to adequately meet the needs of the community, especially in the form of the alternative modes.

In December, 2015, the MetroPlan Orlando Board unanimously approved its Year 2040 Long Range Transportation Plan. The Plan went substantially beyond traditional planning and called for a sustainable land use to shape the transportation system. The 2040 Plan dramatically strengthened multi-modal considerations in the planning process, identified alternative modes of transportation to the personal automobile, such as commuter rail (SunRail), bus rapid transit and premium transit, carpools, vanpools and bicycling. The 2040 Plan furthers the advances made by the 2030 Plan in promoting more efficient land use and focusing on alternative modes of transportation.

Efforts are also continuing toward implementation of short-term transportation strategies designed to maximize existing resources through such techniques as park-and-ride, active arterial management and commuter assistance programs. This has occurred through an increase in dedicated funding for Transportation Systems Management and Operations projects (TSM&O) within the three-county metropolitan area. Planning efforts have been especially directed towards collection of more extensive accident data, in an effort to improve the safety of the transportation system.

FDOT /FTE GENERAL PLANNING ACTIVITIES

Every two years as MetroPlan Orlando develops the UPWP we ask our partner agencies for projects they would like to include and highlight in the UPWP. This is an opportunity for the local agencies to draw attention to the good work they are doing and to inform the other agencies and the public of that good work. See Appendix E.

OTHER LOCAL GOVERNMENT PLANNING ACTIVITIES

Every two years as MetroPlan Orlando develops the UPWP we ask our partner agencies for projects they would like to include and highlight in the UPWP. This is an opportunity for the local agencies to draw attention to the good work they are doing and to inform the other agencies and the public of that good work. See Appendix F.

CONSISTENCY OF PLANNING EFFORT

The tasks outlined in this UPWP respond to the Orlando Urbanized Area's need for continued improvement of both its highway and transit systems, for a greater emphasis on congestion management and ITS activities, and for continued development of its aviation and airport system. These are also objectives of the various regional agencies, such as the East Central Florida Regional Planning Council and the Central Florida Regional Transportation Authority (LYNX) as well as the local government comprehensive plans. Although there is overlap within some of the tasks outlined in the UPWP, the focus is on coordinating rather than duplicating efforts. Therefore, this UPWP is consistent, to the maximum extent possible, with the approved local comprehensive plans within this urbanized area, as well as the planning requirements of State and Federal agencies.

MAJOR GOALS

1. Ensure compliance with Federal Transportation Management Certification and the FDOT Certification

MetroPlan Orlando, as the Orlando Urbanized Area MPO, will contract for legal and legislative services to ensure that it is kept aware of all applicable Federal and State planning regulations. Emphasis will be placed on the preparation of the major products required of an MPO by the current transportation act, FAST. These are the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and notably, the Long Range Transportation Plan (LRTP). Compliance with the Federal requirements will be measured by continued certification of MetroPlan Orlando by the State and Federal agencies. The next Federal certification review will be conducted in FY 2018/2019. Annual certification reviews are conducted by FDOT.

2. Update and maintain regional transportation planning database

MetroPlan Orlando will update and maintain its regional socio-economic database which includes not only Orange, Seminole and Osceola Counties, but through coordination with the neighboring MPOs' includes Lake, Volusia and Polk Counties as well, since those counties' travel patterns impact the Orlando Metropolitan Area. The database currently has a year 2009 base, with projections made to 2040.

3. Implement the Year 2040 Long Range Transportation Plan

MetroPlan Orlando adopted its Year 2040 Long Range Transportation Plan in June, 2014. MetroPlan Orlando went through a re-adoption process of the 2040 Long Range Transportation Plan in 2015 and adopted or re-adopted the 2040 Plan on December 9, 2015. However, the Federal reauthorization act, FAST, as well as future State and local initiatives may substantially alter requirements and assumptions regarding future funding and priorities. MetroPlan staff will monitor this closely to account for the impact of future funding levels on plan implementation.

4. Implement the Freight and Goods Movement Plan

MetroPlan Orlando will continue its freight planning efforts undertaken as part of the development of the Freight, Goods and Services Plan and Evaluation of the Impact of Trade and Commerce on the Study Area. A comprehensive database reflecting the flow of goods to, from and within this urban area has been developed. Goods and freight movement has been incorporated into the transportation modeling process (within the standard transportation model FSUTMS) as part of a Statewide planning effort. The Freight, Goods and Services Plan and Evaluation of the Impact of

Trade and Commerce on the Study Area include the MetroPlan Orlando Area as well as Brevard, Volusia, Lake and Sumter Counties.

Recommendations from the Freight and Goods Movement Plan are incorporated into the 2040 Long Range Transportation Plan as appropriate.

5. Continue focus on regional transportation management and operations function

MetroPlan Orlando will continue to pursue strategies to integrate transportation systems management and operations (TSM&O) activities into the transportation planning process to promote an effective and efficient regional transportation system. A primary emphasis will be given to the implementation of coordinated traffic signalization projects. The TSMO Committee continually evaluates a number of major corridors throughout the area as candidates for these improvements. Safety also continues to be a major focus of the management and operations program, with an emphasis on collection of comprehensive and timely accident data. Critical to this effort is MetroPlan Orlando's staff involvement with the Community Traffic Safety Teams in each of the counties. MetroPlan Orlando will also continue to focus public attention on safety issues.

6. Promote System Wide Safety

MetroPlan Orlando will continue to emphasize the safety of the transportation system and make investments that enhance the safety of the region's residents and visitors. System wide safety includes an emphasis on all modes of transportation.

7. Promote public involvement through mass media in the long range transportation plan process

MetroPlan Orlando will continue to strengthen its public involvement and community outreach efforts as emphasized in the FAST Act. The private sector will be specifically targeted, as well as those who are transportation disadvantaged. Efforts will continue to increase the visibility and awareness of MetroPlan Orlando throughout the region.

8. Continue to strengthen ties with government and business partners

MetroPlan Orlando will continue to establish a stronger presence in the community, as approved by the MetroPlan Orlando Board, through strengthening our ties with both government and business partners.

9. Lead interregional planning efforts exemplified in the Central Florida MPO Alliance

MetroPlan Orlando has worked cooperatively with adjoining counties and MPOs in seeking transportation solutions for the Central Florida area through the Central Florida MPO Alliance. MetroPlan Orlando relationships have been strengthened among the MPO representatives from Lake/Sumter, Brevard, Marion, Polk and Volusia Counties. Current examples of the interregional planning efforts extended by MetroPlan Orlando are The Freight, Goods and Services Plan and Evaluation of the Impact of Trade and Commerce on the Study Area that includes Brevard, Volusia, Lake and Sumter Counties and the CFMPOA prioritized project list.

10. Maximize regional transportation funding

MetroPlan Orlando will seek opportunities for increased funds from Federal, State and local sources, including the private sector. In the past MetroPlan Orlando has taken a lead role in

seeking legislative approval for a local additional rental car surcharge of up to \$2.00 per day. MetroPlan Orlando continues to follow this discussion as well as consider additional revenue sources that have been identified in the Year 2040 Long Range Transportation Plan. Implementation of a regionally-based revenue source is a primary objective of the Central Florida Transportation Funding Task Force, involving Orange, Osceola, Seminole and Volusia counties.

ORGANIZATION

The Orlando Urbanized Area FY 2018/19 and FY 2019/20 UPWP was developed by MetroPlan Orlando staff in cooperation with FDOT and presented to the MetroPlan Orlando Committees. The UPWP serves as the mechanism where transportation professionals, citizens at large, and elected officials can study and analyze area-wide transportation issues and implement solutions in an organized and meaningful manner. The UPWP is a flexible program, subject to change as the needs of the participating governments may change. The UPWP fulfills the requirements of the original Federal Aid Highway Act of 1962 (as amended) and its successors, for the establishment of a comprehensive, cooperative, and continuing transportation planning process.

