



TECHNICAL ADVISORY COMMITTEE AGENDA

October 26, 2018 • 10:00 A.M.



**TECHNICAL ADVISORY COMMITTEE
MEETING NOTICE**

DATE: Friday, October 26, 2018
TIME: 10:00 a.m.
LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue
Suite 200
Orlando, Florida 32801

AGENDA

Chairman Hazem El-Assar, Presiding

(Wi-Fi network = MpoGuest, password = mpoaccess)

- I. Call to Order – Chairman Hazem El-Assar
- II. Confirmation of Quorum – Ms. Lisa Smith
- III. Agenda Review/Staff Follow-Up – Mr. Keith Caskey
- IV. Public Comments on Action Items

Comments from the public will be heard pertaining to 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.

V. Common Presentations/Status Reports

A. LYNX Autonomous Vehicle Initiative

Mr. Doug Jamison, LYNX, will give a presentation on the Federal Transportation Strategic Transit Automation Research (STAR) program, the development of the LYNX Automated Vehicle Initiative, and some of the issues that require further research and investigation during the development of automated vehicle demonstrations and deployments.

B. Florida’s Coast to Coast Trail & Stakeholder Activities

Ms. Julia Holtzhausen, FDOT, & Ms. Tara McCue, ECFRPC, will give a presentation on the current status of Florida’s Coast to Coast Trail and the latest stakeholders activities.

C. Health and Sustainability White Paper Series

Ms. Elizabeth Whitton, MetroPlan Orlando staff, will provide an overview of the agency's FHWA-funded INVEST project. Her presentation will focus on 3 recently released white papers: Framing the Future, Tran\$formation, and Housing: A Primer for Transportation Professionals.

D. Transit Oriented Development & Potential SunRail Riders

Ms. Elizabeth Whitton, MetroPlan Orlando staff, will share forthcoming research on the relationship between recent Transit Oriented Developments and SunRail riders. This research is a collaboration between MetroPlan Orlando and Florida State University.

E. Request for Input on 2019 Legislative Priorities

Ms. Virginia Whittington, MetroPlan Orlando staff, will be requesting input on MetroPlan Orlando's potential legislative priorities for the 2019 legislative session. An attachment will be provided at the meeting.

F. Orange County Shingle Creek Trail Funding Request

Mr. Nick Lepp, MetroPlan Orlando staff, will review a request from Orange County to increase the \$4 million cost cap for bicycle and pedestrian projects in order to address cost increases for the Shingle Creek Trail project.

VI. Action Items

A. Approval of the August 24, 2018 TAC Meeting Minutes (Tab 1)

Approval is requested of the August 24, 2018 meeting minutes provided in **Tab 1**.

B. FDOT Amendment to FY 2018/19 - 2022/23 TIP (Tab 2)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the TAC to recommend that the FY 2018/19 - 2022/23 TIP be amended to include a new railroad crossing construction phase for a sidewalk project on Sand Lake Road in Orange County. A letter from FDOT explaining the amendment request is provided in **Tab 2**.

C. FTE Amendment to FY 2018/19 - 2022/23 TIP (Tab 3)

Mr. Keith Caskey, MetroPlan Orlando staff, is requesting the TAC to recommend that the FY 2018/19 - 2022/23 TIP be amended to include a project to widen the northbound shoulder of a section of Florida's Turnpike in Osceola County. A letter from Florida's Turnpike Enterprise explaining the amendment request is provided in **Tab 3**.

D. FDOT National Highway System Performance Measures & Targets (Tab 4)

Mr. Nick Lepp, MetroPlan Orlando staff, is requesting the TAC to recommend that the MetroPlan Orlando Board support FDOT's National Highway System Performance Measures and targets. An attachment is provided at **Tab 4**.

E. Title VI Program: Nondiscrimination & Language Plan (Tab 5)

Ms. Mary Ann Horne, MetroPlan Orlando staff, is requesting the TAC to recommend that MetroPlan Orlando's Title VI Program: Nondiscrimination & Language Plan be approved. An attachment is provided at **Tab 5**.

F. Appointment of Officer Selection Subcommittee

Action is requested to approve the establishment of a subcommittee to select candidates to serve as the TAC Chairman and Vice-Chairman from January through December 2019.

G. Approval of the Proposed 2019 Board/Committee Meeting Schedule (Tab 6)

Approval is requested of the 2019 MetroPlan Orlando Advisory Board/Committee Meeting Schedule, a copy of which is provided at **Tab 6**.

H. Appointment of Connected & Autonomous Vehicle Readiness Study Steering Committee

Mr. Eric Hill, MetroPlan Orlando staff, is requesting a volunteer to serve as the TAC representative on the Connected and Autonomous Vehicle Readiness Study Steering Committee. The Steering Committee will assist staff in selecting a consultant and managing the study. A similar request will be made to the Citizens Advisory Committee, Transportation Systems Management and Operations, and Transportation Disadvantaged Local Coordinating Board. FDOT District 5 will also be asked to appoint a staff member to the Steering Committee.

