



MUNICIPAL ADVISORY COMMITTEE AGENDA

February 6, 2020 @ 9:30 A.M.



MUNICIPAL ADVISORY COMMITTEE MEETING NOTICE

DATE: Thursday, February 6, 2020

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 = MpoGuest
Password = mpoaccess

-
- I. CALL TO ORDER – Chairman Dale McDonald

 - II. PLEDGE OF ALLEGIANCE

 - III. CHAIRMAN'S COMMENTS

 - IV. PARTNER REPORTS
 - Florida Department of Transportation
 - Florida Turnpike Enterprise
 - LYNX

 - V. AGENDA REVIEW – Ms. Virginia Whittington

 - VI. CONFIRMATION OF QUORUM – Ms. Cathy Goldfarb

VII. PUBLIC COMMENTS ON ACTION ITEMS

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

VIII. ACTION ITEMS

A. Approval of December 5, 2019 Meeting Minutes (Tab 1)

Approval is requested of the December 5, 2019 meeting minutes, provided at **Tab 1**.

B. Support for Florida Dept. of Transportation Performance Measures Targets and Support for LYNX Transit Asset Management (TAM) Targets (Tab 2)

Mr. Nick Lepp, MetroPlan Orlando staff, is requesting the MAC to recommend the re-support of FDOT’s targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan. An attachment is provided in **Tab 2**.

IX. PRESENTATIONS AND STATUS REPORTS

A. 2045 MTP – Status Update & Discussion: Goals & Objectives (Tab 3)

Mr. Alex Trauger, MetroPlan Orlando staff, will give an update and lead a discussion on the Goals and Objectives for the 2045 Metropolitan Transportation Plan.

B. Presentation on Neptune Road PD&E Study

Mr. Clif Tate, Kimley-Horn, will give a presentation on the Project Development & Environmental (PD&E) study that is currently underway for the Neptune Road improvement project in Osceola County.

C. Presentation on Simpson Road PD&E Study

Mr. Howard Newman, HDR, will give a presentation on the Project Development & Environmental (PD&E) study that is currently underway for the Simpson Road improvement project in Osceola County.

D. Preview of MetroPlan Orlando Complete Streets Policy (Tab 4)

Ms. Sarah Larsen, MetroPlan Orlando staff, will present a preview of MetroPlan Orlando’s Complete Streets Policy that is currently under development.

X. GENERAL INFORMATION (Tab 5)

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. PD&E Study Tracking Report

A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area will be provided at the meeting.

D. 2020 Board Legislative Priorities

The list of legislative priorities for 2020 adopted by the MetroPlan Orlando Board is enclosed.

E. MetroPlan Orlando Board Highlights

A copy of the December 11, 2019 Board Meeting Highlights is enclosed.

F. LYNX Press Releases

A set of press releases from LYNX is enclosed.

G. 2045 MTP Outreach Event Reports

Reports on the latest outreach efforts for the 2045 MTP are enclosed.

XI. UPCOMING MEETINGS OF INTEREST

A. MetroPlan Orlando Board Meeting

The next MetroPlan Orlando Board meeting will be held on **February 12, 2020**, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

A. Next Municipal Advisory Committee meeting

The next MAC meeting will be on **March 5, 2020**

B. 2045 MTP Working Group Meetings

MetroPlan Orlando's 2045 MTP Working Group is scheduled to meet in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801 on the following dates:

- **March 19, 2020** at 9:30 a.m.
- **June 16, 2020** at 9:30 a.m.
- **August 11, 2020** at 9:30 a.m.
- **November 3, 2020** at 9:30 a.m.

XII. MEMBER COMMENTS

XIII. PUBLIC COMMENTS (GENERAL)

XIV. ADJOURNMENT

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

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

TAB 1





**MUNICIPAL ADVISORY COMMITTEE
MINUTES**

DATE: Thursday, December 5, 2019

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

TIME: 9:30 a.m.

Mayor Dale McDonald, Chairman, presided

Members in attendance:

Mayor Eddie Cole, Town of Eatonville
Council President Richard Horn for Mayor John Dowless, City of Edgewood
Commissioner Richard Firstner, City of Ocoee
Mayor Nicholas Fouraker, City of Belle Isle
Mayor Charles Lacey, City of Winter Springs
Mr. Randy Knight for Mayor Steve Leary, City of Winter Park
Mayor Dale McDonald, City of Maitland
Commissioner Joseph McMullen, Town of Oakland
Mayor Matt Morgan, City of Longwood
Mr. Steve Noto, City of Lake Mary
Mayor Megan Sladek, City of Oviedo

Members not in attendance:

Mayor Charlene Glancy, City of Casselberry
Mayor Jim O'Brien, Town of Windermere
Council Member Keith Trace, City of St. Cloud
Vacant, City of Winter Garden

Others in attendance were:

Mr. Nathan Mozezelski, FDOT/Atkins
Ms. Rakinya Hinson, FDOT
Ms. Carol Scott, FTE
Mr. Keith Caskey, MetroPlan Orlando
Mr. Nick Lepp, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando
Ms. Leilani Vaiaoga, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Ms. Mary Ann Horne, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando

Ms. Sarah Larsen, MeroPlan Orlando
Ms. Cynthia Lambert, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. CALL TO ORDER

Chairman Dale McDonald called the meeting to order at 9:37 a.m.

II. PLEDGE OF ALLEGIANCE

Mayor Charles Lacey led the committee in the Pledge of Allegiance.

III. CHAIR'S ANNOUNCEMENTS

Chairman McDonald welcomed Mayor Megan Sladek, newly elected from the City of Oviedo. He noted that Mr. Randy Knight was in attendance for Mayor Steve Leary.

IV. CONFIRMATION OF QUORUM

Ms. Goldfarb confirmed a quorum was present.

V. PARTNER REPORTS

FDOT

Ms. Rakinya Hinson, FDOT, presented later in the agenda.

Florida's Turnpike Enterprise

Ms. Carol Scott, Florida's Turnpike Enterprise, presented later in the agenda.

LYNX

Mr. Myles O'Keefe, LYNX, reported that LYNX had begun construction on their new operations center project. He told MAC members that the paratransit fleet will be housed in the new facility and existing support staff will be shifted to that facility as well.

VI. AGENDA REVIEW/FOLLOW-UP

Ms. Virginia Whittington welcomed everyone and told committee members that Commissioner McMullen was running late. She welcomed Mayor Sladek and noted that Council President Richard Horn would be attending for Mayor Dowless. Ms. Whittington called attention to a survey for the 2045 MTP that was recently emailed to all board and committee members. Participation was requested by December 17th, she stated that a presentation on the 2045 MTP was scheduled for February 2020. Ms. Whittington added that the 2020 desk calendars

were provided, and noted Mr. Nathan Mozezelski would be the presenter for the ATTAIN Program item on the agenda.

VII. Public Comments on Action Items

None.

VIII. ACTION ITEMS

A. Approval of November 7, 2019 Meeting Minutes

Approval was requested of the November 7, 2019 meeting minutes, which were provided.

MOTION: Mayor Charles Lacey moved for approval of the November 7, 2019 meeting minutes. Mr. Randy Knight seconded the motion, which passed unanimously.

B. Amendment to 2040 LRTP

Mr. Keith Caskey, MetroPlan Orlando staff, requested the MAC to recommend that the 2040 Long Range Transportation Plan (LRTP) be amended to include several Florida Turnpike Enterprise, CFX, and local projects, and a new flyover at the Maitland Blvd./Maitland Avenue intersection. More information was provided.

MOTION: Mayor Megan Sladek moved for approval of the amendment to the 2040 Long Range Transportation Plan. Mayor Eddie Cole seconded the motion, which passed unanimously.

C. Amendment to FY 2024/25 - 2039/40 PPL

Mr. Keith Caskey, MetroPlan Orlando staff, requested the MAC recommend that the FY 2024/25 – 2039/40 Prioritized Project List (PPL) be amended to include the Maitland Blvd./Maitland Avenue flyover and bicycle and pedestrian connectivity improvements at the Altamonte Springs SunRail station. Information on this request was provided.

MOTION: Mayor Charles Lacey moved for approval of the amendment to the FY 2024/25 – 2039/40 Prioritized Project List. Mayor Megan Sladek seconded the motion, which passed unanimously.

D. FTE Amendment to FY 2019/20 - 2023/24 TIP

Mr. Keith Caskey, MetroPlan Orlando staff, requested the MAC recommend that the FY 2019/20 – 2023/24 TIP be amended to include funding changes for two new interchange projects at SR 528 and Voltaire Road, and Florida's Turnpike and Taft-Vineland Road. A letter from Florida Turnpike Enterprise (FTE) explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution that was scheduled to be presented at the December 11th Board meeting.

MOTION: Mayor Charles Lacey moved for approval of the FTE amendment to the FY 2019/20 - 2023/24 TIP. Mayor Megan Sladek seconded the motion, which passed unanimously.

E. FDOT Amendment to FY 2019/20 - 2023/24 TIP

Mr. Keith Caskey, MetroPlan Orlando staff, requested the MAC to recommend that the FY 2019/20 - 2023/24 TIP be amended to include two LYNX projects, and a new truck parking facility at I-4 and US 17/92 in Seminole County. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution scheduled to be presented at the December 11th Board meeting.

MOTION: Mayor Charles Lacey moved for approval of the FDOT amendment to the FY 2019/20 - 2023/24 TIP. Mayor Megan Sladek seconded the motion, which passed unanimously.

IX. PRESENTATIONS AND STATUS REPORTS

A. Presentation on FY 2020/21 - 2024/25 Tentative Five Year Work Program

Ms. Rakinya Hinson, FDOT, and Ms. Carol Scott, FTE, presented an overview of the new FY 2020/21 - 2024/25 Tentative Five Year Work Program. Ms. Hinson provided background information on the Five-Year Work Program and the program development. She noted that the work program was tentative until adopted by the state legislature and she provided the timeline for adoption. Ms. Hinson reviewed projects in the tentative work program by county.

Ms. Carol Scott provided project funding totals for all of District 5 as well as the totals for Orange, Osceola and Seminole Counties noting that toll revenues were the funding source. She called attention to a handout with project information in the members' supplemental folders. Ms. Scott then reviewed the major non-resurfacing projects in the tentative Five-Year Work Program.

B. Presentation on ATTAIN Program

Mr. Nathan Mozezelski, FDOT/Atkins, gave a presentation on the current status of the Advanced Transportation Technology-AIN (ATTAIN) traffic management program in east Orange County. Mr. Mozezelski reviewed the program partners, the challenge and solution, funding, timeline and FDOT mission. He called attention to the four main programs Pedsafe, Greenway, Smart Community and Sunstore and provided information on the components of each of the programs. Mr. Mozezelski noted that the program hopes to launch an autonomous shuttle at UCF for the spring semester. Discussion ensued regarding data being pulled, incident response and how the program differs from Google.

C. Presentation on Strategic Plan

Ms. Virginia Whittington, MetroPlan Orlando staff, gave a presentation on MetroPlan Orlando's Strategic Plan, which was scheduled to be presented for approval at the December 11th Board meeting. A copy of the executive summary was provided and the full report was available in the MetroPlan Orlando board agenda packet. Ms. Whittington, who was the project manager, provided information on the agenda, the Strategic Plan team and the five main goals. She thanked MAC members for their participation and noted that the plan identified issues important to elevate the role of MetroPlan Orlando and for the agency to thrive. Ms. Whittington reviewed the five goals and their corresponding objectives, the implementation plan and next steps.

D. Status Report on Legislative Priorities

Ms. Virginia Whittington, MetroPlan Orlando staff, gave a status report on MetroPlan Orlando's legislative priorities. Ms. Whittington noted that safety was the main focus for the legislative priorities. As part of the safety focus, she told MAC members that they will be looking for funding to expand Best Foot Forward and encouraging the legislature to include cyclists in venerable road users language in legislation. Ms. Whittington reported the balance of legislative priorities were carried over and involve support for MPOAC and other state agency priorities. She added that there will likely be bills seeking to expand texting while driving to completely hands free and legislation had been introduced to add pedestrian crosswalks controlled by traffic signals. Ms. Whittington noted that this year a step back had been taken in regards to seeking authorization for transportation funding..