Four years ago, the 2014/2015 and 2015/2016 UPWP was simplified by combining many of the tasks. This resulted in a much more efficient management system for staff. The 2016/2017 and 2017/2018 UPWP was organized in that same efficient manner. The 2018/2019 and 2019/2020 UPWP has been simplified even more. The format has been modified to a more bulleted style and we believe made simpler and more understandable as a result. Funding is identified for tasks within each of the eight sections as appropriate.

The eight major sections of the UPWP are briefly described as follows:

- I. **Administration:** This section includes those functions necessary for proper management of the transportation planning process on a continuing basis. Work tasks include program management and administration.
- II. **Data Collection:** Included in this category are those work tasks required to provide a continuous monitoring of travel characteristics and factors affecting travel in the Orlando Urbanized Area. The tasks include a traffic counting program, accident surveillance and analysis, transit ridership monitoring and systems inventory studies. The results or outputs of these activities provide the database upon which all other activities draw.
- III. **Transportation Improvement Program:** This section includes tasks that implement the Long Range Transportation Plan (LRTP). This includes both the five year TIP and the prioritized project list which includes projects from the LRTP that are more than five years out.
- IV. **Long Range Transportation Plan:** This section includes tasks that address transportation issues on a system-wide basis, such as the Long Range Transportation Plan, congestion management planning, intermodal planning, transit and para-transit planning, air quality planning and bicycle and pedestrian facilities planning.
- V. **Special Project Planning:** Tasks in this section include conducting specific detailed planning activities that are requested from time to time during the year by the MetroPlan Orlando Board. These are conducted on an as-needed basis.
- VI. **Regional Planning:** This section includes work throughout the region for Intergovernmental and Interagency Studies as well as regional transportation planning and coordination.

- VII. **Public Participation:** This section addresses a proactive public process that provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans and Transportation Improvement Programs. The individual tasks include the Annual Report, community outreach activities, preparation of miscellaneous publications, committee support and development and market research.
- VIII. **Systems Planning:** This section includes recurring studies and/or projects like land use studies, transit, TSMO, Freight, Health, Transportation Disadvantaged, Air Quality, Bicycle & Pedestrian Studies, and Highway Planning.

METROPLAN ORLANDO PLANNING EMPHASIS AREAS

Florida has been ranked in the top five states in regards to pedestrian and bicyclist deaths over the past decade. A concerted effort from all partners involved is needed to reduce both pedestrian and bicycle crashes. The Florida Highway Safety Plan contains a vulnerable road users emphasis area. A major strategy within this area is to develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures. The FDOT Safety Office now has the ability to identify clusters of bicycle and pedestrian safety crashes on a statewide basis. The system they have developed can also access accident reports associated with the crashes to provide specific information in addition to the locational data. Initial "hot spot" maps have been distributed to the Districts during the first quarter of 2014.

The *Pedestrian Safety Action Plan (PSAP)* and *Bicycle Safety Action Plan* are intended to provide a guide to help state and local officials know where to begin to address pedestrian and bicyclist safety issues. It is intended to assist agencies in further enhancing their existing pedestrian safety program and activities, including identifying safety problems and selecting optimal solutions. Several Florida MPOs including MetroPlan Orlando have developed and adopted along with their partners pedestrian and bicycle safety action plans. FHWA provides extensive resources and guidance regarding the development of these plans.

A major planning emphasis area for this year is to implement the Pedestrian and Bicycle Safety Action Plans. The objective is to specifically adopt and implement a process to identify locations and behaviors prone to historical pedestrian and bicycle crashes and develop (with their applicable partners) countermeasures designed to eliminate them.

MetroPlan Orlando is also aware of the Federal Highway Administration focus on Performance Measures in lieu of any new Planning Emphasis Areas and the Florida Department of Transportation's three emphasis areas listed below.

Federal Highway Administration

The Federal Highway Administration chose to not develop emphasis areas but to work with MPOs in the development and implementation of Performance Measures consistent with MAP21 and the FAST Act.

Florida Department of Transportation

The Florida Department of Transportation has identified the following topics as focus areas for MPOs as UPWPs are developed:

1. Rural Transportation Planning
2. Transportation Performance Measures
3. Automated/Connected/Electric/Shared Use Vehicles (ACES)

Rural Transportation Planning is not applicable to the MetroPlan Orlando Region; Transportation Performance Measures and ACES are included within the UPWP tasks.

The planning factors discussed earlier relate closely to the previous Planning Emphasis Areas, and for that reason, MetroPlan Orlando will continue to focus on:

1) Safety in the Transportation Planning Process

MetroPlan Orlando collects accident data through its highway system monitoring and will continue this effort. MetroPlan Orlando also participates in the Incident Management Planning Teams organized within each of the three counties. Safety issues are addressed at several of their more basic and causative levels, such as congested roads and intersections that lead to reckless driving behavior or inadequate directional signs for those persons unfamiliar with the area. Tasks such as Intelligent Transportation Systems Planning and Bicycle and Pedestrian Safety seek to improve safety in transportation. Staff will continue to work with the Florida Bicycle Association and the Florida Safety Council to emphasize both motorist responsibilities and those of the bicyclists and pedestrians in furthering safety. MetroPlan Orlando entered into a working relationship with Bike Walk Central Florida during the 2011/2012 program year and continues this relationship to enhance pedestrian safety in the region.

2) Security in the Transportation Planning Process

Security issues are being addressed through the Continuity of Operations Plan (COOP), which will prepare for the continued operation of MetroPlan Orlando and the preservation of its plans and programs.

3) Linking Planning and Environmental NEPA Processes

In an effort to better coordinate transportation planning and environmental reviews, MetroPlan Orlando has incorporated ETDM (Efficient Transportation Decision Making) into the UPWP. The Planning Screen Phase of ETDM provides the opportunity for participating agencies to review and comment on those projects proposed in the Long Range Transportation Plan, thereby addressing potential problems as early as possible.

4) Transportation System Management and Operations within the Planning Processes

Tasks related to Transportation Systems Management and Operations have been a major part of previous UPWP's and will continue so for the FY 2018/2019 and FY 2019/2020 UPWP. The various system monitoring efforts described in Section II provide an extensive database from which to improve the way transportation systems are managed and operated. Also, MetroPlan Orlando participates extensively in Intergovernmental/Interagency Studies and Interregional Transportation Planning and Coordination in looking regionally at what local governments may be doing and coordinating this information with other local governments. Of particular note is the emphasis that has been given to incident management. The UPWP Task 820 Transportation System Management and Operations, will continue to focus on this emphasis area and will pursue strategies for integrating transportation systems management and operations activities into the metropolitan transportation planning process to promote an effective and efficient regional transportation system.

5) Consultation with Local Officials

MetroPlan Orlando administers the committees that accomplish this emphasis area. The Municipal Advisory Committee which is comprised of local mayors from those jurisdictions not having direct voting representation on the MetroPlan Orlando Board and meets regularly on the first Thursday of each month preceding the MetroPlan Board Meeting. In addition, Council/Commission meetings of the various jurisdictions are visited frequently by staff.

6) Enhancing the Technical Capacity of Planning Processes

This is addressed through the many training opportunities utilized by staff. MetroPlan Orlando also intends to continue its leadership position in technical innovation and expertise statewide that was achieved, in addition to other efforts, through its integration of the Cube Voyager platform into the FSUTMS model.