VII. TAC-Only Presentations

There are no TAC-only presentations.

VIII. General Information (Tab 7)

A. FDOT Quarterly Variance Report

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

B. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed for information purposes.

C. MetroPlan Orlando Board Highlights

A copy of the September 12, 2018 Board Meeting Highlights is enclosed for information purposes.

D. LYNX Press Releases

A set of press releases from LYNX is enclosed for information purposes.

E. League of Women Voters Transportation Report Card

A report card from the League of Women Voters on transportation in the MetroPlan Orlando region is enclosed for information purposes.

IX. Upcoming Meetings of Interest to TAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on November 14, 2018, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Next TAC Meeting

The next TAC meeting will be held on **November 30, 2018** at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

C. Volunteer Appreciation Reception & Toy Drive

MetroPlan Orlando is holding its Volunteer Appreciation Reception and toy drive for Board and committee members, aides and staff assistants in the MetroPlan Orlando Board Room on Friday, December 14th. More details will be provided at a later date.

X. Other Business

XI. Public Comments (General)

XII. Adjournment

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lisa Smith, MetroPlan Orlando, 250 South Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481.5672 x307 or by email at lsmith@metroplanorlando.org at least three business days prior to the event.

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

TAB 1





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

DATE: Friday, August 24, 2018

TIME: 10:00 a.m.

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Chairman Hazem El-Assar, Presiding

Members Present:

Mr. Brett Blackadar, City of Altamonte Springs
Mr. Kelly Brock, City of Casselberry
Mr. Michael Cash, City of Sanford
Mr. Christopher Cairns, City of Orlando
Mr. Gus Castro, City of Orlando
Mr. Steve Noto for Krystal Clem, City of Lake Mary
Mr. Frank Consoli, Seminole County
Ms. Jamie DiLuzio Boerger, OCPS
Mr. Joshua De Vries, Osceola County
Mr. Hazem El-Assar, Orange County
Mr. Kevin Felblinger, City of St. Cloud
Mr. Will Hawthorne, Central Florida Expressway Authority
Ms. Pam Richmond for Jim Hitt, City of Apopka
Mr. Jean Jreij, Seminole County
Mr. Steve Krug, City of Ocoee
Mr. Tawny Olore, Osceola County
Mr. Donald Marcotte, City of Winter Park
Mr. Fred Milch, ECFRPC
Ms. Mary Moskowitz, Osceola County
Ms. Tomika Monterville, LYNX
Mr. Nabil Muhaisen, City of Kissimmee
Mr. Brian Sanders for Renzo Nastasi, Orange County
Ms. Lee Pulham, Reedy Creek Improvement District
Mr. Ramon Senorans, Kissimmee Airport

Mr. Randy Shrader, City of Kissimmee
Mr. Tom Radzai for Bobby Wyatt, City of Oviedo
Mr. Michael Rigby, Seminole County Public Schools
Mr. Shad Smith, City of Longwood
Mr. Jon Williams, City of Winter Garden
Mr. Bill Wharton, Seminole County

Non-Voting Members Present:

Members Absent:

Mr. Jeff Davis, City of Sanford
Mr. Brian Fields, City of Winter Springs
Mr. Brad Friel, GOAA
Mr. Glen Hammer, Osceola County Public Schools
Mr. John Peters, City of Maitland
Mr. Ian Sikonia, City of Orlando
Mr. Matt Suedemeyer, Orange County
Mr. Jay Marder, Town of Oakland (Non-Voting)
Honorable Harvey Readey, City of Belle Isle

Others in Attendance:

Ms. Kellie Smith, FDOT
Mr. Jim Martin, FTE
Mr. Keith Caskey, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando

I. Call to Order

Chairman Hazem El-Assar called the Technical Advisory Committee to order at 10:00 a.m.

II. Confirmation of Quorum

Ms. Lisa Smith confirmed the presence of a quorum.

III. Agenda Review/Staff Follow-Up

Mr. Caskey stated that there are no changes on today's agenda. He announced that Mr. Harry Barley will be retiring effective August 31st and that a reception was held in his honor on August 23rd. Mr. Caskey stated Mr. Gary Huttman will be taking over the duties of the Executive Director effective September 4th. Mr. Harry Barley gave his final address to the members of TAC, and thanked them for their service and commitment during his time as Executive Director at MetroPlan Orlando. TAC members wished him well in his retirement.