X. GENERAL INFORMATION

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area was provided.

B. Variance Report on Currently Adopted and New Tentative Five Year Work Programs

A report from FDOT that includes projects from both the FY 2019/20 – 2023/24 Adopted Five Year Work Program and the FY 2020/21 – 2024/25 Tentative Five Year Work Program is enclosed. This report identifies the projects that were advanced, deferred, deleted, or moved out during the four common years (FY 2020/21 – 2023/24) of the two Work Programs.

C. FY 2018/19 Federally Funded Projects

A list of the highway, TSMO, bicycle and pedestrian, transit and aviation projects in the Orlando Urban Area for which Federal funding was obligated during FY 2018/19 has been prepared to meet the federal requirement for MPOs. This document could be accessed on the MetroPlan Orlando website at: <https://metroplanorlando.org/wp-content/uploads/Fed-Projects-1819.pdf>

D. Comparison of 2018 & 2019 BEBR Population Estimates

A spreadsheet and cover memo comparing 2018 and 2019 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for Central Florida was provided.

E. MetroPlan Orlando Board Highlights

A copy of the November 13, 2019 Board Meeting Highlights was provided.

F. Approved 2020 Board/Committee Meeting Schedule

The approved 2020 MetroPlan Orlando Board and Committee Meeting Schedule was provided.

G. 2020 Calendar

A memo from Mr. Huttman dated November 2019 along with a copy of MetroPlan Orlando's 2020 planning calendar was provided at the meeting.

H. LYNX Press Releases

A set of press releases from LYNX was provided.

I. Bicycle & Pedestrian Activities Update

Information on bicycle and pedestrian activities in the region was provided.

Ms. Whittington called attention to general Information item D. population estimates.

XI. UPCOMING MEETINGS OF INTEREST

A. Next MetroPlan Orlando Board Meeting

The MetroPlan Orlando Board meeting was scheduled for December 11, 2019, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Next Municipal Advisory Committee meeting

The next MAC meeting will be on February 6, 2020

XII. MEMBER COMMENTS

None

XIII. PUBLIC COMMENTS (GENERAL)

None.

XIV. ADJOURNMENT

Mr. Mozezelski told MAC members that all the information he presented could be found at www.cflsmartroads.com.

The Municipal Advisory Committee meeting was adjourned at 10:52 a.m.

The meeting was recorded and transcribed by Ms. Cathy Goldfarb.

Approved this 6th day of February 2020.

Mayor Dale McDonald, 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: February 12, 2020

Agenda Item: IX.C (Tab 4)

Roll Call Vote: No

Action Requested:	Board approval is requested for the <u>re-support</u> of the Florida Department of Transportation (FDOT) performance targets for Safety, Bridge & Pavement Condition, Travel Time Reliability, and <u>re-support</u> of the Lynx Transit Asset Management (TAM) targets
Reason:	Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Performance Measure Implementation Requires MPOs to support the Performance Measure targets annually and bi-annually.
Summary/Key Information:	<p>The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) has made a push toward performance based planning and has developed a set of performance measures for Safety, System Performance, Bridge Conditions, Pavement Conditions, and Transit Assets. MPOs are required to re-support the Safety Target annually, and the other targets bi-annually. FDOT has taken the lead on data collection, performance measure development and target setting to address the FHWA performance measures.</p> <p>By supporting the FDOT Statewide Targets, FDOT will provide the required performance measures, trend analysis and reporting materials.</p> <p>The targets set by FDOT and Lynx for the Federal Performance Measures, with the targets set by MetroPlan Orlando, will be the guiding criteria for future Project Priority Lists (PPL) and advancement of projects into the Transportation Improvement Program (TIP).</p>
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: recommended approval January 22, 2020 TSMO: recommended approval January 24, 2020 TAC: recommended approval January 24, 2020 MAC: to be determined
Staff Recommendation:	Recommends approval to <u>re-support</u> the FDOT targets and <u>re-support</u> the Lynx TAM targets
Supporting Information:	These documents are provided at Tab 4: Performance Measures Information document Resolution

MAP-21 Performance Management

June 2018

OVERVIEW

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. This document highlights key provisions of these rules and their implications for Florida's MPOs. It also provides a timeline, reporting requirements and options for target setting.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rule established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). The rules also indicate how MPOs should set targets, report progress, and integrate performance management into their Long-Range Transportation Plans (L RTPs) and Transportation Improvement Programs (TIPs).



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

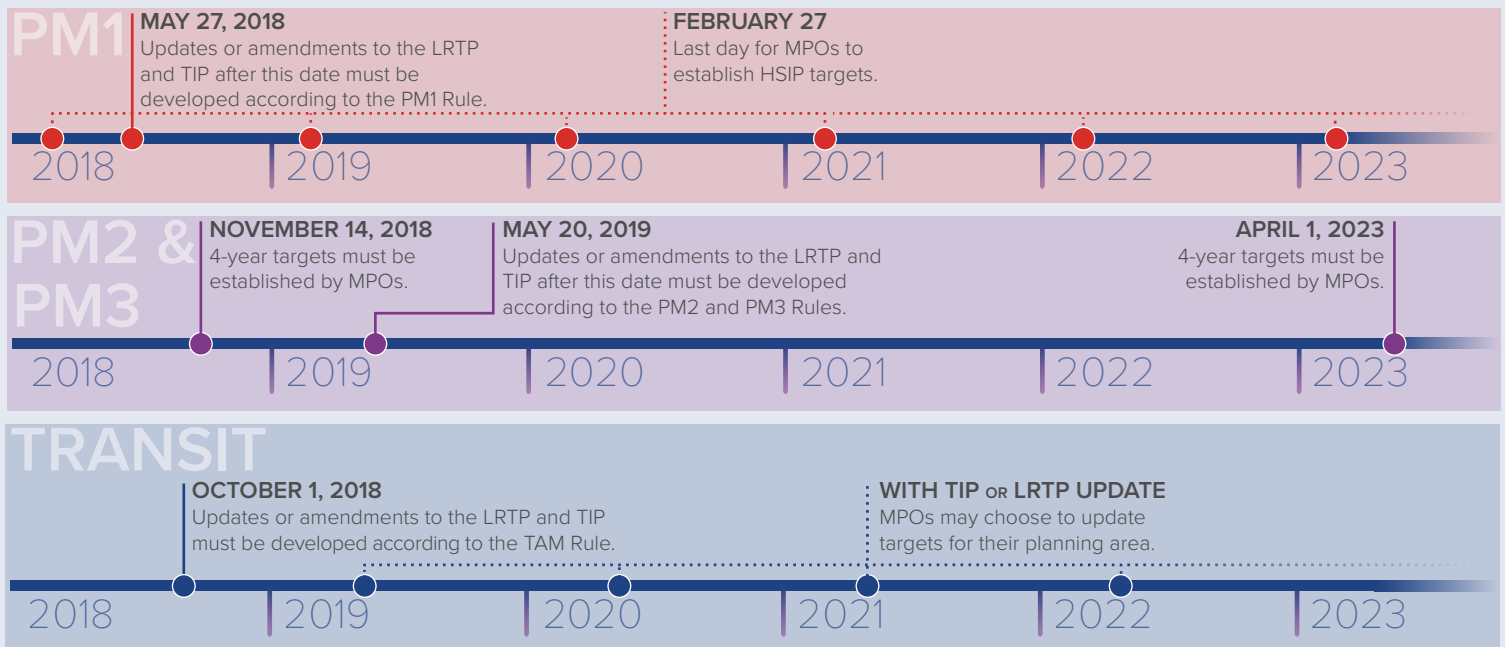
MPO TIPs shall:

- » Reflect the investment priorities established in the current metropolitan transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the four accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rule.

TIMELINE



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Each MPO will establish a target for each applicable federally required performance measure. MPOs should establish their targets through existing processes such as the TIP and LRTP update. For the TAM measures, MPOs will set their own target in coordination with transit agencies and FDOT. For the PM1, PM2, and PM3 measures, each MPO will have the option of establishing a target by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO should provide documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's state-wide target for that performance measure.

OR

Set own target, using a quantifiable methodology for MPO planning area.

If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT. The MPO will provide documentation to FDOT that includes the target adopted by the MPO board and when it was set.

MPOs must provide the selected option to FDOT no later than 180 days after FDOT sets its target.

ASSESSMENT OF SIGNIFICANT PROGRESS

While FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets, it will not directly assess MPO progress toward meeting their targets. However, FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including the MPO certification reviews and reviews of adopted and amended LRTPs and adopted and amended MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning

Mark.Reichert@dot.state.fl.us | (850) 414-4901



RESOLUTION NO. 20-01

SUBJECT:

Performance Management Measures and Targets for Safety, Travel Time Reliability, Bridge Condition, Pavement Condition and Transit Assets

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 Fixing Americas Surface Transportation Act, continuing Moving Ahead for Progress in the 21st Century's overall performance management approach, requires state Department of Transportation's to establish performance measures in a number of areas, including setting targets; and

WHEREAS, the Fixing Americas Surface Transportation Act, continuing Moving Ahead for Progress in the 21st Century's overall performance management approach, requires Transit Agencies to establish performance measures in a number of areas, including setting targets for assets; and

WHEREAS, MetroPlan Orlando wishes to establish its targets as those of the Florida Department of Transportation (FDOT); and agrees to work with the State and to address areas of concern for performance based planning within the metropolitan planning area; and

WHEREAS, MetroPlan Orlando wishes to establish its targets as those of the Central Florida Regional Transportation Authority (LYNX); and agrees to work with them to address transit assets within the metropolitan planning area; and

WHEREAS, MetroPlan Orlando will coordinate with the State and LYNX to integrate the performance measures and targets into the planning processes and documents;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that it supports the Florida Department of Transportation's (FDOT) and Central Florida Regional Transportation Authority (LYNX) Performance Targets, and agrees to plan and program projects that contribute toward the accomplishment of the Performance Measures and Targets.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 12th day of February, 2019.

Certificate

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

Commissioner Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





2045

FUTURE DR.

BUS



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

2045

Metropolitan Transportation Plan

Technical Series #1
Goals & Objectives

Working Draft:
November 26, 2019

What is in this document?

This technical series outlines MetroPlan Orlando's transportation vision, goals, and objectives for the 2045 MTP update process. The 2045 Plan goals and objectives are established by building on the previous 2040 Long Range Transportation Plan and refined based on a comprehensive review of federal, state, and local plans. Input from the public, the MetroPlan Orlando Board and its advisory committees, and working groups are also considered.

The goals and objectives outlined in this document will guide subsequent planning and analysis efforts over the course of the 2045 Plan development and implementation. These include:

The **Congestion Management Process** – where goals and objectives will provide a mechanism for ensuring investment decisions are made with a clear focus on desired outcomes using performance measures;

Scenario Planning – a framework to estimate and evaluate scenarios (multiple futures) based on their ability to support goals and objectives and achieve established targets; and

Project Evaluation & Prioritization – a performance-based approach to assess which candidate transportation projects do the best job addressing goals and objectives.

The 2045 Plan's goals and objectives will be the basis for prioritizing federally and state-funded transportation projects and ultimately determine the order of projects and programs to be funded in the "cost-feasible plan".

HOW TO GET INVOLVED IN THE 2045 PLAN



Online at MetroPlanOrlando.org

Learn more about how long range planning works and sign up for our e-newsletter to get email updates on comment opportunities



Request printed material

If you don't have digital access and prefer information in paper form, you can make that request by calling the number below



In person

Invite us to attend your event or present to your group by contacting our community outreach staff



Questions?

Contact our community outreach staff at MTP@MetroPlanOrlando.org or 407-481-5672



On social media

Follow us on Facebook and Twitter to learn about transportation news and when we'll be out in the community



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DRAFT



Introduction

The 2045 Plan goals and objectives will guide the direction and focus of every other element of the metropolitan transportation planning process. It's a way of defining what we want to achieve and how to get there. This decision-making framework organizes our shared transportation vision into broad goals (representing the desired effect of a process or effort), fixed and measureable objectives (a more detailed or actionable subset of goals), and performance measures to give us a direct and quantitative way of evaluating and monitoring progress.