7) Coordination of Human Service Transportation

It has been recognized nationally, that in communities across the United States, many citizens rely on specialized transportation services to access work, medical services, schools or community activities. The term – “human service transportation” – refers to the programs that provide for the basic mobility needs of certain groups, such as people with disabilities or older citizens. Florida, through its transportation disadvantaged program, has long been recognized as a leader in this field. MetroPlan Orlando provides administrative services to the Transportation Disadvantaged Local Coordinating Board (TDLCB) for Orange, Osceola and Seminole Counties. The TDLCB oversees the local program and the activities of the Community Transportation Coordinator (LYNX).

8) Regional Planning

This area emphasizes the development and/or implementation of instruments and organizations that result in more effective regional coordination between adjacent MPOs. The UPWP continues to address this emphasis area through Interregional Transportation Planning & Coordination. MetroPlan Orlando and the River to Sea (Volusia) TPO originally formed the Central Florida MPO Alliance to address a common transportation priority - replacement of the St. John's River Bridge. The success of the Alliance has led to the Space Coast TPO, Lake/Sumter County MPO, Polk County TPO and the Ocala/Marion County TPO joining the Alliance.

9) Public Involvement

As it has in earlier years, MetroPlan Orlando has devoted an entire section of the UPWP to addressing the various aspects of public involvement, whether through community outreach, market research, preparation of publications or participation and support of various committees.

The UPWP itself provides an extensive opportunity for public involvement during its development process. For example, this UPWP was developed, as it is each year, with the assistance of the MetroPlan Advisory Committees. Once an “initial draft UPWP” was prepared (February, 2018), the document was previewed with the full Technical Advisory Committee, Community Advisory Committee, Transportation Systems Management and Operations Committee, Municipal Advisory Committee and the MetroPlan Orlando Board. Each committee was given time before the next meeting to provide comments and suggestions. During this same time period, the initial draft was made available on the MetroPlan Orlando website for interested parties. These activities typically take place during January

and early February of each year. The initial draft was revised to respond to local comments and then brought back before the committees and Board for approval as a “final draft” to be submitted in March to FDOT and the Federal reviewing agencies.

10) MPO TIP Project Prioritization Process

In prioritizing projects, MetroPlan Orlando has established a methodology for evaluating each project through criteria that are described in the TIP. This is done for highway, TSMO, transit, and bicycle and pedestrian projects. Beyond the TIP, however and using the same methodology, MetroPlan Orlando annually develops a priority list of projects in rank order that it uses to consider projects for the new FDOT Work Program and the TIP. MetroPlan Orlando especially strives to promote a multi-modal transportation system by consideration of all relevant transportation alternatives in its planning efforts and by continuation of its policy of prioritizing a percentage of its allocated Surface Transportation Program (STP) funds to transit projects and to bicycle/pedestrian facility projects. The allocation percentage has been revised several times over the years by the MetroPlan Orlando Board. Beginning with an original allocation percentage of 20% transit, 10% bicycle/pedestrian facilities and 70% highways, the allocation percentage was revised in 2007 to 33% transit, 12% bicycle/pedestrian facilities and 55% highways. In 2011 the allocation was revised again to reflect the regions commitment to our Long Range Transportation Plan and Vision. A significant change included allocation of a percentage of the total STP funds to Transportation Systems Management & Operations rather than a fixed amount. The breakdown in the 2011 allocation was 31% transit, 15% bicycle/pedestrian, 34% highways and 20% management & operations. In 2015 the MetroPlan Orlando Board again reviewed and modified the allocation as 32% Roads, 21% TSMO, 17% Bicycle & Pedestrian, and 30% Transit. MetroPlan Orlando also supports local government and transportation authority efforts in such programs as commuter assistance (ridesharing), park & ride, congestion management and public transportation.

11) Transit Quality of Service

According to FDOT, this focus area is directed at those MPOs who are developing Long Range Transportation Plan updates, with an assessment of transit service being accomplished using the procedures in the Transit Capacity and Quality of Service Manual. The assessment of transit quality of service was an important consideration in the development of the Year 2040 Long Range Transportation Plan.

12) Promote Consistency between Transportation Improvements and Planned Growth

This focus area directs that MPOs work with local governments to promote corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses. Although land use planning is closely maintained within local government functions, as compared to the regional transportation planning process, MetroPlan Orlando, established a Land Use Committee (who meets as needed) that enables us to coordinate with local governments to ensure that what is being proposed in transportation improvements is consistent with local land use plans. In addition, MetroPlan Orlando will monitor the costs of the transportation improvements identified in the Long Range Transportation Plan (as reported in the Variance Reports), as well as any increases in revenue, determine that there are adequate revenue sources to fund the improvements and strive to protect the corridors and their cost feasibility.

The UPWP Task Matrix (Figure 1) documents how MetroPlan Orlando proposes to comply with its twelve total planning focus areas through the UPWP and the transportation planning process. Those UPWP tasks that directly apply to specific focus areas have been identified in the Figure.

FUNDING

Each of the tasks within the UPWP provides additional detail on how that task will be performed, who will perform it, the schedule for completing the task and the product to be produced. The funding source for each task is also identified.

A funding summary of the UPWP tasks is found in Tables 1, 2 and 3. Table 1 presents an overview of which agencies will be conducting the tasks and the level of funding for each agency, on a task by task basis. Table 2 presents the sources of the funding per task. The recurring sources of funds for the UPWP are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), Florida Transportation Disadvantaged Commission, and various local sources. The primary local source is the MetroPlan Orlando annual assessment of \$.50 per capita for those jurisdictions represented on the Board. Four transportation authority's (Central Florida Expressway Authority, Greater Orlando Aviation Authority, Central Florida Regional Transportation Authority/LYNX and Sanford Airport Authority) and member jurisdictions of the Municipal Advisory Committee also contribute to the annual assessment. Table 3 provides a summary of FTA 5305(d) deliverables. For those tasks involving MetroPlan Orlando staff, a budget has been developed by estimating the amount of staff time required for each task. The individual salary, fringe, indirect and overhead costs were then calculated on a task-by-task basis. The final step was to develop the appropriate sources of funding for each task and to summarize this information in Tables 1 and 2.

SOFT MATCH

Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. Soft Match for Federal PL funds is comprised of toll revenues and equates to 18.07%. The soft match amount being utilized to match the FHWA funding in the UPWP is \$540,015.

COMMUNITY INVOLVEMENT

Community involvement is strongly encouraged in MetroPlan Orlando's regional transportation planning program. Increasing the communication among citizens, elected officials and technical staff is a continuing objective of the planning process so that these entities can work together to achieve desired goals. The community involvement program emphasizes the importance of public involvement at the local government and individual community level from the very initiation of the planning process. By involving the public in this manner, the direction and content of the planning effort will be more likely to address the wide range of issues that impact decision makers. Although all meetings of the MetroPlan Orlando Board and its committees are publicly advertised and therefore open to the public, greater outreach efforts are continually implemented.

MANAGEMENT

MetroPlan Orlando is the regional transportation partnership responsible for transportation planning in Orange, Osceola and Seminole Counties. MetroPlan Orlando's mission is to provide leadership in transportation planning by engaging the public and fostering effective partnerships. MetroPlan Orlando's

Regional Transportation Vision is to have a regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality.

The MetroPlan Orlando Board is comprised of elected and appointed officials from Orange, Osceola, and Seminole Counties and the largest cities in Central Florida, as well as representatives from the region's transportation operating agencies. The Board meets eight (8) times throughout the year to provide direction in planning future transportation projects and improvements.