IV. Public Comments on Action Items

None

V. Common Presentations/Status Reports

A. Colonial Parkway - PD&E Update

Ms. Abra Horne, Florida's Turnpike Enterprise, introduced the members of the Turnpike team. Ms. Horne updated TAC members on the PD&E study that Florida's Turnpike Enterprise (FTE) currently has underway on the Colonial Parkway project. Ms. Horne stated that the study area encompasses a seven mile stretch along the East State Road 50 corridor that includes crossing over the Econ River. The planned improvements extend to the end of the 408 where it turns into Challenger Parkway, and extends the project to the Interchange of State Road 50 and the 520. Ms. Horne explained that the study has an 18-month schedule anticipated for completion in the spring of 2019. She said that public meetings were held on 11/3/17 and 5/10/18 and feedback has been positive thus far. She said that based on comments received at those meetings, FTE is optimizing the alignment. She presented consultant renderings of the proposed roadway changes. Ms. Horne also discussed the no build alternative as required by the PD&E process, and the future build conditions. Ms. Horne stated that the end result for the proposed project is to improve connectivity, reduce congestion and create mobility choices for motorists. Ms. Horne provided the website address: www.floridasturnpike.com/colonialparkway.html in order to stay abreast of project updates. Ms. Horne responded to TAC member questions and concerns.

Note: The FTE is requesting an amendment to the 2040 LRTP regarding the Colonial Parkway project which will be addressed under item VI-E.

VI. Action Items

A. Approval of the June 22, 2018 TAC Meeting Minutes

Approval is requested of the June 22, 2018 meeting minutes.

MOTION: Nabil Muhaisen moved to approve the June 22, 2018 meeting minutes. Joshua De Vries seconded the motion. Motion passed unanimously.

B. FDOT Amendment to FY 2018/19 - 2022/23 TIP

Mr. Keith Caskey, MetroPlan Orlando staff, requested that the TAC recommend the FY 2018/19 - 2022/23 TIP be amended to include projects that had funds that rolled forward from FY 2017/18 to FY 2018/19. A letter from FDOT explaining the amendment request was provided, along with the FDOT Roll Forward Report, a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the September 12th Board meeting. The TIP Roll Forward document can be reviewed at: <https://metroplanorlando.org/wp-content/uploads/FY-2018.19-to-2022.23-TIP-Roll-Forward.pdf>.

MOTION: Mary Moskowitz moved to approve the amendment to the FY 2018/19-2022/23 TIP to include roll forward from FY 2017/18 to FY 2018/19. Shad Smith seconded the motion. Motion passed unanimously.

C. FDOT Amendment to FY 2018/19 - 2022/23 TIP – SUNRAIL PROJECTS

Mr. Keith Caskey, MetroPlan Orlando staff, requested the TAC recommend the FY 2018/19 - 2022/23 TIP be amended to include SunRail projects that had funds that rolled forward from FY 2017/18 to FY 2018/19. A letter from FDOT SunRail staff explaining the amendment request

was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the September 12th Board meeting.

MOTION: Shad Smith moved to approve the FDOT Amendment to FY 2018/19-2022/23 TIP to include SunRail projects rolled forward from FY 2017/18 to FY 2018/19. Christopher Cairns seconded the motion. Motion passed unanimously.

D. FY 2023/24 - 2039/40 Prioritized Project List

Mr. Nick Lepp, MetroPlan Orlando staff, requested that the TAC recommend approval of the FY 2023/24 - 2039/40 Prioritized Project List (PPL). This document includes a list of highway, Transportation Systems Management and Operations, bicycle and pedestrian, and transit projects that have been ranked in order of priority. He explained that FDOT will use the PPL in developing their FY 2019/20 - 2023/24 Five Year Work Program. The draft PPL and a fact sheet were provided. Mr. Lepp gave a brief presentation. The draft PPL document can be reviewed at: <https://metroplanorlando.org/wp-content/uploads/FY2023.24-ProjectPriorityList-DRAFT-document.pdf>.

Mr. Brian Sanders, Orange County, restated his concerns that were discussed in the earlier TSMOAC meeting regarding the need for equity to be taken into consideration earlier in the evaluation and scheduling program to ensure that there is fair distribution of funds among the three counties. Mr. Sanders said that he feels that equity is an important component in the process of evaluating and scheduling projects through this program. Discussion ensued to include the same issues brought forward in the earlier TSMOAC meeting (i.e.: to include all comments received to date and that equity be addressed in the early stages of future PPL development). Ms. Moskowitz brought attention to the "Fair Share Report". She explained that report analyzes the past five years and what was spent and also projects five years into the future for a total of 10 years. She said that it is important to consider the report when discussing equitable distribution.

MOTION: Brett Blackadar moved approval of the FY2023/24-2039/40 Prioritized Project List with the following stipulations: the list is approved as presented including all comments received to date; and equity is to be addressed in the early stages of future PPL development taking into consideration the past five years and future five years. Brian Sanders seconded the motion. Motion passed unanimously.

E. FTE 2040 LRTP Administrative Amendment

Mr. Nick Lepp, MetroPlan Orlando staff, requested approval of a request from Florida's Turnpike Enterprise for an administrative amendment to the 2040 LRTP to update the project phases for the Colonial Parkway project.

MOTION: Nabil Muhaisen moved to approve the FTE 2040 LRTP Administrative Amendment to update the project phases for the Colonial Parkway project. Shad Smith seconded the motion. Motion passed unanimously.