Visioning and objective-setting are critical elements of MetroPlan Orlando's long range transportation planning and regional decision-making processes. The 2045 Plan goals, objectives, and performance measures will be established by building on the previous 2040 Long Range Transportation Plan and refinement based on a comprehensive review of federal, state, and local plans. Input from the public, the MPO Board and its advisory committees, and working groups will also be considered in goal and objective setting.

Transportation Planning Goals

The 2045 Plan will be guided by five overarching goals that together advance our vision for *a regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality*. Preliminary planning goals are shown in the figure below, while the sections that follow describe the specific objectives and possible performance indicators we have identified for achieving each of our five core transportation-oriented goals. Mode and user-specific performance measures, benchmarks and targets will be later developed as part of the congestion management process (CMP) and scenario planning tasks.



Safety & Security

Provide a safe and secure transportation system for all users



Reliability & Performance

Leverage innovative solutions to optimize system performance



Access & Connectivity

Enhance communities and lives through improved access to opportunities



Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas



Investment & Economy

Support economic prosperity through strategic transportation investment



Goal #1: Safety & Security

Provide a safe and secure transportation system for all users

MetroPlan Orlando and its planning partners are committed to improving public safety and security. In February 2019, the MetroPlan Orlando board unanimously supported the Florida Department of Transportation's Vision Zero statewide safety performance targets. This policy acknowledges human life and health is paramount and that no loss of life is acceptable. Safety and security are shared responsibilities between transportation users and the professionals that plan, design and operate the regional system.



Objectives

- Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users
- Provide infrastructure and services to help prepare for, respond to, and recover from emergencies
- Prevent and mitigate transportation-related security risks
- Improve emergency response and incident clearance times
- Increase the resiliency of infrastructure to risks, including extreme weather and environmental conditions

Indicators

- Number of fatalities, serious injuries and crashes by mode/user
- Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users
- Number of evacuation route lane miles per 1,000 households
- Average emergency response time by incident occurrence and notification time
- Average crash/incident clearance time (return to baseline operating capacity)



Goal #2: Reliability & Performance

Leverage innovative solutions to optimize system performance

Rapidly developing technological innovations have the potential to disrupt the way we think about transportation systems. These changes range from improvements to existing technologies including Intelligent Transportation Systems (ITS), to shared mobility, improved traveler information tools, and connected or automated vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region plans and designs roadways and other transportation infrastructure.



Objectives

- Improve travel time reliability on the transportation system
- Enhance and expand the region's ITS, adaptive and actively managed traffic systems
- Reduce travel time per capita (peak and off-peak travel times)
- Improve average transit on-time performance (bus and rail services)
- Maintain roadway level of service (LOS)
- Adapt transportation infrastructure and technologies to meet changing traveler needs and desires

Indicators

- Percent of interstate and non-interstate roadways providing reliable travel times
- Truck travel time reliability index
- Percent of system miles actively monitored and managed
- Number of vehicle hours traveled (VHT) per capita
- Percent of roadway miles and vehicle miles traveled (VMT) operating above level of service standards
- Average vehicle on-time performance and percent of transit system on-time performance



Goal #3: Access & Connectivity

Enhance communities and lives through improved access to opportunities

Transportation plays an integral role in supporting vibrant, prosperous communities and enabling individuals and families to access jobs, essential services, education, as well as other social, cultural, and recreational opportunities. MetroPlan Orlando will continue to work to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves. The region's economy depends on a robust, resilient transportation system that connects people to places, and efficiently moves freight and goods.



Objectives

- Increase transit system frequency
- Improve housing and employment access to high-frequency transit
- Improve access to essential services across all modes of transportation
- Reduce per capita vehicle miles traveled (VMT)
- Increase ridership on public transportation
- Reduce the reliance on single-occupant vehicle travel
- Plan and develop transportation systems that reflect regional and community values

Indicators

- Percent of population within ½ mile of 30-minute and 15-minute transit frequency
- Percent of jobs within 30-minute travel time (peak and off-peak; travel time thresholds may vary by mode)
- Vehicle miles traveled per capita
- Average fixed-route transit frequency
- Percent of fixed-route transit system frequency: <15-minutes, 16-30 minutes, 31-59 minutes , >60 minutes
- Average person trip distance
- Percent of non-auto mode share/split



Goal #4: Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas

The region's outstanding natural environment is a key element for economic progress and public health. Abundant natural resources, a beautiful setting, and vibrant communities make every industry more competitive in a global economy. Maintaining this advantage depends on a healthy natural and built environment with clean industries, good jobs, managed growth, and lively centers. MetroPlan Orlando will continue to enhance the planning process to give greater emphasis to public health, equity, land use and other emerging issues.



Objectives

- Provide transportation solutions that contribute to improved public health
- Expand conservation lands and minimize land consumption for future development
- Increase population/employment densities and mix of land uses
- Reduce per capita related air quality pollutants and greenhouse gas emissions
- Reduce adverse health impacts associated with physical inactivity
- Plan and develop transportation systems in a manner that protects and restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
- Reduce transportation system impacts caused by stormwater issues and flooding
- Prevent disproportionate adverse effects of transportation projects on minority and low-income communities

Indicators

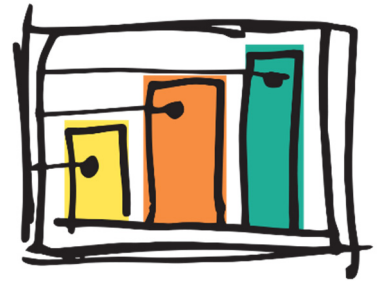
- Consumption and density of new growth/development
- Number of developed and conservation acres per capita
- Units of carbon dioxide (CO₂), Ozone (O₃) precursor emissions, particulate matter (PM), and other transportation-related greenhouse gas equivalencies
- Public health indicators including rates of asthma, obesity and diabetes
- Percent of public transportation infrastructure within wetlands or the 100-year flood plain
- Percent of system miles that have documented stormwater issues



Goal #5: Investment & Economy

Support economic prosperity through strategic transportation investment

A safe and efficient transportation system serves as the backbone of the economy, and a healthy economy is vital to creating and maintaining a high standard of living and quality of life for residents and visitors to Central Florida. To support stable and lasting prosperity, the 2045 Plan will focus on connecting businesses, people, and places. A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work optimally. Strong regional growth requires continuous coordination to ensure that the region's quality of life remains an economic asset in the future.



Objectives

- Exceed industry, state, and national standards for infrastructure and asset quality, condition, and performance for all public transportation infrastructure
- Reduce per capita delay for residents, visitors, and businesses
- Increase affordability for transportation and housing choices
- Improve transportation experience for visitors and supportive-industry workers
- Increase the number of skilled workers in Central Florida's transportation-related industries
- Promote transportation projects that expand and enhance economic prosperity

Indicators

- Percent of pavement in good and poor condition
- Percent of bridges in good or poor condition
- Transit asset management performance measures
- Percent of regional visitor emphasis corridors providing reliable travel times
- Hours of travel time delay and associated cost (auto and commercial vehicles)
- Housing indicators including inventory, distribution and quality of affordable housing
- Benefit-cost and economic impacts



Moving Forward

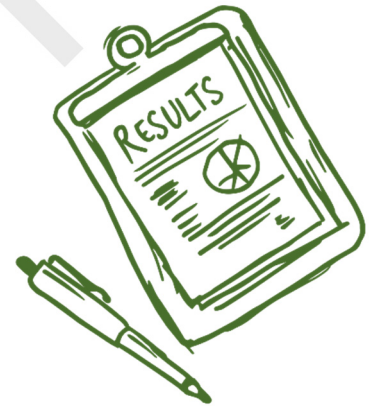
The 2045 MTP puts the user at the forefront of how we do business and plan for the future. We will employ the idea of the curb-cut effect¹ throughout the Plan – the concept that when the transportation system is designed to meet the needs of its most vulnerable users, the benefits cascade to everyone. The goals and objectives outlined in this document will guide subsequent planning and analysis efforts over the course of the 2045 Plan development, its implementation, and process improvement.

Congestion Management Process (CMP)

The CMP will follow an objective-driven, performance-based approach to planning for congestion management. Through the use of the goals and objectives established in this document, the CMP will provide a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. This approach involves screening strategies using objective criteria and relying on system performance data, analysis, and evaluation.

Scenario Planning & Needs Assessment

The scenario planning approach provides a framework for developing a shared vision for the future by analyzing various factors, testing alternatives, and extensively involving stakeholders, including the public, business community and elected officials. It is an enhancement of, not a replacement for, the traditional transportation planning process. Scenario planning uses data, metrics and forecasting tools to estimate and evaluate scenarios based on their ability to maximize system performance and support achievement of the goals and objectives.



Project Evaluation & Prioritization

A performance-based approach to identify and assess the candidate transportation projects will be used in conjunction with the scenario planning and needs assessment processes. The intent of this approach is to identify which projects do the best job of addressing the 2045 Plan's goals and objectives. This will be the basis for prioritizing federally and state-funded transportation projects and ultimately determining the order of projects and programs to be funded in the "cost-feasible plan".

Conclusion

Cross-sector leadership and partnership will be essential to achieving the 2045 Plan's goals and objectives. To fulfill and sustain Central Florida's social and economic promise, our future transportation system must provide reliable access to opportunity. There is no single solution for our region's transportation needs. Rather, we must tackle these challenges from several different angles, using a variety of tools and strategies. By following through and taking bold action we can achieve lasting, positive impacts for our region, our communities and our citizens.

¹ Angela Glover Blackwell, "The Curb-Cut Effect," Stanford Social Innovation Review 15, no. 1 (2017), https://ssir.org/articles/entry/the_curb_cut_effect?platform=hootsuite.





COMMUNICATE

culture

RESULTS



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BUS

TAB 4





Regional Complete Streets Policy

EXHIBIT A

Draft: 1/15/20

- 1.0 Purpose
- 2.0 Background
- 3.0 Definition
- 4.0 Vision
- 5.0 Goals
- 6.0 Applicability
- 7.0 Design
- 8.0 Implementation
- 9.0 Exceptions and Appeals
- 10.0 Evaluation and Performance Standards

1.0 Purpose

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets that consider the needs of everyone within the MetroPlan Orlando planning area and authority. The Complete Streets Policy will require special care is taken when evaluating the impacts of proposed projects on traditionally underserved communities in a manner that fosters equity across the region. This policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that officials, planners, and engineers consistently plan, design, and fund streets for all people.

2.0 Background

Today's changing environmental, social, and economic realities are requiring regions throughout the country to rethink previous approaches to transportation planning and decision-making. Increasingly, communities want solutions that grow the local economy, improve mobility, and promote health in equitable and sustainable ways. These goals can be achieved through policies that foster change in the surrounding environment. MetroPlan Orlando recognizes this new challenge and seeks to incorporate a "Complete Streets" way of thinking throughout the region's transportation investments.

Complete Streets play an important role in implementing MetroPlan Orlando's long range vision for a safe and accessible multimodal system. Complete Streets support vibrant, healthy, and sustainable communities. The intent of the Complete Streets policy is to enhance safety and improve how people walk, bike, drive, use transit, use micromobility vehicles, and get items from point A to point B.

Improved safety is a motivating factor as the Central Florida region has consistently ranked in the top five for most dangerous places to walk in the nation according to Smart Growth America's Dangerous By Design Reports. Our area continues to attract millions of tourists annually, with 75 million visitors in 2018, more than anywhere else in the country. Our region is also one of the fastest growing in the nation in terms of population growth. With this in mind, all those who come to Central Florida should know that they will be safe and secure, regardless of how they travel throughout our area.

Complete Streets offer shaded and safe access to local recreational opportunities and essential services, which can also improve mental health and encourage increased economic and physical activity. As a tourism-based economy, the Central Florida region has a high concentration of low or minimum wage jobs, which pushes median income below

national averages. At the same time, our region is facing a housing affordability crisis. Complete Streets will improve safety for vulnerable users, including those who cannot afford a vehicle, and will allow for greater economic opportunities through improved connectivity to the region's activity centers.

This Complete Streets policy will help MetroPlan Orlando achieve the following overarching goals of the 2040 Long Range Transportation Plan:

- Safety
- Balanced Multi-Modal System
- Integrated Regional System
- Quality of Life
- Efficient and Cost Effective
- Energy and Environmental Stewardship
- Economic Vitality

MetroPlan Orlando's Complete Streets policy implements part of its Strategic Business Plan calling for more context sensitive and multi-modal solutions.