The Community Advisory Committee, established in January 2016, provides citizen input to the transportation planning process and strives to reflect the diversity of the Central Florida community, including those who are underserved or disadvantaged. The committee is structured to include interests from across the transportation spectrum, including bicyclists, pedestrians, drivers, and transit riders (bus and rail). The new Community Advisory Committee will carry on the work of the Citizen's Advisory Committee and the Bicycle and Pedestrian Advisory Committee. The Community Advisory Committee resulted from the MetroPlan Orlando Strategic Business Plan and is intended to result in dialogue across all modes of transportation.

The Technical Advisory Committee (TAC) is made up of technical staff members that represent local governments within the MetroPlan Orlando service area. It is the responsibility of the TAC to review and evaluate transportation plans and projects and then make recommendations to the Board based upon technical sufficiency, accuracy and completeness.

The Municipal Advisory Committee (MAC) was established specifically to strengthen ties with the region's cities and towns that do not have direct representation on the MetroPlan Orlando Board. The Municipal Advisory Committee consists of those Mayors, or their appointees, of the municipalities that are not represented directly on the MetroPlan Orlando Board. The MAC is intended to ensure that the views of those municipalities are considered in the decision-making process so that broad-based support among the elected officials can be generated. The MetroPlan Orlando Board voted in 2015 to grant the MAC voting representation on the Board. The Chair of the MAC now serves as a voting member of the MetroPlan Board.

Although an independent board, the Transportation Disadvantaged Local Coordinating Board (TDLCB) receives staff support from MetroPlan Orlando. Their purpose is to evaluate the service levels, safety and other issues of the door-to-door transportation provided through the Central Florida Regional Transportation Authority (LYNX) to disabled and otherwise disadvantaged citizens.

The following governments and agencies participate in the Orlando Urbanized Area transportation planning process through participation on one or more of these committees:

Orange County
Osceola County
Seminole County
City of Altamonte Springs
City of Apopka
City of Belle Isle
City of Casselberry
Town of Eatonville
City of Edgewood
City of Kissimmee
City of Lake Mary
City of Longwood

City of Maitland
City of Ocoee
City of Orlando
City of Oviedo
City of Sanford
City of St. Cloud
City of Windermere
City of Winter Garden
City of Winter Park
City of Winter Springs

Orange County Public School District
Osceola County Public School District
Seminole County Public School District
Greater Orlando Aviation Authority
Central Florida Expressway Authority
Osceola County Expressway Authority
Reedy Creek Improvement District
Sanford Airport Authority
Kissimmee Gateway Airport
Central Florida Regional Transportation Authority (LYNX)
Florida Department of Transportation (FDOT)
Florida's Turnpike Enterprise
East Central Florida Regional Planning Council

MetroPlan Orlando and its committees also coordinate with the Florida Department of Environmental Protection and the Florida Department of Community Affairs and with the following Federal agencies:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Federal Aviation Administration (FAA)

AGREEMENTS

MetroPlan Orlando maintains agreements with each of its member governments and agencies, through an Interlocal Agreement (525-010-01), which was created June 1, 2000, and amended in 2001 and 2003. Signatory governments and agencies are Orange, Osceola and Seminole Counties, the Cities of Altamonte Springs, Apopka, Kissimmee, Orlando and Sanford, the Central Florida Expressway Authority, the Central Florida Regional Transportation Authority (LYNX), the Greater Orlando Aviation Authority, and the Sanford Airport Authority. Memorandums of agreement for funding transportation planning activities described in the UPWP are also maintained with the Florida Department of Transportation. The agreement for the provision of FHWA Section 112 PL funds is a two-year agreement coinciding with the two-year UPWP. The agreement for the provision of FTA Section 5305(d) planning funds is a five-year agreement and was signed September 28, 2016. MetroPlan Orlando also maintains an Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (525-010-03) (ICAR) with the East Central Florida Regional Planning Council, the Central Florida Regional Transportation Authority d/b/a LYNX, the Greater Orlando Aviation Authority, the Sanford Airport Authority, the Central Florida Expressway Authority, the Osceola Expressway Authority and the Florida Department of Transportation. This ICAR, last updated in 2015, is a five-year agreement which automatically renews.

CERTIFICATION

A certification review of the transportation planning process is conducted every four years by the Federal Highway Administration and the Federal Transit Administration, with the most recent review being conducted in February, 2015. Two corrective actions were noted. MetroPlan Orlando staff continue to work with the FHWA staff to satisfactorily correct these two outstanding issues. During the intervening years between the Federal Certification Review, FDOT conducts a review. FDOT issues a joint certification statement based on the results of the Federal certification in those years when the Federal Certification Review is conducted. There were no corrective actions in the last FDOT certification review, completed in January, 2018.

OPERATIONAL PROCEDURES AND BYLAWS

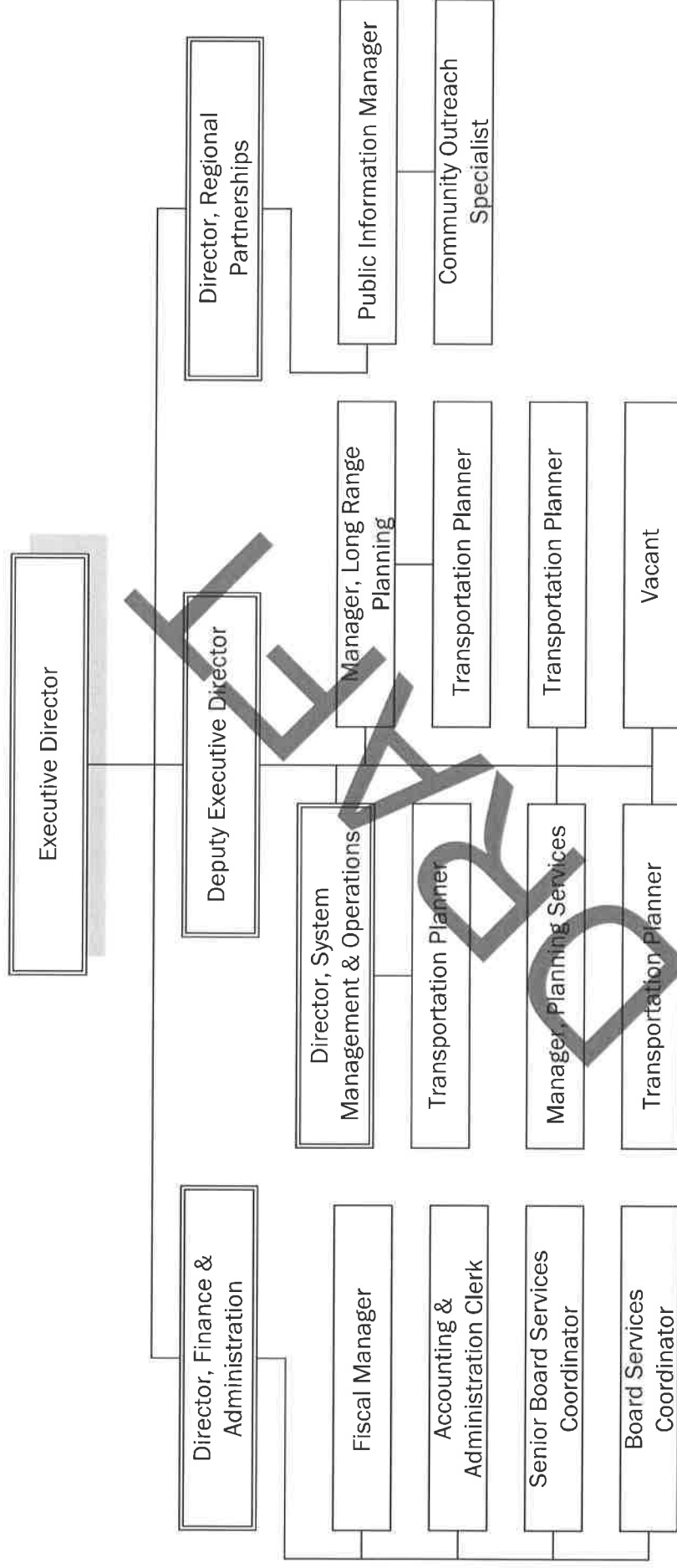
MetroPlan Orlando's role and responsibilities were established by Title 23, United States Code and Chapter 339, Florida Statutes. MetroPlan Orlando conducts its operations through an adopted set of Rules, established as Chapter 35 I-1, Florida Administrative Code. Operational procedures followed are generally those established by the FDOT; however, MetroPlan Orlando's Rules have been revised from time to time to accommodate more locally-based procedures. Examples of such procedures included in the Rules are for amendments to the Long Range Transportation Plan and Transportation Improvement Program, the re-designation of FHWA urbanized boundaries, and the implementation of a MetroPlan Orlando Public Involvement Process.