VII. TAC-Only Presentations

There were no TAC only presentations.

VIII. General Information

A. FDOT Emergency TIP Amendment

An emergency TIP amendment to change the funding for the traffic operations improvement at US 17/92 and Airport Boulevard was approved by the MetroPlan Orlando Board Chairman in July and will be ratified by the full Board at their September 12th meeting. A copy of the FDOT letter requesting the amendment, a fact sheet prepared by MetroPlan Orlando staff and Resolution No. 18-09 was provided for information purposes.

B. FDOT Monthly Construction Status Report

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

C. Air Quality Report

The latest air quality report for the MetroPlan Orlando was provided for information purposes.

D. MetroPlan Orlando Board Highlights

A copy of the July 11, 2018 Board Meeting Highlights was provided for information purposes.

E. LYNX Press Releases

A set of press releases from LYNX was provided for information purposes.

F. Central Florida Mobility Week 2018

FDOT's Central Florida Mobility Week will be held from October 27 – November 3, 2018. More information on this event is provided at <http://fdot.gov/projects/mobilityweek/>.

IX. Upcoming Meetings of Interest to TAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on September 12, 2018, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

B. Next TAC Meeting

The next TAC meeting will be held on October 26, 2018 at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801.

X. Other Business

None.

XI. Public Comments (General)

None.

XII. Adjournment

There being no further business, Chairman Hazem El-Assar adjourned the meeting of the Technical Advisory Committee at 10:10 a.m. The meeting was recorded and transcribed by Ms. Lisa Smith.

Approved this 26th day of October 2018.

Mr. Hazem El-Assar, Chairman

Ms. Lisa Smith, 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: November 14, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an amendment to the FY 2018/19 - 2022/23 Transportation Improvement Program to include funding for a new project phase.

Reason: FDOT is adding funding for a new phase for a sidewalk project in Orange County.

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

- This amendment adds \$125,000 in TALT funds in FY 2018/19 for a new railroad crossing phase to be included with the sidewalk project on Sand Lake Road from Lake Gloria Blvd. to Orange Avenue in Orange County.
- The purpose of the new phase is to provide for worker protection during the construction of the sidewalk on the Sand Lake Road bridge crossing the CSX railroad tracks west of Orange Avenue.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC: To be taken up on October 24, 2018
TSMO: To be taken up on October 26, 2018
TAC: To be taken up on October 26, 2018
MAC: To be taken up on November 8, 2018

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 2:

FDOT letter dated October 4, 2018

Proposed Board Resolution No. 18-16



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

**MIKE DEW
SECRETARY**

October 4, 2018

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

Dear Mr. Huttman:

**Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM
CHANGES**

The Florida Department of Transportation requests the following changes to be made to MetroPlan Orlando's Transportation Planning Organization's Adopted Fiscal Years 2018/2019 – 2022/2023 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

**FM#441066-1 State Road 482/Sand Lake Road, From Lake Gloria Boulevard to
Orange Avenue – Sidewalk Project - Project Sponsor: Florida
Department of Transportation**

Current TIP Status:

Project is currently not in the TIPs for Fiscal Years 2018/2019 – 2022/2023.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Construction Railroad	None	\$0.00	2019
	TOTAL	\$0.00	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Construction Railroad	TALT (Federal)	\$125,000.00	2019
	TOTAL	\$125,000.00	

Difference: \$125,000.00

Explanation: This request is to add a railroad crossing phase to this project for design, flagging and any related costs while adding the sidewalk on the bridge at CSX crossing #622319-Y on State Road 482/Sand Lake Road.

Sincerely,



Kellie Smith
Government Liaison Administrator
District Five

cc: Keith Caskey, Managing of Planning Services, MetroPlan Orlando

RESOLUTION NO. 18-16**SUBJECT:****Amendment to the FY 2018/19 - 2022/23
Transportation Improvement Program**

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2018/19 - 2022/23 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Orange County

- **FM #4410661 – SR 482/Sand Lake Road from Lake Gloria Blvd. to Orange Avenue – Sidewalk Project – Funding consists of \$125,000 in TALT funds for a railroad crossing phase in FY 2018/19; and**

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2018/19 - 2022/23 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 14th day of November, 2018.

Certificate

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

Honorable Cheryl L. Grieb, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: November 14, 2018

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:

Florida's Turnpike Enterprise (FTE) requests approval of an amendment to the FY 2018/19 - 2022/23 Transportation Improvement Program to include funding for a new project.

Reason:

FTE is adding funding for a shoulder-widening project on Florida's Turnpike Mainline in Osceola County.

Summary/Key Information:

Items of particular significance for our Committees and the Board are as follows:

- This amendment adds \$2,191,000 in PKYI funds in FY 2018/19 for the construction of northbound shoulder modifications to Florida's Turnpike Mainline from Milepost 210 to Milepost 249 in Osceola County.
- The purpose of the project is to widen the Turnpike Mainline shoulder so that the shoulder can be used as an additional lane during hurricane evacuations beginning in 2019.