3.0 Definition

Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight and service operators. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

4.0 Vision

MetroPlan Orlando's overarching transportation vision is adopted as the Complete Streets program's vision: "A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality."

5.0 Goals

The goals of this Complete Street Policy are:

- 1) Create a complete, connected network of streets, roads, and trails that safely and comfortably serves every type of system user,
- 2) Provide safe and comfortable transportation options for vulnerable users of all ages and abilities,
- 3) Support redevelopment of and connectivity to activity centers, and
- 4) Provide safe, comfortable, and effective access to transit through walking and bicycling.

6.0 Applicability

This policy applies to new construction and the reconstruction of local and state roads, including but not limited to intersection projects, capacity projects, safety projects, bridges, and other facilities that receive federal and state funding. All phases of implementation will be governed by this policy including planning, design, right-of-way acquisition, and construction. MetroPlan Orlando recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain the region's transportation system. Local partners include the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, Orange County, Osceola County, Seminole County, the City of Altamonte Springs, the City of Apopka, the City of Kissimmee, the City of Orlando, the City of Sanford, other municipal governments, LYNX, and others.

This policy furthers MetroPlan Orlando's role as a leader in transportation planning in the region and the state. As a regional transportation partnership, the organization plans for the development of interdisciplinary and regionally significant bicycle, pedestrian, transit, freight, and roadway facilities. These mobility options are critical for ensuring

safe, comfortable, and reliable transportation to schools, parks, medical facilities, grocery stores, and other necessary community services.

MetroPlan Orlando is not directly responsible for maintenance and operations of roads and transportation systems, but encourages local and state government partners to consider maintenance and operations activities as opportunities for providing safer, more comfortable, and accessible transportation options for everyone. While not taking a direct role in its implementation, MetroPlan Orlando also supports land use design that encourages walking, bicycling, and use of public transportation.

MetroPlan Orlando encourages all local government partners to adopt Complete Streets policies. MetroPlan Orlando shall assist participating jurisdictions through an implementation program that aids in the development and adoption of local Complete Streets policies.

7.0 Design

Designs shall include accommodations for everyone and be sensitive to the project's context. Complete Streets may incorporate different elements for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with the Complete Streets policy. The best practices and guidance can include, but are not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice, and
- Transit Street Design Guide, Urban Bikeway Design Guide, and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

MetroPlan Orlando recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach resulting in safe, comfortable environments for everyone.

MetroPlan Orlando seeks to put additional emphasis on safety with consideration for appropriate facilities based on mode of travel and speed. Internal research has shown that bicyclist accommodation is especially context sensitive, this also includes micromobility options that have comparable speeds to bicyclists. Implementing agencies are encouraged to consider the needs and interactions of fast-moving cyclists, leisure riders moving at a slower pace, micromobility users moving at varying speeds, and people walking. Slower riders can often be safely accommodated with pedestrians. Faster riders, however, are typically more safely accommodated in a facility separated from pedestrians who are moving at slower speeds on the sidewalk. The choice of accommodation should also take into account land use, numbers of intersections and driveways, motorist speeds, and visibility.

Impacts

During the design phase of the Complete Street project, it is vital for planners and engineers to consider the impacts to the community during each phase. Community engagement is necessary and encouraged during this phase. It is the

goal of the Complete Streets policy to mitigate any unintended consequence such as involuntary displacement. The design must also take into consideration traffic flows during the construction of the Complete Street, specifically for the safety of bicyclists and pedestrians. The project must also address maintenance of traffic during construction, especially for bicyclists, pedestrians and other vulnerable users.

8.0 Implementation

MetroPlan Orlando will implement its Complete Streets policy through a multi-faceted approach that considers local context, existing programming, and community outreach. This process will be revisited every five years during the Metropolitan Transportation Plan (MTP). Implementation of this policy will be done through a menu of options, including but not limited to:

Education and Training

MetroPlan Orlando will develop educational materials for local agencies; assist in training workshops for elected officials, community leaders, and private development partners on the benefits of Complete Streets; and distribute best practice information on Complete Streets design.

These materials will include, but are not limited to:

- Communications Guide
- Training Workshops
- Informational Handouts
- Manuals

Programming

MetroPlan Orlando will incorporate the Complete Streets policy into its existing and forthcoming planning and policy documents. This includes, but is not limited to:

- Project Application Tool: MetroPlan Orlando will develop guidance documents, such as a checklist, that assist local municipalities with incorporating Complete Streets elements into planning and design. The documents will guide a project's submission in MetroPlan Orlando's Project Application Tool and resulting Project Profile. Complete Streets best practices, governing design standards, and a series of local case studies will inform this guidance.
- Planning Documents and Activities: The Complete Streets policy will be integrated into MetroPlan Orlando's planning documents and activities, including but not limited to:
 - Bicycle and Pedestrian Plan
 - Metropolitan Transportation Plan
 - Transportation Improvement Program
 - Congestion Management Process
 - Public Participation Plan
 - Transportation Systems Management and Operations Activities, including Intelligent Transportation Systems and emerging technologies
 - Freight Planning Activities
 - Health Planning Activities

Prioritization

MetroPlan Orlando shall prioritize Complete Streets projects using a variety of goals, federal planning factors, and performance measures and targets that will be outlined in the 2045 Metropolitan Transportation Plan. Where applicable, these measures shall place emphasis on addressing traditionally underserved communities (such as

Environmental Justice areas, defined in our Title VI Plan), ensuring the residents of these communities are able to make multimodal connections to vital activity centers.

Under FDOT's Resurfacing, Restoration and Rehabilitation (RRR) process as well as the roadway maintenance programs of other local government partners, MetroPlan Orlando will prioritize Complete Street elements within roadway projects to ensure projects are as cost effective as possible.

MetroPlan Orlando's Congestion Management Process (CMP) follows an objective-driven, performance based approach to planning for congestion management. Using an established set of goals and objectives that were informed by the Metropolitan Transportation Plan (MTP), the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. As Complete Streets projects are identified and/or developed, the CMP will help qualify potential projects for inclusion into the regional transportation program and will prioritize the projects using the same rubric for all submitted projects. The CMP establishes a baseline condition for future comparison of conditions and allows for project prioritization based on the potential to meet the goals and objectives established as part of the CMP.

Funding

MetroPlan Orlando will explore and identify funding sources to implement high quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts. These funding sources could include, but not be limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs
- Public-Private Partnerships

MetroPlan Orlando shall continue to dedicate 23% of its urbanization fund to Complete Street implementation, 100% of the urbanized area funds are identified for context sensitive solutions which include shared elements of Complete Streets. The prioritization of funding for these projects is ranked by MetroPlan Orlando's performance-based prioritization process.

9.0 Exceptions and Appeals

During the planning and design process, conditions may arise where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, it is necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or the regional trail network.
2. Transit accommodations are not required where there is no existing or planned transit service.
3. An equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted.
4. The cost of providing bicycle or pedestrian facilities would be excessively disproportionate to the need or probable use.
5. Emergency repairs (such as a water main leak) that require immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible.
6. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
7. A demonstrated absence of current and future need.

For projects funded by MetroPlan Orlando, exceptions for not accommodating active transportation, micromobility and transit users in accordance with this policy will require approval of the MetroPlan Orlando Board. These exceptions will be submitted and proceed through the established MPO transportation planning process. While under review by the MetroPlan Orlando, the public is able to comment on any exception prior to its approval or rejection.

10.0 Evaluation and Performance Standards

MetroPlan Orlando shall continually evaluate this policy on inputs, outputs, and outcomes, as determined by a five-year evaluation plan. These measures, where applicable, will be disaggregated by income, race, vehicle access, language, and others. MetroPlan Orlando will report to the Board the performance of the Complete Streets policy based on the evaluation plan and performance standards listed below.

Performance Measures

- Existing miles of Complete Streets
- Miles of sidewalk and gaps
- Miles of bike lanes and bike lane gaps
- Population within a quarter mile of a transit stop
- Percentage of network that can facilitate 3 or more modes of travel
- Ratio of shelters to bus stops

Indicators

- Bicycle connectivity to activity centers
- Pedestrian connectivity to activity centers
- Safety elements on existing corridors (plans/programs)
- Rate of crashes, injuries, and fatalities by mode
- SunRail and LYNX ridership
- Pedestrian counts
- Bicyclist counts
- Public engagement in traditionally underserved communities measure

MetroPlan Orlando will update and strengthen its evaluation criteria and performance standards as new plans and policies are adopted.



Regional Complete Streets Policy

Draft: 1/15/2020

Board Policy on Complete Streets

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 term “Complete Streets” is defined as a comprehensive, connected transportation network with infrastructure that is designed to allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, users of micromobility vehicles, motorists, movers of commercial goods, users and operators of public transportation, regardless of age or ability; and

WHEREAS, the ability to travel safely within the public way is of the utmost importance; and

WHEREAS, MetroPlan Orlando recognizes that all residents of and visitors to our region, regardless of ability, age, gender, race, ethnicity, or income, have a right to a safe, reliable, and comprehensive transportation network; and

WHEREAS, MetroPlan Orlando recognizes that elements in the design of Complete Streets can improve poor user behaviors such as excessive speeding and failing to yield; and

WHEREAS, inadequate infrastructure is dangerous for pedestrians, bicyclists, micromobility users, and public transit riders, particularly children, older adults, and persons with disabilities; and

WHEREAS, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities, thereby helping to reduce the risk of obesity and its associated health problems, thereby improving overall public health; and

WHEREAS, MetroPlan Orlando recognizes that when implementing the Complete Streets Policy, there must be consideration towards the impacts proposed projects may have on traditionally underserved communities, with assurance that this policy is implemented in a manner that fosters equity across the region; and

WHEREAS, MetroPlan Orlando shall coordinate between various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and/or mayor or executive office; and

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. MetroPlan Orlando hereby adopts the Complete Streets Policy attached hereto as Exhibit A.

Section 2. The policy will take effect immediately upon its adoption.

TAB 5





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 December 19, 2019

ORANGE						
SR 423 (John Young Parkway) from SR 50 to Shader Road						
FIN #	239496-3-52-01					
CONTRACT #	T5538					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.						
					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765	\$27,752,000.00
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	894	\$27,755,577.80
FUND TYPE	Construction	TIME BEGAN:	1/7/2017	ELAPSED:	686	\$18,500,424.12
		WORK BEGAN:	1/7/2017	% ORIGINAL:	89.67%	66.66%
		EST. COMPLETION:	Spring 2020	% TO DATE:	76.73%	66.65%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR	John Bailey	C: 407-466-4387		john.bailey@kisingercampo.com		
FDOT PROJECT MANAGER	Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274		JomoF@southlandconstruction.com		
ORANGE						
SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike						
FIN #	407143-4-52-01, 407143-5-52-01, 407143-6-62-01					
CONTRACT #	T5552					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road						
					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	6/08/2016	ORIGINAL:	1,050	\$75,824,482.00
FED. AID #:	MULT009R	NTP:	8/18/2016	CURRENT:	1,320	\$79,716,571.87
FUND TYPE	Construction	TIME BEGAN:	10/14/2016	ELAPSED:	1,158	\$66,615,395.12
		WORK BEGAN:	10/14/2016	% ORIGINAL:	110.29%	87.85%
		EST. COMPLETION:	Spring 2020	% TO DATE:	87.73%	83.57%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR	Robert Murphy	O: 407-875-8900 C: 813-918-6390		rmurphy@transystems.com		
FDOT PROJECT MANAGER	Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Neil Parekh	O: 407-737-6741 C: 305-753-8621		nparekh@princecontracting.com		
ORANGE						
SR 414 (Maitland Blvd) from SR 400 (I-4) to CR 427 (Maitland Ave)						
FIN #	424217-1-52-01					
CONTRACT #	T5625					
Conventional Pay Item						
PROJECT DESCRIPTION: Widen of State Road (S.R.) 414 / Maitland Boulevard from east of Interstate 4 (I-4) (Hope Road) to east of County Road (C.R.) 427 (Maitland Avenue) from a suburban 4-lane facility to an urban 6-lane facility.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	10/31/2018	ORIGINAL:	480	\$7,136,709.34
FED. AID #:	D517056B	NTP:	1/07/2019	CURRENT:	529	\$7,136,709.34
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	301	\$3,902,655.85
		WORK BEGAN:	2/6/2019	% ORIGINAL:	62.71%	54.68%
		EST. COMPLETION:	Spring 2020	% TO DATE:	56.90%	54.68%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR	Peter Crespi	O: 407-278-2723 C: 407-325-9728		peter.crespi@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	David Jewett	O: 386-322-4500 C: 386-281-9042		david.jewett@mascicg.com		