ORGANIZATION CHART

An organizational chart of MetroPlan Orlando is included within this section.

MetroPlan Orlando

Organizational Chart - Fiscal Year 2018-2019



PLANNING FOCUS AREAS UPWP TASK MATRIX

Task#	100	110	120	130	140	150	200	210	220	300	400	500	600	610	620	700	800	810	820	821	830	840	850	860	870	880
Emphasis Area																										
Consideration of safety in the transportation planning process	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•			•	•	•
Consideration of security in the transportation planning process	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•			•	•	•
Linkage of the planning and NEPA processes	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			•		
Consideration of management and operations within the planning process	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			•	•	•	•	•				
State DOT consultation with non-metropolitan local officials with non-metropolitan local officials													•													
Enhancement of the technical capacity of the planning process	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•	•		•	•	•
Coordination of human service transportation	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•			
Regional Planning	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•	•			•	•
Public Involvement											•					•			•							
MPO TIP Project Prioritization Process										•	•	•	•	•	•						•				•	•
Transit Quality of Service							•	•		•	•				•			•				•				
Promote Consistency Between Transportation Improvements and Planned Growth									•			•	•	•	•							•			•	

TAB 4





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

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 22, 2018

ORANGE						
SR 15 (Hoffner Avenue) from North of Lee Vista Boulevard to Conway Road						
FIN #	239266-3-52-01, 239266-4-52-01					
CONTRACT #	T5521					
Conventional						
PROJECT DESCRIPTION: Widen Hoffner Avenue from two to four lanes, with bike lanes and sidewalk						
					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	3/25/2015	ORIGINAL:	1,300	\$37,089,690.00
FED. AID #:	N/A	NTP:	6/10/2015	CURRENT:	1,417	\$37,704,577.55
FUND TYPE	Construction	TIME BEGAN:	8/10/2015	ELAPSED:	952	\$32,779,087.70
		WORK BEGAN:	8/10/2015	% ORIGINAL:	73.23%	88.38%
		EST. COMPLETION:	Summer 2019	% TO DATE:	67.18%	86.94%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dan Barbato	O: 561-578-4500 C: 561-719-9885		dbarbato@targetengineering.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 407-482-7820		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Thomas F. Hill	O: 407-374 2931 C: 407-702-8579		tthill@princecontracting.com	
CONTRACTOR'S PROJECT ENGINEER:		Kyle Faulkner	O: 407.374.2935 C: 407.450.5390		kfaulkner@princecontracting.com	
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	

ORANGE						
SR 423 (John Young Parkway) from SR 50 to Shader Road						
FIN #	239496-3-52-01					
CONTRACT #	T5538					
Conventional						
PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.						
					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765	\$27,752,000.00
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	765	\$27,752,000.00
FUND TYPE	Conventional	TIME BEGAN:	1/7/2017	ELAPSED:	70	\$2,951,062.89
		WORK BEGAN:	1/7/2017	% ORIGINAL:	9.15%	10.63%
		EST. COMPLETION:	Spring 2020	% TO DATE:	9.15%	10.63%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Mike Wilson	O: 407-466-8676 C: 407-466-8676		mike.wilson@kisingercampo.com	
FDOT PROJECT MANAGER		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274		JomoF@southlandconstruction.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	

Project Status Report as of March 22, 2018

ORANGE						
SR 50 (Colonial Drive) from SR 429 (Western Beltway) to East of the West Oaks Mall						
FIN #	239535-3-52-01					
CONTRACT #	T5313					
Conventional						
PROJECT DESCRIPTION: This project consists of widening Colonial Drive from four lanes to six lanes and the addition of bike lanes, sidewalks and drainage improvements.						
					TIME	COST
CONTRACTOR:	Lane Construction Corporation	LET DATE:	12/03/2014	ORIGINAL:	643	\$37,587,579.02
FED. AID #:	3003056P	NTP:	2/10/2015	CURRENT:	1,069	\$42,653,751.96
FUND TYPE	Conventional	TIME BEGAN:	5/11/2015	ELAPSED:	1,043	\$40,936,970.95
		WORK BEGAN:	5/11/2015	% ORIGINAL:	162.21%	108.91%
		EST. COMPLETION:	Spring 2018	% TO DATE:	97.57%	95.98%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Greg Shelton	C: 407-948-9021		sheltongb@cdmsmith.com	
FDOT PROJECT MANAGER		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Randy Gore	O: 407-654-7390 C: 407-832-0459		rgore@laneconstruct.com	
CONTRACTOR'S SUPERINTENDENT:		Harold Woodward	C: 863-370-0923		HMWoodward@laneconstruct.com	
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	

ORANGE						
SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike						
FIN #	407143-4-52-01, 407143-5-52-01, 407143-6-62-01					
CONTRACT #	T5552					
Conventional						
PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road						
					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	6/08/2016	ORIGINAL:	1,050	\$75,824,482.00
FED. AID #:	MULT009R	NTP:	8/18/2016	CURRENT:	1,106	\$76,383,572.00
FUND TYPE	Conventional Pay Item	TIME BEGAN:	10/14/2016	ELAPSED:	521	\$33,767,066.02
		WORK BEGAN:	10/14/2016	% ORIGINAL:	49.62%	44.53%
		EST. COMPLETION:	Late 2019	% TO DATE:	47.11%	44.21%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Robert Murphy	O: 407-875-8900 C: 813-918-6390		rpmurphy@transystems.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Neil Parekh	O: 407-737-6741 C: 305-753-8621		nparekh@princecontracting.com	
CONTRACTOR'S SUPERINTENDENT:		Juan Rubiano	O: 407-274-0624		jrubiano@princecontracting.com	
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of March 22, 2018

ORANGE						
SR 527 (Orange Avenue) from North of Holden Avenue to South of Lake Gatlin Road						
FIN #	433648-1-52-01					
CONTRACT #	T5578					
Payment type (lump sum or conventional)						
PROJECT DESCRIPTION: Widening, milling and resurfacing, base work, drainage improvements, curb and gutters, traffic signals, highway signing, and sidewalk.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/15/2016	ORIGINAL:	270	\$3,288,933.93
FED. AID #:	8815015U	NTP:	8/11/2016	CURRENT:	325	\$3,388,933.93
FUND TYPE	Conventional Pay Item	TIME BEGAN:	12/9/2016	ELAPSED:	465	\$3,061,085.97
		WORK BEGAN:	12/9/2016	% ORIGINAL:	172.22%	93.07%
		EST. COMPLETION:	Early 2018	% TO DATE:	143.08%	90.33%
Project complete, pending final acceptance						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ray Gopal	O: 321-319-8133 C: 321-229-8213		Uvendra.Gopal@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lenny Witkowski	O: 321-693-0010		lennywitkowski@mascigc.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	