MetroPlan Budget Impact:

None

Local Funding Impact:

None

Committee Action:

CAC: To be taken up on October 24, 2018
TSMO: To be taken up on October 26, 2018
TAC: To be taken up on October 26, 2018
MAC: To be taken up on November 8, 2018

Staff Recommendation:

Recommends approval

Supporting Information:

These documents are provided at Tab 2:

FTE letter dated September 18, 2018

Proposed Board Resolution No. 18-15



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

September 18, 2018

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

RE: Request for Amendment to Fiscal Year 2018/19 to Fiscal Year 2022/23 Transportation Improvement Program

Dear Mr. Huttman,

The Florida Department of Transportation, Florida Turnpike Enterprise requests the following addition to the MetroPlan Orlando FY 2018/19 to FY 2022/23 Transportation Improvement Program (TIP). This request is being made in conjunction with the changes to FDOT's Work Program.

ADD:

FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Project Status and Cost (\$000)			
					Work Description	2018/19	Funding Source	Project Phase
4429018 SIS Project	TPK Mainline Shoulder Evacuation Northbound	MP 210	MP 249	39.00	Widen NB Shoulder	2,191	PKYI	CST

Reason for Request:

The purpose of this new project is to construction modifications to the northbound Turnpike Mainline shoulder, from Milepost 210 to Milepost 249, in Osceola County. This project will mitigate the shoulder pinch points in the northern region of the Turnpike corridor. This improvement will help open the shoulder as an additional lane, if needed during hurricane evacuations beginning 2019.

This project does not replace or affect the Turnpike Mainline eight lane widening improvements which are identified on Table 10 of the MetroPlan Orlando Long Range Transportation Plan.

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

Sincerely,

Jim Martin
Turnpike Planning Liaison

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



RESOLUTION NO. 18-15

SUBJECT:

Amendment to the FY 2018/19 - 2022/23 Transportation Improvement Program

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2018/19 - 2022/23 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendment is described as follows:

Osceola County

- **FM #4429018 – Florida’s Turnpike from Milepost 210 to Milepost 249 – Widen northbound shoulder - Funding consists of \$2,191,000 in PKYI funds for construction in FY 2018/19; and**

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation’s amendments to the FY 2018/19 - 2022/23 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 14th day of November, 2018.

Certificate

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

Honorable Cheryl L. Grieb, Chairwoman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 4



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

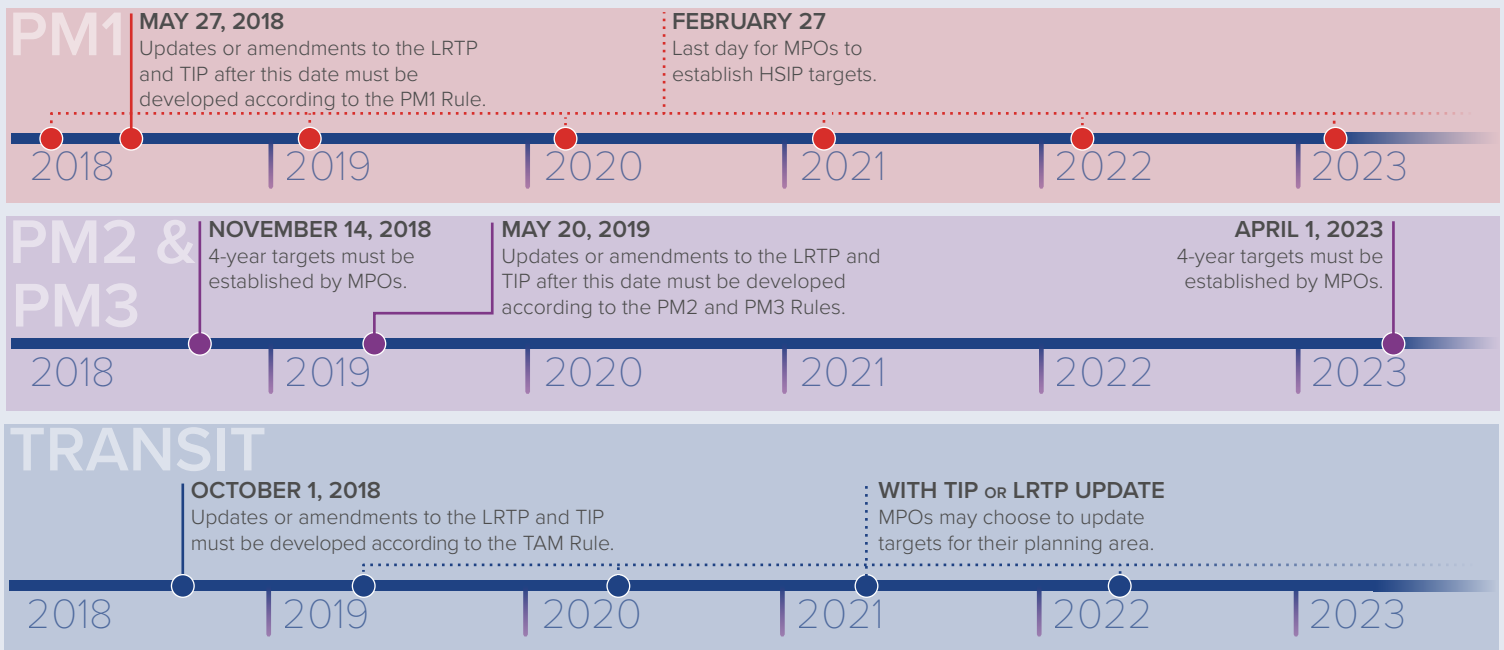
MPO TIPs shall:

- » 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

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PM1: Safety



MAP-21 Performance Management

June 2018

OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS FDOT's Florida Transportation Plan and Metropolitan Planning Organization's (MPO) Long-Range Transportation Plans (LRTPs) updated on or after May 27, 2018 must include safety performance measures and targets. Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs) updated on or after May 27, 2018 must include a description of how the STIP/TIP contributes to achieving performance targets in the LRTP.
RATE OF FATALITIES	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

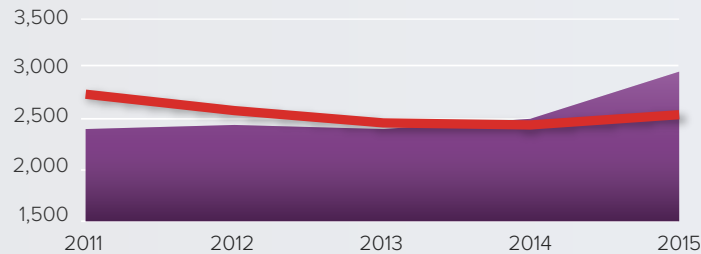
TIMELINE



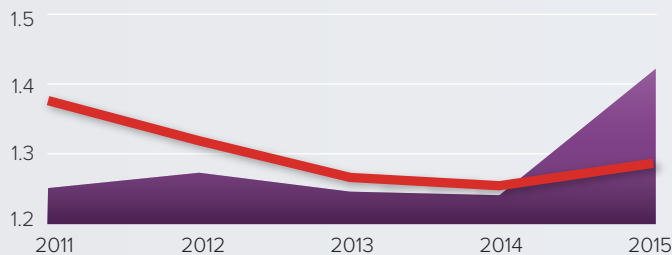
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

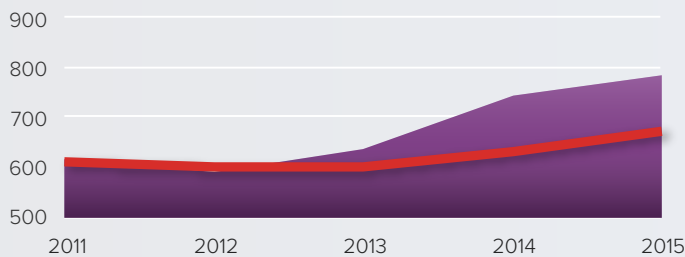
ANNUAL FATALITIES



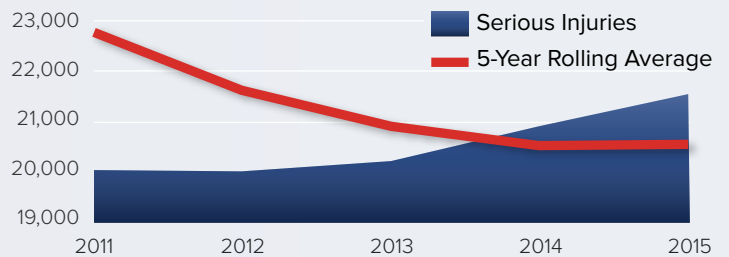
FATALITY RATE (PER HUNDRED MILLION VMT)



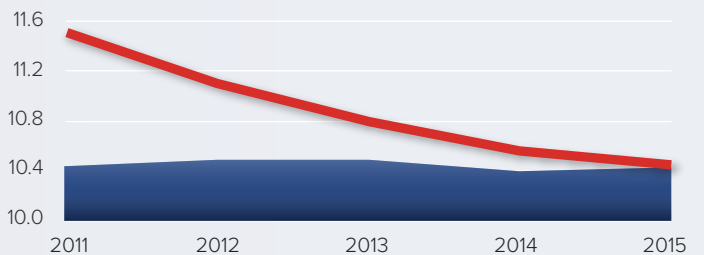
NUMBER OF NON-MOTORIZED FATALITIES



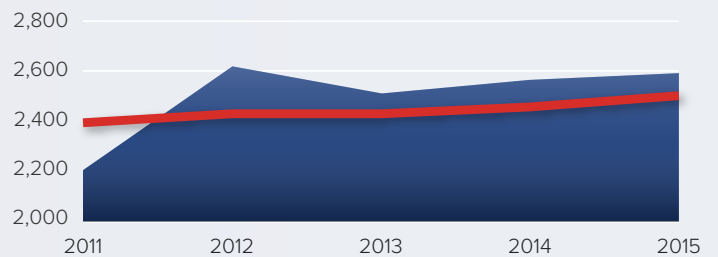
ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED SERIOUS INJURIES



Source: 2017 Florida Highway Safety Improvement Program.