Project Status Report as of December 19, 2019

ORANGE						
SR 500/US 441 (Orange Blossom Trail) from East of Lake Doe Cove to East of SR 429						
FIN #	437338-1-52-01					
CONTRACT #	E5Z27					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from east of Lake Doe Cove to east of SR 429						
					TIME	COST
CONTRACTOR:	Masci General Contractor, Inc.	LET DATE:	6/05/2018	ORIGINAL:	420	\$4,978,322.92
FED. AID #:	N/A	NTP:	7/31/2018	CURRENT:	499	\$4,985,072.92
FUND TYPE	Construction	TIME BEGAN:	8/30/2018	ELAPSED:	473	\$4,570,553.15
		WORK BEGAN:	9/4/2018	% ORIGINAL:	112.62%	91.81%
		EST. COMPLETION:	Fall 2019	% TO DATE:	94.79%	91.68%
CONTACT						
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		sstagg@drmp.com	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		tammie.andrews@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		David Jewett	C: 386-281-9042		davidjewett@mascigc.com	
ORANGE						
SR 527/SR 426 (Orange Avenue) from South of Lake Conway Drive to North of Grant Street						
FIN #	437330-1-52-01					
CONTRACT #	T5635					
Lump Sum						
PROJECT DESCRIPTION: Milling and resurfacing Orange Avenue from south of Lake Conway Drive to north of Grant Street						
					TIME	COST
CONTRACTOR:	The Lane Construction Corp	LET DATE:	10/31/2018	ORIGINAL:	290	\$2,923,010.00
FED. AID #:	D518006B	NTP:	1/07/2019	CURRENT:	319	\$2,923,010.00
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	312	\$2,763,317.91
		WORK BEGAN:	2/6/2019	% ORIGINAL:	107.59%	94.54%
		EST. COMPLETION:	Fall 2019	% TO DATE:	97.81%	94.54%
CONTACT						
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Terry Carmichael	O: 407-891-9613 C: 321-303-9784		TLCarmichael@laneconstruct.com	
ORANGE						
SR 600/SR 500/US 441/US 17-92 (Orange Blossom Trail) from South of SR 482 (Sand Lake Road) to North of SR 482						
FIN #	437592-1-52-01					
CONTRACT #	T5629					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from south of Sand Lake Road to north of Sand Lake Road						
					TIME	COST
CONTRACTOR:	Florida Safety Contractors, Inc.	LET DATE:	9/26/2019	ORIGINAL:	200	\$1,369,368.97
FED. AID #:	D518002B	NTP:	2/07/2019	CURRENT:	304	\$1,369,368.97
FUND TYPE	Construction	TIME BEGAN:	2/05/2019	ELAPSED:	308	\$1,112,921.23
		WORK BEGAN:	2/6/2019	% ORIGINAL:	154.00%	81.27%
		EST. COMPLETION:	Fall 2019	% TO DATE:	101.32%	81.27%
CONTACT						
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Tom Jacobson	O: 813-982-9172 C:727-207-7252		T.Jacobson@floridasafetycontractors.com	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of December 19, 2019

ORANGE						
US 441 Resurfacing from Jones Avenue to Wadsworth Road						
FIN #	437331-1-52-01					
CONTRACT #	E5Z34					
Conventional Pay Item						
PROJECT DESCRIPTION: Milling and resurfacing U.S. 441 from Jones Avenue to south of Wadsworth Road, widening right turn lanes, bicycle facilities, and drainage improvements.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors	LET DATE:	8/07/2018	ORIGINAL:	320	\$3,424,444.44
FED. AID #:	N/A	NTP:	10/08/2018	CURRENT:	375	\$3,474,444.44
FUND TYPE	Construction	TIME BEGAN:	10/29/2018	ELAPSED:	377	\$3,269,304.96
		WORK BEGAN:	10/29/2018	% ORIGINAL:	117.81%	95.47%
		EST. COMPLETION:	Fall 2019	% TO DATE:	100.53%	94.10%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Scott Stagg	O:407-319-7460 C: 407-362-1309		sstagg@drmp.com	
FDOT PROJECT MANAGER		Tammie Andrews	O: 407-278-2741 C: 407-687-6234		tammie.andrews@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Mike Lemke	C: 352-601-8043		mikel@dabcon.com	
ORANGE						
SR 435 (Kirkman Road) from north of SR 482 (Sand Lake Road) to south of SR 408 (excluding north of International Drive to Major Boulevard)						
FIN #	437341-1-52-01					
CONTRACT #	T5628					
Construction						
PROJECT DESCRIPTION: Milling and resurfacing Kirkman Road (State Road (S.R.) 435) from north of Sand Lake Road (S.R. 482) to south of S.R. 408						
					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	5/22/2019	ORIGINAL:	650	\$16,216,216.21
FED. AID #:	D517084B	NTP:	7/16/2019	CURRENT:	666	\$16,216,216.21
FUND TYPE	Construction	TIME BEGAN:	8/15/2019	ELAPSED:	123	\$4,589,444.25
		WORK BEGAN:	8/15/2019	% ORIGINAL:	18.92%	28.30%
		EST. COMPLETION:	Summer 2021	% TO DATE:	18.47%	28.30%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dan Barbato	C: 561-719-9885		dbarbato@consoreng.com	
FDOT PROJECT MANAGER		Joel Castillo	O: 321-319-8133 C: 407-625-4855		joel.castillo@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Ed Devincenzo	C: 321-604-1767		Ed.Devincenzo@scifi.com	
ORANGE						
SR 482 (Sand Lake Road) from Lake Gloria Boulevard to SR 527 (Orange Avenue)						
FIN #	441066-1-52-01					
CONTRACT #	T5647					
Construction						
PROJECT DESCRIPTION: Adding a new sidewalk on the north side of State Road (S.R.) 482 (Sand Lake Road) from Lake Gloria Boulevard/Sunport Drive to S.R. 527 (Orange Avenue /						
					TIME	COST
CONTRACTOR:	Atlantic Civil Constructors Corporation	LET DATE:	3/27/2019	ORIGINAL:	150	\$2,009,089.64
FED. AID #:	D518037B	NTP:	5/28/2019	CURRENT:	179	\$2,022,098.66
FUND TYPE	Construction	TIME BEGAN:	6/23/2019	ELAPSED:	158	\$2,194,145.21
		WORK BEGAN:	6/23/2019	% ORIGINAL:	105.33%	109.21%
		EST. COMPLETION:	Fall 2019	% TO DATE:	88.27%	108.51%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Chris Sousa	C: 407-277-8410		chris.sousa@atlantic-civil.com	



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In-House Construction

Maintenance

Project Status Report as of December 19, 2019

ORANGE						
SR500 /US441 (South Orange Blossom Trail) from north of Holden Avenue to 36th Street						
FIN #	439679-1-52-01					
CONTRACT #	T5653					
Construction						
PROJECT DESCRIPTION: Enhancing pedestrian safety along South Orange Blossom Trail from north of Holden Avenue to 36th Avenue in Orlando by installing six pedestrian hybrid					TIME	COST
CONTRACTOR:	PowerCore, Inc.	LET DATE:	3/27/2019	ORIGINAL:	140	\$782,050.00
FED. AID #:	D518038B	NTP:	5/28/2019	CURRENT:	145	\$782,050.00
FUND TYPE	Construction	TIME BEGAN:	9/25/2019	ELAPSED:	68	\$270,967.87
		WORK BEGAN:	9/30/2019	% ORIGINAL:	48.57%	34.65%
		EST. COMPLETION:	Spring 2020	% TO DATE:	46.90%	34.65%
CONTACT						
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bill Ross	C: 217-766-1278		brross@powercore.us	
ORANGE						
SR 50 (West Colonial Drive) from Tampa Ave/Country Lane to SR 500/US 441 (North Orange Blossom Trail)						
FIN #	439236-1-52-01					
CONTRACT #	E5285					
Construction						
PROJECT DESCRIPTION: Resurfacing State Road (S.R.) 50 (West Colonial Drive) from Tampa Avenue/Country Lane to S.R. 500/U.S. 441 (Orange Blossom Trail).					TIME	COST
CONTRACTOR:	D.A.B Constructors, Inc.	LET DATE:	8/06/2019	ORIGINAL:	130	\$1,444,444.44
FED. AID #:		NTP:	10/09/2019	CURRENT:	135	\$1,444,444.44
FUND TYPE	Construction	TIME BEGAN:	11/8/2019	ELAPSED:	28	\$70,102.78
		WORK BEGAN:	N/A	% ORIGINAL:	21.54%	4.85%
		EST. COMPLETION:	Spring 2020	% TO DATE:	20.74%	4.85%
CONTACT						
PROJECT ADMINISTRATOR		Joel Castillo	O: 321-319-8133 C: 407-625-4855		Joel.Castillo@dot.state.fl.us	
CONTRACTOR'S ASSISTANT PROJECT MANAGER:		Brandon Burke	O: 352-447-5488 C: 352-279-3479		BrandonB@dabcon.com	
OSCEOLA						
SR 500 (US 192) from Aeronautical Drive to Budinger Avenue						
FIN #	239682-1-52-01					
CONTRACT #	T5530					
Conventional Pay Item						
PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal.						
					TIME	COST
CONTRACTOR:	JR Davis Construction	LET DATE:	6/24/2015	ORIGINAL:	1,100	\$37,673,820.99
FED. AID #:	N/A	NTP:	8/31/2015	CURRENT:	1,465	\$39,773,585.34
FUND TYPE	Construction	TIME BEGAN:	3/31/2016	ELAPSED:	1,355	\$40,480,057.81
		WORK BEGAN:	3/31/2016	% ORIGINAL:	123.18%	107.45%
		EST. COMPLETION:	Late 2019	% TO DATE:	92.49%	101.78%
CONTACT						
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		jvyas@saiengr.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		bruce.baker@jr-davis.com	



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Maintenance

Project Status Report as of December 19, 2019

OSCEOLA						
SR 600/US 17-92 from West of Poinciana Boulevard to CR 535						
FIN #	239714-1-52-01					
CONTRACT #	E5Z33					
Conventional Pay Item						
PROJECT DESCRIPTION: Widening U.S. 17-92 from two to four lanes.						
					TIME	COST
CONTRACTOR:	Southland Construction, Inc.	LET DATE:	10/02/2018	ORIGINAL:	1,000	\$23,467,500.98
FED. AID #:	N/A	NTP:	12/07/2018	CURRENT:	1,035	\$23,497,539.01
FUND TYPE	Construction	TIME BEGAN:	2/5/2019	ELAPSED:	314	\$6,448,332.52
		WORK BEGAN:	2/5/2019	% ORIGINAL:	31.40%	27.48%
		EST. COMPLETION:	Early 2022	% TO DATE:	30.34%	27.44%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		George Sawaya	C: 407-509-6396		georgesawaya@hillintl.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		Trevor.Williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		George Jaoude	C: 321-230-2559		GeorgeJ@southlandconstruction.com	