SEMINOLE						
Widening US 17/92 from Shepard Road to Lake Mary Boulevard						
FIN #	240196-1-52-01					
CONTRACT #	T5557					
Conventional						
PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.						
					TIME	COST
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,097	\$54,454,262.75
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/31/2016	ELAPSED:	659	\$25,769,264.80
		WORK BEGAN:	5/31/2016	% ORIGINAL:	66.57%	48.32%
		EST. COMPLETION:	Summer 2019	% TO DATE:	60.07%	47.32%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		cdavis@metriceng.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Michael Heim	C: 954-295-2045		mheim@bergeroninc.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Todd Wornick	O: 407-482-7833		todd.wornick@dot.state.fl.us	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of March 22, 2018

SEMINOLE						
Widening SR 434 (Central Avenue) from Smith Street to Franklin Street						
FIN #	415030-5-52-01					
CONTRACT #	T5576					
Conventional						
PROJECT DESCRIPTION: Widening SR 434 from Smith Street to Franklin Street, including milling and resurfacing, drainage structures, signing and pavement markings, traffic signal mastarm replacement, pedestrian lighting, hardscape and the relocation of a water line and sewer connection.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/15/2016	ORIGINAL:	320	\$5,373,132.25
FED. AID #:	N/A	NTP:	8/11/2016	CURRENT:	410	\$5,526,523.56
FUND TYPE	Conventional Pay Item	TIME BEGAN:	1/3/2017	ELAPSED:	414	\$4,997,214.96
		WORK BEGAN:	1/3/2017	% ORIGINAL:	129.38%	93.00%
		EST. COMPLETION:	Spring 2018	% TO DATE:	100.98%	90.42%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Terry Simpson	C: 407-622-9476		simpson@cdmsmith.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lenny Witkowski	O: 386-322-4500 C: 386-281-9801		lennywitkowski@masci.com	
CONTRACTOR'S SUPERINTENDENT:		Ignacio Masci	O: 407-948-3046		ignacio.masci@masci.com	
CONSTRUCTION ENGINEER		Todd Wornick	O: 407-482-7833		todd.wornick@dot.state.fl.us	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva						
					TIME	COST
CONTRACTOR:	Superior Construction Co. Southeast	LET DATE:	3/22/2017	ORIGINAL:	1,270	\$234,544,468.00
FED. AID #:	3141036P	NTP:	6/27/2017	CURRENT:	1,293	\$234,544,468.00
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	238	\$43,083,897.44
		WORK BEGAN:	10/18/2017	% ORIGINAL:	18.74%	18.37%
		EST. COMPLETION:	Early 2021	% TO DATE:	18.41%	18.37%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		arnaldo.larrazabal@rsandh.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		jandrews@superiorfla.com	
CONTRACTOR'S SUPERINTENDENT						
SENIOR PROJECT ENGINEER:		Bill Downey	C: 386-527-5281		bill.downey@rsandh.com	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of March 22, 2018

SEMINOLE						
SR 46 (East 25th Street) from Mellonville Avenue to SR 415 (East Lake Mary Boulevard)						
FIN #	240216-2-52-01					
CONTRACT #	T5548					
Conventional						
PROJECT DESCRIPTION: Widen SR 46 (East 25th Street) to a four-lane roadway, including the addition of bike lanes and sidewalk.						
					TIME	COST
CONTRACTOR:	Southland Construction, Inc	LET DATE:	2/24/2016	ORIGINAL:	860	\$26,475,089.42
FED. AID #:	3141040P	NTP:	4/20/2016	CURRENT:	990	\$26,023,133.60
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/9/2016	ELAPSED:	676	\$16,970,050.98
		WORK BEGAN:	5/9/2016	% ORIGINAL:	78.60%	64.10%
		EST. COMPLETION:	Spring 2019	% TO DATE:	68.28%	65.21%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 407-482-7830 C: 407-625-7591		charles.long@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Damon Cottingham	O: 321-230-2538		DamonC@southlandconstruction.com	
CONTRACTOR'S SUPERINTENDENT:		George Jaoude	O: 321-230-2559		georgej@southlandconstruction.com	
CONSTRUCTION ENGINEER		Todd Wornick	O: 407-482-7833		todd.wornick@dot.state.fl.us	

SEMINOLE AND VOLUSIA						
Spring to Spring Trail system - U.S. 17/92						
FIN #	436434-1-52-01					
CONTRACT #	E5Y96					
Construction Lump Sum						
PROJECT DESCRIPTION: Constructing a multi-use trail along US 17/92 from Wayside Park to Lake Monroe Park Entrance.						
					TIME	COST
CONTRACTOR:	P & S Paving, Inc.	LET DATE:	6/06/2017	ORIGINAL:	180	\$3,268,345.00
FED. AID #:	N/A	NTP:	8/10/2017	CURRENT:	206	\$3,268,345.00
FUND TYPE	Lump Sum	TIME BEGAN:	9/9/2017	ELAPSED:	191	\$2,256,683.86
		WORK BEGAN:	9/9/2017	% ORIGINAL:	106.11%	69.05%
		EST. COMPLETION:	Spring 2018	% TO DATE:	92.72%	69.05%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 407-482-7830 C: 407-625-7591		charles.long@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Greg Schlaffer	O: 386-258-7911		gschlaffer@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Todd Wornick	O: 407-482-7833		todd.wornick@dot.state.fl.us	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 22, 2018

SEMINOLE						
SR 436 Resurfacing from Orange County Line to Avery Lane						
FIN #	435661-1-52-01					
CONTRACT #	T5598					
Construction Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing, traffic signals, striping, highway signing, sidewalk, guardrail, drainage and curb ramp work along SR 436.						
					TIME	COST
CONTRACTOR:	Hubbard Construction Co.	LET DATE:	10/25/2017	ORIGINAL:	160	\$1,387,780.91
FED. AID #:	D517038B	NTP:	12/27/2017	CURRENT:	160	\$1,387,780.91
FUND TYPE	Lump Sum	TIME BEGAN:	1/16/2018	ELAPSED:	51	\$844,139.75
		WORK BEGAN:	Summer 2018	% ORIGINAL:	31.88%	60.83%
		EST. COMPLETION:	Summer 2018	% TO DATE:	31.88%	60.83%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Plantier	O: 407-482-7847		eric.plantier@dot.state.fl.us	
CONTRACTOR'S PROJECT ENGINEER:		Javier Saldana	C: 407-280-5357		javier.saldana@hubbard.com	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER		Todd Womick	O: 407-482-7833		todd.womick@dot.state.fl.us	

OSCEOLA						
SR 500 (US 192) from Aeronautical Drive to Budinger Avenue						
FIN #	239682-1-52-01					
CONTRACT #	T5530					
Conventional						
PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal.						
					TIME	COST
CONTRACTOR:	JR Davis Construction	LET DATE:	6/24/2015	ORIGINAL:	1,100	\$37,673,820.99
FED. AID #:	N/A	NTP:	8/31/2015	CURRENT:	1,285	\$38,253,278.09
FUND TYPE	Conventional Pay Item	TIME BEGAN:	3/31/2016	ELAPSED:	716	\$23,293,295.36
		WORK BEGAN:	3/31/2016	% ORIGINAL:	65.09%	61.83%
		EST. COMPLETION:	Early 2020	% TO DATE:	55.72%	60.89%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		jvyas@saiengr.com	
FDOT PROJECT MANAGER		Ray Gopal	O: 321-319-8133 C: 321-229-8213		uvendra.gopal@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		bruce.baker@jr-davis.com	
CONTRACTOR'S SUPERINTENDENT:		Chuck Reed	C: 407-709-5029		chuck.reed@jr-davis.com	
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 22, 2018