STATEWIDE TARGETS

- » FDOT established statewide targets for calendar year 2018 in the Highway Safety Plan (submitted on July 1, 2017) and HSIP Annual Report (submitted on August 31, 2017), and will update **annually** thereafter.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

Based on statistical forecasting, the five-year rolling average for each performance measure for 2018 is projected to be 3,052 fatalities, 165 fatalities per 100 million VMT, 20,861 serious injuries, 11.06 serious injuries per 100 million VMT, and 3,447 non-motorized fatalities and serious injuries.

MPO TARGETS

If an MPO decides to establish its own targets, it has 180 days after FDOT reports its targets on the HSIP Annual Report.

This means that MPOs would need to report their safety targets no later than February 27 **every year**.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a State to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

If FHWA determines that FDOT has not met or made significant progress toward meeting safety performance targets, FDOT must: 1) use a portion of its obligation authority only for HSIP projects, and 2) submit an annual implementation plan that describes actions FDOT will take to meet their targets.

FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



MAP-21 Performance Management

June 2018

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule and the targets Florida Department of Transportation (FDOT) selected to meet them.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

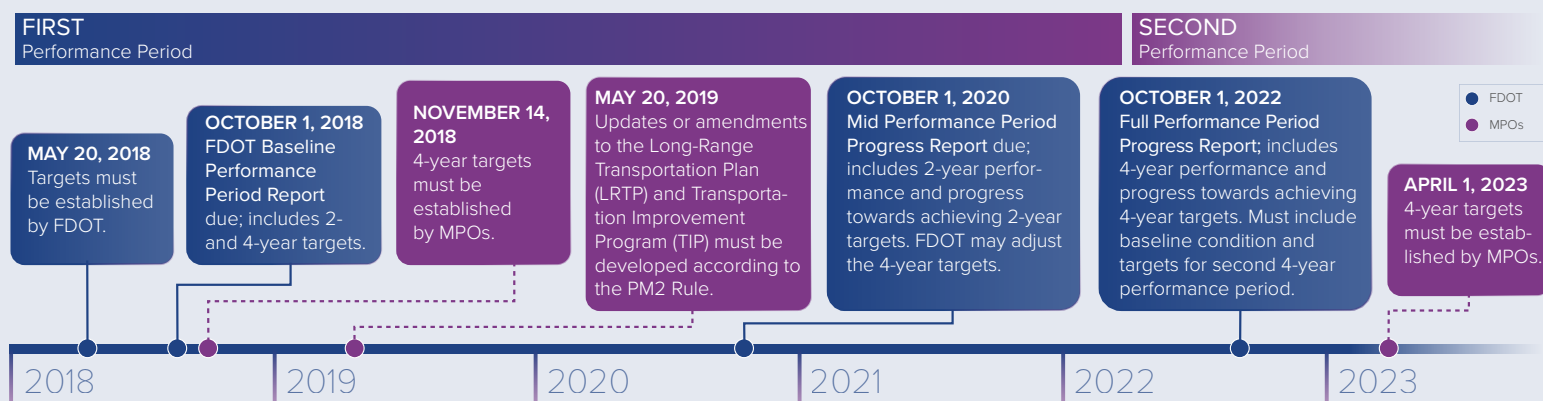
BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges by deck area classified as in **GOOD** condition.
- » Percentage of NHS bridges by deck area classified as in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

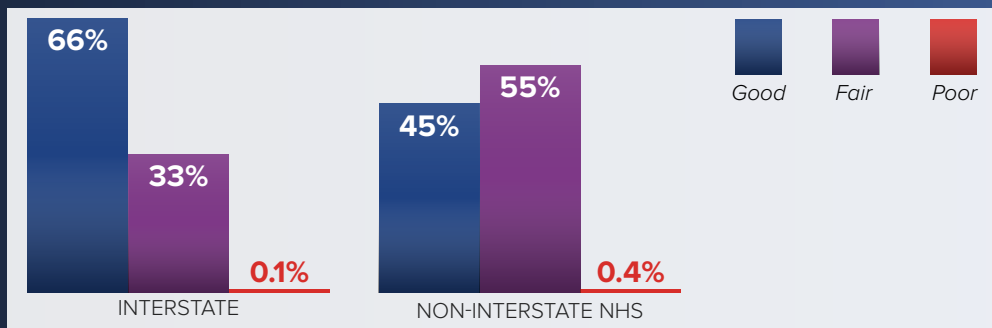
TIMELINE



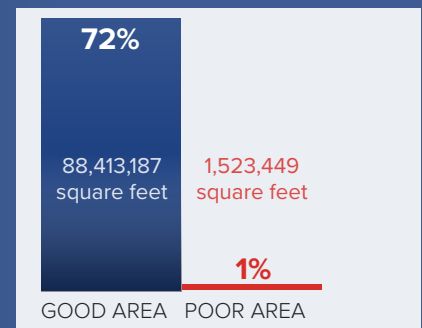
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