SEMINOLE						
Widening US 17/92 from Shepard Road to Lake Mary Boulevard						
FIN #	240196-1-52-01					
CONTRACT #	T5557					
Conventional Pay Item						
PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.						
					TIME	COST
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,344	\$55,460,028.14
FUND TYPE	Construction	TIME BEGAN:	5/31/2016	ELAPSED:	1,294	\$47,671,361.29
		WORK BEGAN:	5/31/2016	% ORIGINAL:	130.71%	89.40%
		EST. COMPLETION:	Early 2020	% TO DATE:	96.28%	85.96%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		cdavis@metriceng.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lauren Cowan	C: 954-594-0396		lcowan@bergeroninc.com	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing: an additional non-tolled, service road for local travel; a new, higher-profile bridge that is aesthetically pleasing over the Wekiva River; and, three wildlife bridges to allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve.						
					TIME	COST
CONTRACTOR:	Superior Construction Co. Southeast	LET DATE:	3/22/2017	ORIGINAL:	1,270	\$234,544,468.00
FED. AID #:	3141036P	NTP:	6/27/2017	CURRENT:	1,404	\$232,395,485.09
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	902	\$160,411,033.06
		WORK BEGAN:	10/18/2017	% ORIGINAL:	71.02%	68.39%
		EST. COMPLETION:	Early 2021	% TO DATE:	64.25%	69.03%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		arnaldo.larrazabal@rsandh.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		jandrews@superiorfla.com	



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Maintenance

Project Status Report as of December 19, 2019

SEMINOLE						
Pedestrian Safety Improvements - Ronald Reagan Blvd. from SR 434 to north of Palmetto Avenue						
FIN #	437931-1-52-01					
CONTRACT #	T5615					
Conventional Pay Item						
PROJECT DESCRIPTION: Pedestrian safety improvements along Ronald Reagan Blvd., including construction of buffered bike lanes, on-street parallel parking, brick pavers and signal modifications.						
					TIME	COST
CONTRACTOR:	American Lighting and Signalization LLC	LET DATE:	3/28/2018	ORIGINAL:	200	\$1,435,272.80
FED. AID #:	D517088B	NTP:	5/23/2018	CURRENT:	262	\$1,435,272.80
FUND TYPE	Construction	TIME BEGAN:	6/27/2018	ELAPSED:	493	\$628,063.67
		WORK BEGAN:	6/27/2018	% ORIGINAL:	246.50%	43.76%
		EST. COMPLETION:	Fall 2019	% TO DATE:	188.17%	43.76%
						No New Estimate
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Plantier	O: 407-482-7847		eric.plantier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Travis Church	O: 904-886-4300 C: 904-334-7083		tchurch1@asplundh.com	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from Wekiva Park Road to Orange Boulevard (Wekiva Parkway Section 7A)						
FIN #	240200-2					
CONTRACT #	T5626					
Design Build						
PROJECT DESCRIPTION: This project includes 3.53 miles of limited access toll road largely along the existing State Road 46 corridor from a half mile east of Wekiva Park Road to Orange Boulevard. The project also includes design of a non-tolled road for local travel.						
					TIME	COST
CONTRACTOR:	Liberty Mutual Insurance	LET DATE:	12/06/2017	ORIGINAL:	1,454	\$108,299,973.17
FED. AID #:	3141042P	NTP:	3/02/2017	CURRENT:	1,544	\$108,374,973.17
FUND TYPE	Design Build	TIME BEGAN:	4/2/2018	ELAPSED:	624	\$45,503,585.88
		WORK BEGAN:	4/2/2018	% ORIGINAL:	42.92%	42.02%
		EST. COMPLETION:	Summer 2022	% TO DATE:	40.41%	41.99%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		David Bowden	O: 386-333-9537 C: 407-873-1905		dbowden@go-IEI.com	
FDOT PROJECT MANAGER:		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Allan Fadullon	C: 954-594-5848		afadullon@semaconstruction.com	

SEMINOLE COUNTY						
SR 429/46 from Orange Boulevard to Rinehart Road (Wekiva Parkway Section 8)						
FIN #	240200-4					
CONTRACT #	E5Z18					
Design Build						
PROJECT DESCRIPTION: Construct 2.63 miles of limited access toll road from Orange Boulevard to east of Rinehart Road. The project will include the new Wekiva Parkway interchange at I-4 that will connect with State Road 417.						
					TIME	COST
CONTRACTOR:	Lane Construction Corporation	LET DATE:	8/22/2018	ORIGINAL:	1,400	\$253,332,000.00
FED. AID #:	D517015B	NTP:	10/26/2018	CURRENT:	1,597	\$254,755,311.12
FUND TYPE	Design Build	TIME BEGAN:	10/26/2018	ELAPSED:	416	\$65,096,600.00
		WORK BEGAN:	10/26/2018	% ORIGINAL:	29.71%	25.70%
		EST. COMPLETION:	Late 2022	% TO DATE:	26.05%	25.55%
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ENGINEER		Bill Wages	O: 407-644-1898 C: 407-948-8281		bwages@metriceng.com	
FDOT PROJECT MANAGER:		Kevin Hayden	O: 386-943-5284		kevin.hayden@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Kurt Matthiasmeier	C: 407-908-3229		kwmathiasmeier@laneconstruct.com	



Outside Consultant

In-House Construction

Maintenance

Project Status Report as of December 19, 2019

SEMINOLE COUNTY						
Eastbound I-4 Resurfacing from West of Lake Mary Boulevard to east of US 17/92						
FIN #	439682-2-52-01 & 439682-5-52-01					
CONTRACT #	T5661					
Conventiona Pay Item						
PROJECT DESCRIPTION: Mill and resurface the eastbound lanes of I-4 from west of Lake Mary Boulevard to east of U.S. 17/92						
				TIME	COST	
CONTRACTOR:	Ranger Construction Industries	LET DATE:	4/24/2019	ORIGINAL:	210	\$5,973,653.10
FED. AID #:	D518112B	NTP:	6/24/2019	CURRENT:	249	\$5,973,653.10
FUND TYPE	Construction	TIME BEGAN:	7/24/2019	ELAPSED:	142	\$3,821,170.02
		WORK BEGAN:	9/1/2019	% ORIGINAL:	67.62%	63.97%
		EST. COMPLETION:	Summer 2020	% TO DATE:	57.03%	63.97%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Barry Johnson	C: 407-947-7426		barry.johnson@wsp.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Steve Wigle	407-509-8541		steve.wigle@rangerconstruction.com	

SEMINOLE						
Connected Vehicle Pilot on SR 434						
FIN #	440413-1-52-01					
CONTRACT #	E5Z41					
Conventional Pay Item						
PROJECT DESCRIPTION: Installation of roadside units that included Dedicated Short Range Communication radios at six signalized intersections along S.R. 434.						
					TIME	COST
CONTRACTOR:	Sice Inc.	LET DATE:	4/02/2019	ORIGINAL:	220	\$143,385.30
FED. AID #:	N/A	NTP:	6/03/2019	CURRENT:	220	\$143,385.30
FUND TYPE	Construction	TIME BEGAN:	10/11/2019	ELAPSED:	66	\$0.00
		WORK BEGAN:	Fall 2019	% ORIGINAL:	30.00%	0.00%
		EST. COMPLETION:	Summer 2020	% TO DATE:	30.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Patrick White	O: 407-278-2731		patrick.white@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Pablo Lorient	C: 305-772-8082		plorient@sice.com	

SEMINOLE						
PedSafe Greenway Deployment						
FIN #	440821-1-52-01					
CONTRACT #	T5639					
Conventional Pay Item						
PROJECT DESCRIPTION: The improvements under this contract consist of an innovative pedestrian and bicycle collision avoidance system that utilizes connected vehicle (CV) technologies to reduce the occurrence of pedestrian and bicycle crashes at high crash rate locations as well as a program designed to increase throughput capacity and reduce congestion by optimizing traffic signal operations with the implementation of new technologies.						
					TIME	COST
CONTRACTOR:	Chinchor Electric Inc	LET DATE:	5/22/2019	ORIGINAL:	500	\$9,972,132.34
FED. AID #:	N/A	NTP:	8/05/2019	CURRENT:	507	\$9,972,132.34
FUND TYPE	Construction	TIME BEGAN:	9/4/2019	ELAPSED:	78	\$4,200,827.61
		WORK BEGAN:	9/4/2019	% ORIGINAL:	15.60%	42.13%
		EST. COMPLETION:	1/01/2021	% TO DATE:	15.38%	42.13%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Brian Silva	407-509-2209		bsilva@chinchoelectric.com	



Outside Consultant

In-House Construction

Maintenance



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

KEVIN J. THIBAUT, P.E.
SECRETARY

January 13, 2020

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

RE: Second Quarter Variance Report (October 2019 – December 2019)

Dear Mr. Huttman:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the second quarter variance report for the period of October 2019 through December 2019. This quarter's variance report compares the July 1, 2019 adopted work program with changes made to the adopted work program in the second quarter of Fiscal Year 2019/2020.

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

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

Sincerely,

Rakinya Hinson
FDOT, District Five
MPO Liaison

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

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	Jacobs	SEIR	TBD	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	Hardesty and Hanover	SEIR	Jun-20	Not funded	Not funded	NA	FY 2022 FY 2023 FY 2024	\$80K \$490K \$559K	Not funded	NA
440314-1	Colonial Parkway from Woodbury Rd. to SR 520 (New Facility)	Orange	Henry Pinzon	Jacobs	SEIR	Mar-20	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
441224-1	PD&E - Widen Turnpike Mainline from Kissimmee Park Road to US 192	Osceola	Rax Jung	Dewberry Engineers	SEIR	Jun-20	FY 2024	\$570K	NA	FY 2021 FY 2022	\$6.75M \$3.2M	FY 2024	\$90.8M
444007-1	Widen Turnpike Mainline from SR 408 to SR 50	Orange	Rax Jung	RS&H	SEIR	Sep-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	Osceola Parkway Extension (from Cyrils Dr to Nova Rd)	Osceola	Will Hawthorne	TBD	PEIR	Jun-21	Not funded	Not funded	NA	Not funded	NA	Not Funded	NA
	SR 414 (Maitland Blvd) Direct Connection	Orange & Seminole	Will Hawthorne	TBD	PEIR	Jun-21	Not funded	Not funded	NA	Not Funded	NA	Not Funded	NA
	Southport Connector (from Poinciana Pkwy to Canoe Creek Rd [CR 523])	Osceola & Polk	Will Hawthorne	TBD	PEIR	Aug-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	Osceola-Brevard County Connector	Osceola & Brevard	Will Hawthorne	TBD	CF&M	Jun-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	2020	\$2,900,000	Type II CE
437174-2	SR 535 from US 192 to SR 536/World Center Drive	Osceola	2020	\$1,825,000	Type II CE
423374-2	Widen Turnpike Mainline from SR 70 to SR 60	Osceola	2021	\$4,000,000	SEIR
444006-1	Widen Turnpike Mainline from Sand Lake Road to SR 408	Orange	2022	\$4,000,000	SEI/Type II CE
423374-3	Widen Turnpike Mainline from SR 60 to Kissimmee Park Road	Osceola	2022	\$3,000,000	SEIR

FDOT D5

FTE

CFX

2020 Legislative Priorities and Positions

Adopted December 11, 2019

Top priorities:

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

We support legislation that:

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

Monitor legislation that:

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

Contact(s):