OSCEOLA						
SR 423/SR 600 (John Young Parkway) from Portage Street to Vine Street						
FIN #	418403-2-52-01					
CONTRACT #	T5506					
Conventional						
PROJECT DESCRIPTION: Pavement widening, median access changes, drainage improvements, curb and gutter, sidewalk, milling and resurfacing, pavement markings and signing, signalization, and water and sanitary sewer construction.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/17/2015	ORIGINAL:	800	\$12,348,616.43
FED. AID #:	N/A	NTP:	8/17/2015	CURRENT:	923	\$13,264,770.12
FUND TYPE	Conventional Pay Item	TIME BEGAN:	11/16/2015	ELAPSED:	855	\$10,150,702.66
		WORK BEGAN:	11/16/2015	% ORIGINAL:	106.88%	82.20%
		EST. COMPLETION:	Spring 2018	% TO DATE:	92.63%	76.52%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Kris Morgan	C: 813-614-3776		kris.morgan@jacobs.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Michael Anderson	O: 386-322-4500		michaelanderson@mascigc.com	
CONTRACTOR'S SUPERINTENDENT:		Lenny Witkowski	O: 321-693-0010		lennywitkowski@mascigc.com	
CONSTRUCTION ENGINEER		David Olund	O: 321-319-8104 C: 321-229-9993		david.olund@dot.state.fl.us	



Outside Consultant

In-House Construction

Maintenance



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 South Woodland Boulevard
DeLand, Florida 32720

**MIKE DEW
SECRETARY**

April 10, 2018

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

RE: Third Quarter Variance Report for Fiscal Year 2017/2018 (January 2018 – March 2018)

Dear Mr. Barley:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the variance report for the period of January 2018 through March 2018. This quarter's variance report compares the July 1, 2018 adopted work program with changes made to the adopted work program in the third quarter of Fiscal Year 2017/2018. The projects listed below includes a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

ORANGE COUNTY PROJECTS

FM#436435-1 – Orange County Gap Segment 1 from Clarcona-Ocoee Road to West Orange Trail – Bike Path/Trail Project – Coast to Coast Trail

7/1/2018 Adopted Phase Cost: Right of Way Phase = \$422,300 (Fiscal Year 2017/18)

Revised Phase Cost: Right of Way Phase = \$725,120 (Fiscal Year 2017/18)

Phase Cost Increase: Right of Way Phase = (72%)

Reason for Cost Increase

Funding added due to Right of Way estimate updates done each year to balance the Department's work program.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#437592-1 – State Road 600/State Road 500/US 17-92 from South of State Road 482 (Sand Lake Road) to North of State Road 482) – Intersection Improvement Project

7/1/18 Adopted Phase Cost: Construction Phase = \$695,411 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$1,103,368 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Phase = (59%)

Reason for Cost Increase

Funding added due to unit prices increasing including pavement markings, clearing and grubbing, traffic signals, thermoplastic striping, and maintenance of traffic. The increase also included items that were in the original scope of the project but were not included in the original long range estimate but now have been added including Intelligent Transportation System (ITS), lighting, and a transit bus pad.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

OSCEOLA COUNTY PROJECTS

FM#239714-1 – State Road 600 (US 17/92) 1,900' West of Poinciana Boulevard to County Road 535 – Add Left Turn Lane(s) Project

7/1/18 Adopted Phase Cost: Construction Phase = \$16,368,283 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$28,319,418 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (73%)

Reason for Cost Increase

Funding added due to unit prices increasing including mobilization, maintenance of traffic, clearing and grubbing, regular excavation, embankment, stabilization, concrete, pipe culvert, and curb and gutter. There were items added to the scope including a segmental block wall design/plans in lieu of concrete retaining walls, special detours, work zone signs, low profile barrier wall, and removal of existing concrete pavement.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#418403-3 – State Road 600 (US 17/92) from Pleasant Hill Road to Portage Street - Add Lanes & Reconstruct Project

7/1/18 Adopted Phase Cost: Environmental Consultant Phase = \$398,335 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$1,798,335 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (351%)

Reason for Cost Increase

The increase was due to the updated mitigation requirements for additional scope for Palmetto Avenue drainage/roadway improvements for proposed new pond site per request from the City of Kissimmee.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

FM#437200-1 – US 17/92 from County Road 54 to 1,900' West of Poinciana Boulevard – Project Development and Environment Study Project

7/1/18 Adopted Phase Cost: Project Development and Environment Phase = \$1,000,000 (Fiscal Year 2017/18)

Revised Phase Cost: Project Development and Environment Phase = \$1,500,000 (Fiscal Year 2017/18)

Phase Cost Increase: Project Development and Environment Phase = (50%)

Reason for Cost Increase

The increase was due to the estimate updates done each year to balance the Department's work program.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

SEMINOLE COUNTY PROJECTS

FM#240200-3 – State Road 46 (Wekiva Parkway) from Orange Boulevard to North Oregon Street/Wayside Drive – Add Lanes & Reconstruct Project

7/1/18 Adopted Phase Cost: Construction Phase = \$19,236,216 (Fiscal Year 2017/18)

Revised Phase Cost: Construction Phase = \$26,042,902 (Fiscal Year 2017/18)

Phase Cost Increase: Construction Grant Phase = (35%)

Reason for Cost Increase

Funding added due to a 10' sidewalk being added to the project, updating the pond size, intersection component having been updated for appropriate turn lane, maintenance of traffic, mobilization and a majority of the unit prices increasing including regular excavation, increase of embankment, curb inlets, pipe culverts, performance turf, steel mast arm assembly and light poles.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Kellie Smith', with a stylized flourish at the end.

Kellie Smith

Government Liaison Administrator

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

Board Meeting Highlights – March 14, 2018

- **Chairwoman's Announcements:** Commissioner Cheryl Grieb opened the meeting at 9:00 a.m. and welcomed everyone. She called on Mayor Dyer to speak briefly about a planned "National School Walkout" against gun violence. Mayor Dyer explained that a 17 minute walk out was planned for 10:00 a.m., at the Dr. Phillips Performing Arts Center, to show support for Parkland and the 17 victims of the recent school shooting. Chairwoman Grieb asked everyone to pick up the pace for the meeting so people could participate in the 10:00 a.m. program. Mayor Pat Bates led the Pledge of Allegiance. Commissioner Grieb asked Commissioner Constantine to provide a report on the February 15 TDLCB meeting. He reported that TDLCB members welcomed several new members, including Kissimmee Mayor Jose Alvarez, who was also elected Vice Chairman. Committee members approved the 2018 TDLCB bylaws, the 2018 grievance procedures, appointments to the grievance committee and the membership certification. Commissioner Constantine added that two presentations were provided, one was an update from ACCESS LYNX and the second explained the paratransit eligibility process. Commissioner Grieb reported that the Personnel Committee met on February 14 to conduct the Executive Director's annual review. The Personnel Committee was meeting again immediately following the Board meeting to discuss recruitment for the Executive Director's position. She added that there is no April Board meeting and the next meeting would be May 9th at Second Harvest Food Bank.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Harry Barley reported that Secretary Mike Shannon had a conflict and was not able to attend the meeting. He introduced Ms. Helen Miller from Senator Bill Nelson's office and Mr. Bob Slavin from the Executive Search firm. Mr. Barley added that due to time constraints for the meeting, he will provide a written report to Board members on items he had planned to report on.
- **Agenda Review:** None.
- **Public Comments:** Ms. Joanne Counelis commented on the need for 24 hour bus service 7 days a week.
- Unanimously **Approved** Consent Items: A-F.
- Unanimously **Approved** the Amendment to the Transportation Improvement Program (TIP) for FY 2017/18-2021/22 (ROLL CALL VOTE CONDUCTED).
- Unanimously **Approved** the Draft Unified Planning Work Program (UPWP) for submission to federal and state partners.
- **Other Business: Update on the 2018 Florida Legislative Session** (Ms. Virginia Whittington); **Innovative Interchanges on the I-4 Ultimate and I-4 Beyond the Ultimate Projects** (Ms. Beata Stys-Palasz, FDOT/D5)
- **Public Comments:** Ms. Dori Madison commented on the Corrine Drive study and the need to look at the options from a human scale and bike/ped safety aspect.