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

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

Board Meeting Highlights –December 11, 2019

- **Chairman's Announcements:** Commissioner Betsy VanderLey opened the meeting at 9:00 a.m. and welcomed everyone. Commissioner Samuel Ings led the Pledge of Allegiance. Commissioner VanderLey announced that Mike Shannon was no longer with FDOT District 5. She introduced Interim FDOT District 5 Secretary, Jared Perdue, who spoke briefly. Mayor Alvarez provided a report on the November 21st TDLCB meeting and public hearing. Commissioner VanderLey noted that CFX will be meeting and expectations are that a new appointment from that agency to the MetroPlan Orlando board will be made. She recognized outgoing MetroPlan Orlando Board member Commissioner Samuel Ings and committee representatives Mr. Atlee Mercer, Mr. Will Hawthorne and Mr. Benton Bonney.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Gary Huttman reviewed recent events. He recognized alternate in attendance Vice Mayor Doug Bankson for Mayor Nelson. Mr. Huttman introduced new MetroPlan Orlando staff member, Ms. Jasmine Blais. He called attention to guests in attendance, Interim Secretary Jared Perdue and new MPOAC staff member, Mr. Jon Waldron. Mr. Huttman spoke briefly about the Center for Transportation Excellence and that they are tracking 20 ballot measures for 2020 and the repeal of a \$7.6 billion funding rescission included in the FAST Act. He thanked staff for their extra efforts for the offsite TDLCB meeting and public hearing. Mr. Huttman reported that the 2020 MPOAC Institute will be held March 20-22 in Orlando and April 17-19 in Tampa. He called attention to a document in the supplemental folders ranking bicycle friendly states for 2019.
- **Agenda Review:** Mr. Huttman reported that under Agenda item IX.F Ms. Mari Rains would be the presenter and under Agenda item XI.B. Mr. Saiosi Fine would be presenting.
- **Public Comments:** Ms. Joanne Counelis commented on the need for a SunRail extension to DeLand and 24 hour bus and train service.
- Unanimously **Approved** Consent Items: A-G with a correction to the minute's attendance record.
- Unanimously **Approved** the Amendment to 2040 LRTP (Roll Call Vote conducted).
- Unanimously **Approved** the Amendment to the Project Priority List.
- Unanimously **Approved** the FDOT Amendment to FY 2019-2010 to 2023-2024 TIP (Roll Call Vote conducted).
- Unanimously **Approved** the FDOT FTE Amendment to FY 2019-2020 to 2023-2024 TIP (Roll Call Vote conducted).
- Unanimously **Approved** the 2020 Legislative Priorities.
- Unanimously **Approved** the MetroPlan Orlando Strategic Plan.
- Unanimously **Approved** the slate of Board Officers.
- **Other Business:** Presentations included: **FDOT District 5 Five Year Work Program** (Ms. Loreen Bobo, FDOT), **FDOT FTE 5 Years Work Program** (Mr. Siasosi Fine, FTE) and **ATTAIN – USDOT Grant for Advanced Transportation and Congestion Management Technologies Deployment Initiative** (Mr. Jeremy Dilmore, FDOT).
- **Board Member Comments:** None
- **Public Comments:** None
- **Next Board Meeting – February 12, 2020 at MetroPlan Orlando**

LYNX WILL MAKE DECEMBER 2019 SERVICE CHANGES

- [LYNX Calendar](#)
 - [Photos](#)
 - [Press Releases](#)
 - [Community News](#)
 - [Social Media Feeds](#)
 - [Videos](#)
-

Posted: December 5, 2019

The Central Florida Regional Transportation Authority (LYNX) will make system-wide efficiencies effective Dec. 15.

Route adjustments will include Link [26](#), [56](#), and [NeighborLink 632](#).

Schedule adjustments due to SunRail schedule changes will include time changes on Links [1](#), [45](#), NeighborLinks [604](#), [631](#) and [632](#)

Schedule adjustments to improve efficiency and on-time performance will include time changes on Links [6](#), [8](#), [9](#), [10](#), [38](#), [42](#), [57](#), [155](#), [FastLink 418](#) and [441](#), Link [443](#)

Maps and schedules are being drafted and once complete will be posted on golynx.com.

Dec. 15 Service Changes

ROUTE ADJUSTMENTS

[Link 26](#) – Pleasant Hill Road/Poinciana (Osceola County) – Outbound buses to Poinciana will operate along Main Street, Oak Street to current routing.

[Link 56](#) – West U.S. 192/Magic Kingdom (Orange County/Osceola County) – Outbound buses to Magic Kingdom will operate along Main Street, Oak Street and Central Avenue to current routing.

[NeighborLink 632](#) – North Kissimmee (Osceola County) – Extend zone of service to include The Loop. Minor schedule adjustments.

SCHEDULE ADJUSTMENTS

Link 1 – Winter Park/Altamonte Springs (Orange County/Seminole County) – Minor schedule adjustments.

Link 6 – Dixie Belle Drive (Orange County) – Minor schedule adjustments.

Link 8 – W. Oak Ridge Road/International Drive (Orange County) – Minor schedule adjustments.

Link 9 – Winter Park/Rosemont (Orange County) – Minor schedule adjustments.

Link 10 – East U.S. 192/St. Cloud (Osceola County) – Minor schedule adjustments.

Link 38 – Downtown Orlando/SeaWorld (Orange County) – Minor schedule adjustments

Link 42 – International Drive/OIA (Orange County) – Minor schedule adjustments.

Link 45 – Lake Mary Blvd. (Seminole County) – Minor schedule adjustments.

Link 57 – John Young Parkway (Orange County/Osceola County) – Minor schedule adjustments.

Link 155 – The Loop/Buena Ventura Lakes/Osceola Parkway (Osceola County) – Minor schedule adjustments.

FastLink 418 – Meadow Woods/Lake Nona (Orange County) – Minor schedule adjustments.

FastLink 441 – Kissimmee/Orlando (Orange County/Osceola County) – Minor schedule adjustments.

Link 443 – Winter Park/Pine Hills (Orange County) – Move time point from Clarcona Ocoee Road/Powers Drive to Clarcona Ocoee Road/Pine Hills Road. Minor schedule adjustments.

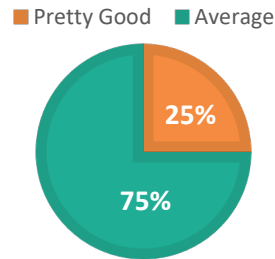
NeighborLink 604 – Intercession City/Campbell City (Osceola County) – Minor schedule adjustments.

NeighborLink 631 – Buena Ventura Lakes (Osceola County) – Minor schedule adjustments.

-LYNX-

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

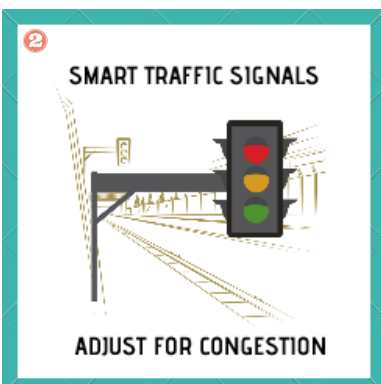
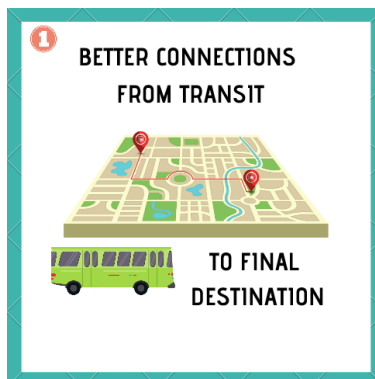
How well do you think the Central Florida transportation system serves the needs of residents and visitors?



Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Allow me to have the same travel time on every trip to work.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Allow me to get from point A to point B conveniently.
4. Be environmentally-friendly and provide opportunities for me to be physically active.
5. Have fewer traffic injuries and deaths than exist today.

Top 3 Desired Changes to Transportation



'Friendly streets' and 'better connections' tied



Demographics

ETHNICITIES:

- 75% White
- 25% Hispanic

GENERATIONS:

- 50% Born 1965-1980
- 25% Born 1946-1964
- 25% Born 1997 and after

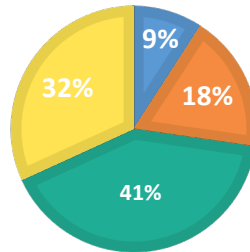
LUNG FORCE EXPO

November 8, 2019

Surveys Completed: 23 / Event Attendance: 150
Email Addresses Added to Mailing List: 5 / Location: **REGIONAL**
2045 Plan Outreach Event

How well do you think the Central Florida transportation system serves the needs of residents and visitors?

Great Pretty Good Average Poor



Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance.

(1-most important, 5-least important)

1. Allow me to get from point A to point B conveniently.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Allow me to have the same travel time on every trip to work.
4. Be environmentally-friendly and provide opportunities for me to be physically active.
5. Have fewer traffic injuries and deaths than exist today.



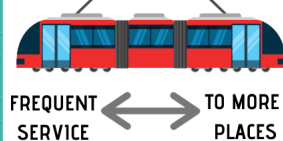
Top 3 Desired Changes to Transportation

1 BETTER CONNECTIONS FROM TRANSIT



2

ADD TRANSIT



3

SMART TRAFFIC SIGNALS



3



'Smart traffic signals' and 'friendly streets' tied



Demographics

ETHNICITIES:

- 74% White
- 9% Hispanic
- 9% Prefer Not to Answer
- 4% Black
- 4% Multiple Ethnicities

GENERATIONS:

- 61% Born 1946-1964
- 22% Born 1965-1980
- 9% Born 1945 and before
- 4% Born 1981-1996
- 4% Prefer Not to Answer

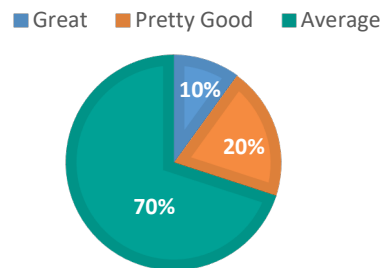
NORTHLAKE PARK ELEMENTARY SCHOOL

STEM NIGHT

November 8, 2019

Surveys Completed: 10 / Event Attendance: 550-600
Email Addresses Added to Mailing List: 5 / Location: **ORANGE**
2045 Plan Outreach Event

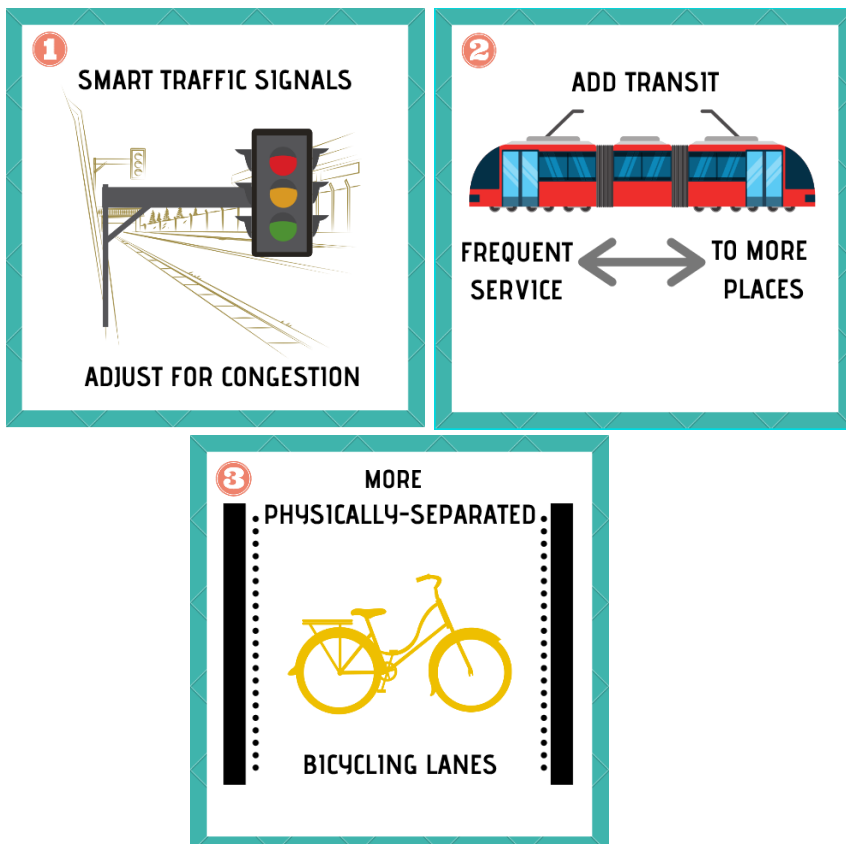
How well do you think the Central Florida transportation system serves the need of residents and visitors?



Adult respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Have fewer traffic injuries and deaths than exist today.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Allow me to get from point A to point B conveniently.
4. Allow me to have the same travel time on every trip to work.
5. Be environmentally-friendly and provide opportunities for me to be physically active.

Top 3 Desired Changes to Transportation



Demographics

ETHNICITIES:

- 30% Hispanic
- 20% Prefer Not to Answer
- 20% White
- 10% Asian
- 10% Black
- 10% Pacific Islander

GENERATIONS:

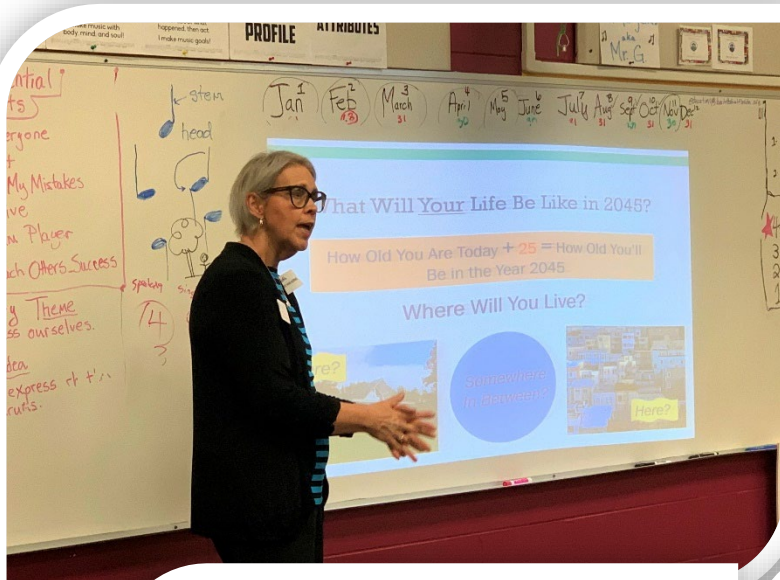
- 40% Born 1965-1980
- 30% Born 1981-1996
- 10% Born 1946-1964
- 10% Born 1997 and after
- 10% Prefer Not to Answer

WICKLOW ELEMENTARY SCHOOL TEACH-IN

November 12, 2019

Number of Students: 250 / Location: **SEMINOLE**
2045 Plan Outreach Event

We participated in Seminole County Teach-In at Wicklow Elementary School where we gave a kid-friendly 2045 Plan presentation to hundreds of 3rd, 4th and 5th graders, handed out MetroPlan Orlando bags, and had students fill out a letter about their ideas to improve transportation for the future.



Input : It's What We Need to Make a Better 2045 Plan

Dear MetroPlan Orlando,

I think the most important thing about planning for the future of transportation is safety. In 2045, I will be 36 years old, and I hope I am using a Flying Bike to get around Central Florida. People my age think we should have more Flying cars available for people to use as they travel. One question I have about transportation is: is it going to be fun?

Sincerely, caden
Name: 5
Grade: WICKLOW EL
School:

P.S.



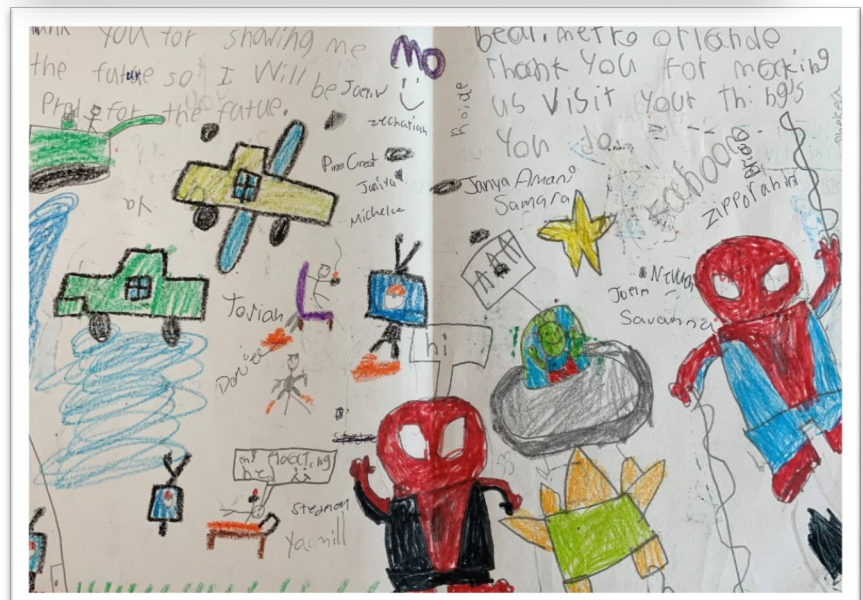
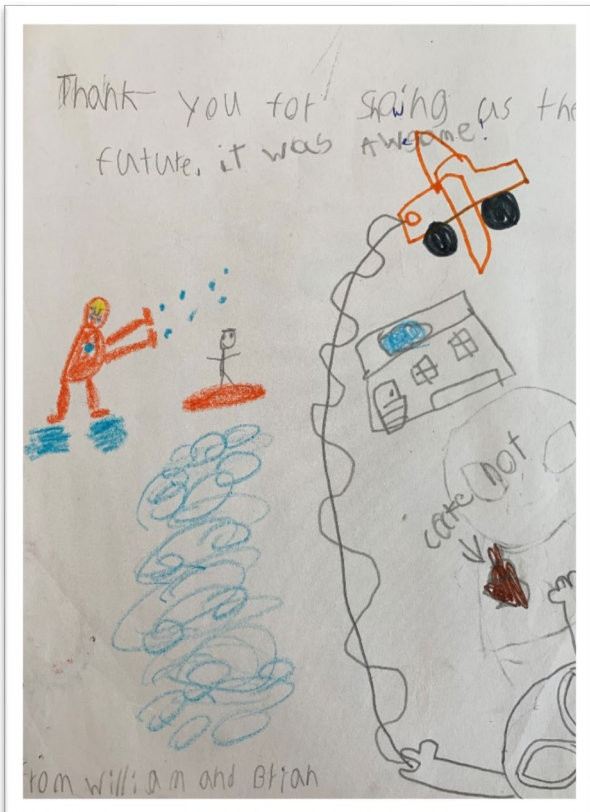
PINE CREST ELEMENTARY SCHOOL TEACH-IN

November 15, 2019



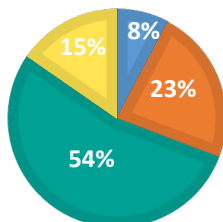
Number of Students: 100 / Location: **SEMINOLE**
2045 Plan Outreach Event

We participated in Seminole County Teach-In at Pine Crest Elementary School where we gave a kid-friendly 2045 Plan presentation to hundreds of 3rd, 4th and 5th graders, handed out MetroPlan Orlando bags, and had students fill out a letter about their ideas to improve transportation for the future.



How well do you think the transportation system serves the needs of residents and visitors?

Great Pretty Good Average Poor



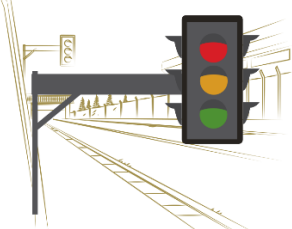
Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance.

(1-most important, 5-least important)

1. Have fewer traffic injuries and deaths than exist today.
2. Allow me to get from point A to point B conveniently.
3. Be environmentally-friendly and provide opportunities for me to be physically active.
4. Include well-maintained, high quality infrastructure that supports the economy.
5. Allow me to have the same travel time on every trip to work.

Top 3 Desired Changes to Transportation

1 SMART TRAFFIC SIGNALS



ADJUST FOR CONGESTION

2 ADD TRANSIT



FREQUENT SERVICE ↔ TO MORE PLACES

3 BETTER CONNECTIONS FROM TRANSIT



TO FINAL DESTINATION



Demographics

ETHNICITIES:

- 77% White
- 23% Prefer Not to Answer

GENERATIONS:

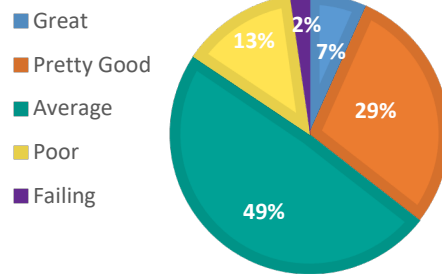
- 46% Born 1946-1964
- 23% Born 1945 and before
- 23% Prefer Not to Answer
- 8% Born 1981-1996

BOY SCOUT JUBILEE STEM ACTIVITY

December 7, 2019

Surveys Completed: 45/ Event Attendance: 450-500
Email Addresses Added to Mailing List: 13 / Location: **REGIONAL**
2045 Plan Outreach Event

How well do you think the Central Florida transportation system serves the needs of residents and visitors?

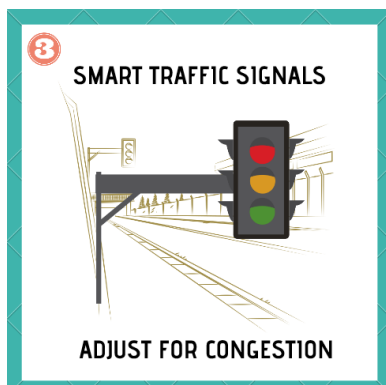
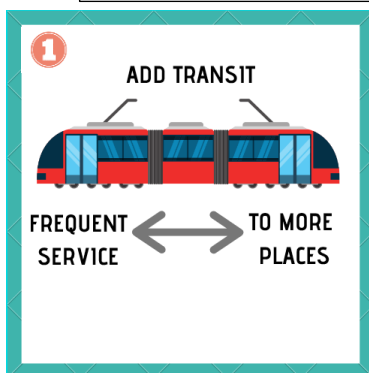


Adult respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Allow me to get from point A to point B conveniently.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Allow me to have the same travel time on every trip to work.
4. Have fewer traffic injuries and deaths than exist today.
5. Be environmentally-friendly and provide opportunities for me to be physically active.



Top 3 Desired Changes to Transportation



Demographics

ETHNICITIES:

- 62% White
- 16% Prefer Not to Answer
- 13% Hispanic
- 4% Asian
- 2% Black
- 2% Native American

GENERATIONS:

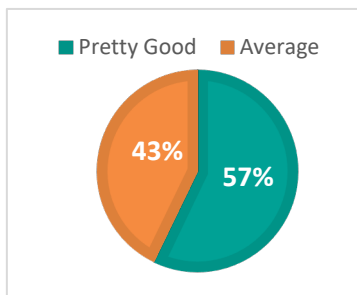
- 43% Born 1946-1964
- 29% Born 1965-1980
- 29% Prefer Not to Answer

TRANSPORTATION DISADVANTAGED PUBLIC MEETING

November 21, 2019

Surveys Completed: 7 / Event Attendance: 40
Email Addresses Added to Mailing List: 5 / Location: **REGIONAL**
2045 Plan Outreach Event

How well do you think the transportation system serves the needs of residents and visitors?

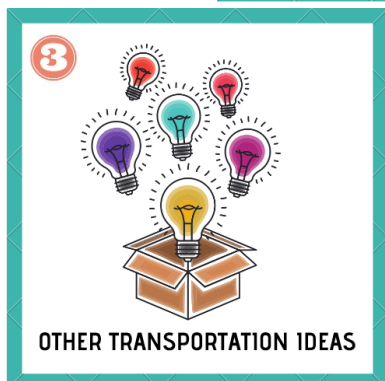
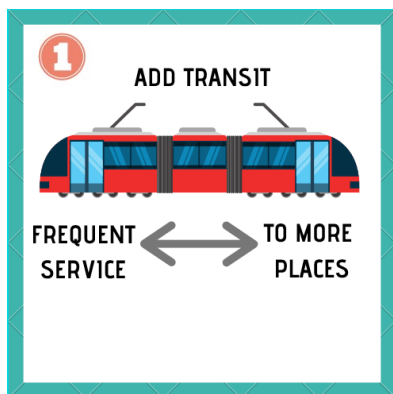


Respondents envisioned their ideal transportation system and ranked these 2045 Plan objectives in order of importance. (1-most important, 5-least important)

1. Allow me to have the same travel time on every trip to work.
2. Include well-maintained, high quality infrastructure that supports the economy.
3. Allow me to get from point A to point B conveniently.
4. Have fewer traffic injuries and deaths than exist today.
5. Be environmentally-friendly and provide opportunities for me to be physically active.



Top 3 Desired Changes to Transportation



Other responses continued on back page



Demographics

ETHNICITIES:

- 14% Black
- 14% Hispanic
- 43% White
- 29% Prefer Not to Answer

GENERATIONS:

- 43% Born 1946-1964
- 29% Born 1965-1980
- 29% Prefer Not to Answer

(Continued from front page)

OTHER RESPONSES

“More vanpool vehicles for outer loop of Orlando (Apopka, etc.)”

“Electric everything, get rid of gas but have some noise so the blind can hear the cars.”

“Better time scheduling for Access/ LYNX”



OTHER TRANSPORTATION IDEAS