Ms. Abbie Melton commented that she lives across from Leu Gardens and a plan to move the entrance to Leu Gardens was not good and would result in a devaluation of property.
- **Next Board Meeting – May 9, 2018 at the Second Harvest Food Bank**

LYNX to Hold Pine Hills Transit Center Community Design Workshop

Solodev

The Central Florida Regional Transportation Authority (LYNX) will hold an interactive Community Design Workshop to gather community input on the proposed Pine Hills Transit Center design.

The Community Design Workshop will be held 10 a.m.-2 p.m. April 21 at Maynard Evans High School.

The workshop will engage the community and garner valuable input on the programming and basic layout of the facility.

LYNX will undertake the design and construction of the new transit center in the Pine Hills area located near the intersection of Belco Drive and Silver Star Road in Orange County. The Pine Hills Transit Center will serve as the new prototype for LYNX transfer centers going forward offering numerous benefits to the agency’s riders and community where located.

Lunch will be served with advance registration. For more information and to register, visit: www.pinehillsforward.com.

Community Design Workshop

DATE/TIME: Saturday, April 21, 2018
 10 a.m.- 2 p.m.

LOCATION: Maynard Evans High School
 Cafeteria
 4949 Silver Star Road
 Orlando, FL. 32811

-LYNX-

*For more information please contact Matt Friedman,
Director of Marketing Communications, at 407-254-6206
or mfriedman@golynx.com.*



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LYNX BOARD ADOPTS APRIL 29 SERVICE CHANGE

Posted: March 22, 2018

The Central Florida Regional Transportation Authority (LYNX) board of directors has approved eliminating **FastLink 406** (https://www.golynx.com/maps-schedules/routes-detail.shtml?portalProcess_dd_0_1_1=showPublicPosting&calendar_entry_id=4221) effective April 29.

New maps are being finalized and will be posted on [golynx.com](http://www.golynx.com/) (<http://www.golynx.com/>).

The next service change will coincide with the start of SunRail Phase 2.

April 29 Service Change

ROUTE ELIMINATION

- FastLink 406 (https://www.golynx.com/maps-schedules/routes-detail.shtml?portalProcess_dd_0_1_1=showPublicPosting&calendar_entry_id=4221) – Downtown Orlando/Medical City (Orange County) – Eliminate service.

-LYNX-

*For more information please contact Matt Friedman,
Director of Marketing Communications, at 407-254-6206 or
mfriedman@golynx.com (<mailto:mfriedman@golynx.com>).*

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LYNX and Central Florida First Responders to Host Emergency

Solodev

WHAT: The Central Florida Regional Transportation Authority (LYNX) has partnered with more than 60 first responders for a live full-scale emergency response exercise.

This extremely visual exercise will provide participants with an opportunity to assess capabilities, plans, policies and procedures during an unexpected situation. It will focus on decision-making, coordination, and integration with other organizations during a hostage takeover.

The expected outcome of the exercise is to strengthen interagency coordination resulting in a safer Central Florida community.

WHEN: March 22, 2018

9 a.m.

WHO: Orlando Police Department, Orlando Fire Department, Orlando Emergency Management, Orange County Sheriff's Office, Orange County Fire Rescue Department, Orange County Emergency Management, Transportation Security Administration, Orlando Health, Florida Highway Patrol and LYNX.

WHERE: 110 N. George De Salvia Orlando, FL 32807 (Lot behind City of Orlando EOC).

PARKING: Parking will be available at the event location.

MEDIA NOTE: The exercise will be open only to the media. If media members are contacted during the exercise we are asking all outlets to share this is a safe and controlled exercise.

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

-LYNX-

LYNX to Accept Applications for 17th Annual Public Service B

Solodev

The Central Florida Regional Transportation Authority's (LYNX) submission period has opened for qualified non-profit organizations in Orange, Osceola and Seminole counties to register for a spot on the agency's Public Service Bus.

Eight qualified agencies will be chosen in a random drawing to have their logo displayed for one year. The Public Service Bus travels routes every day throughout the three-county area.

To be eligible, for the 17th annual celebration, the non-profit organization must be based in Orange, Osceola or Seminole County; operate on a budget of less than \$1.5 million and show proof of 501(c)(3) status or be a governmental agency.

- Fill out registration form online (www.golynx.com) with all fields completed.
- Attach copy of 501(c)(3) status or government agency designation. (Example: IRS form.)
- Attach copy of annual budget of less than \$1.5 million. (Example: annual budget document.)
- Attach electronic file of organization logo in Adobe Illustrator (.ai) format.

The deadline to enter is 5 p.m. March 23. Incomplete entries will not be accepted. Winners will be notified after the random drawing the week of March 26.

Agencies on the 2017-18 Public Service Bus are not eligible until next year.

The official unveiling of the 2018-19 Public Service Bus will be held at a to-be-determined location in late April.

-LYNX-

*For more information please contact Matt Friedman,
Director of Marketing Communications, at 407-254-6206 or*

April Service Change Date Moved to April 29

Solodev

The previously announced Central Florida Regional Transportation Authority (LYNX) service change date has moved to April 29.

FastLink 406 is proposed to be eliminated.

The LYNX Board of Directors (BOD) will vote on the service proposal at their 1 p.m. March 22 meeting in the LYNX Central Station 2nd Floor Board Room.

Public workshops and hearings are scheduled for next week.

Public Workshop/Hearing

DATE/TIME: Tuesday, March 13
 4-5 p.m. (Workshop), 5-6 p.m. (Hearing)
LOCATION: LYNX Central Station
 2nd Floor Open Space
 455 N. Garland Ave.
 Orlando, FL 32801

Passengers should use any of the 32 Links serving LYNX Central Station in addition to LYMMO Orange Downtown, North Quarter, and Lime Lines or SunRail.

DATE/TIME: Wednesday, March 14, 2018
 10-11 a.m. (Workshop), 11 a.m.-noon. (Hearing)
LOCATION: Kissimmee City Hall
 101 Church St.
 Kissimmee, FL 34741

Passengers should use Links 10, 18, 26, 55, 56, 57, 108, 208, 407, 441 or NeighborLink 632.

DATE/TIME: Thursday, March 15, 2018
 Noon-1 p.m. (Workshop), 1-2 p.m. (Hearing)
LOCATION: Casselberry City Hall

95 Triplet Lake Dr.
Casselberry, FL 32707

Passengers should use Link 103.

Public comments also will be accepted through 5p.m. on March 19 at www.golynx.com on the “contact us” page, by mail or delivered to:

LYNX Central Station
455 N. Garland Ave.
Orlando, FL 32801
Attention: Service Change

Interested parties may view the proposed service change information at the LYNX Central Station 1st Floor Security Guard Post 8 a.m.-5 p.m. Monday-Friday. For additional information contact Bruce Detwieler, manager of service planning, at 407-254-6136.

April 22 Service Proposal*

ROUTE ELIMINATION

- FastLink 406 – Downtown Orlando/Medical City (Orange County) – Eliminate service.

** Subject to change.*

-LYNX-

*For more information please contact Matt Friedman,
Director of Marketing Communications, at 407-254-6206
or mfriedman@golynx.com.*

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