Pavement (Flexible and Rigid Combined)



NHS Bridge Deck Area



Source: FDOT State Materials Office and Maintenance Office.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period. FDOT is also responsible for developing an Asset Management Plan, intended to manage NHS pavement and bridge assets.

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements in <i>GOOD</i> condition	Not Required	≥ 60%
% of Interstate pavements in <i>POOR</i> condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in <i>POOR</i> condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges by deck area classified as in <i>GOOD</i> condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in <i>POOR</i> condition	≤ 10%	≤ 10%

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own target, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their bridge and pavement targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the state-wide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



MAP-21 Performance Management

June 2018

OVERVIEW

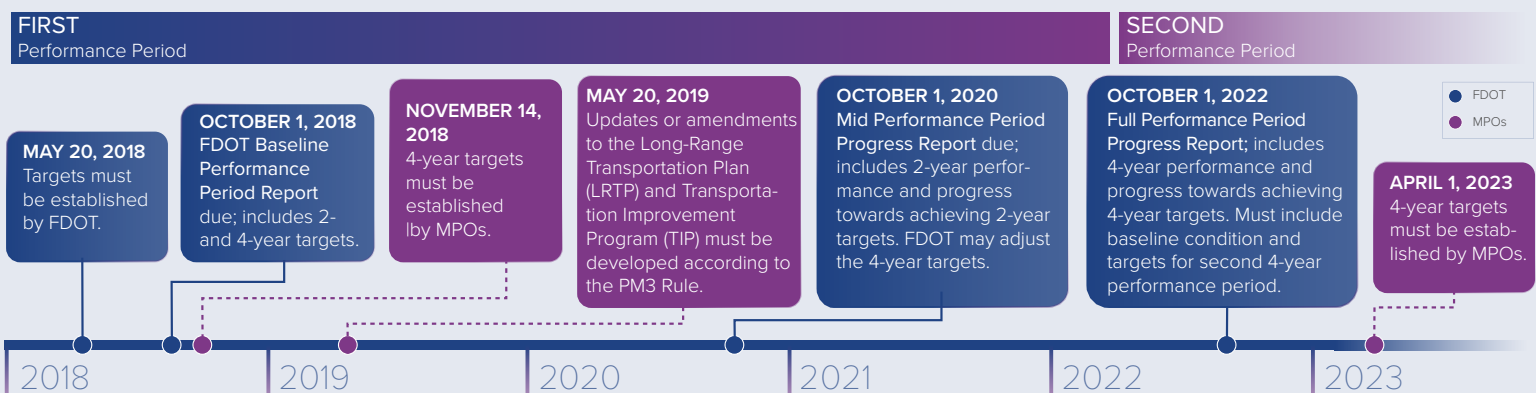
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of Person-Miles Traveled on the Interstate that Are Reliable	Interstate Reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of Person-Miles Traveled on the Non- Interstate NHS that Are Reliable	Non-Interstate Reliability	
Truck Travel Time Reliability (TTTR) Index	Freight Reliability	Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida or any of its Metropolitan Planning Organizations (MPOs).

TIMELINE

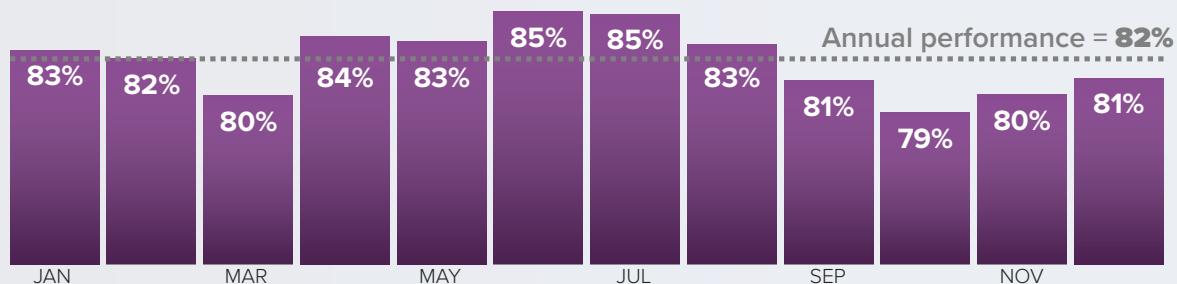


* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

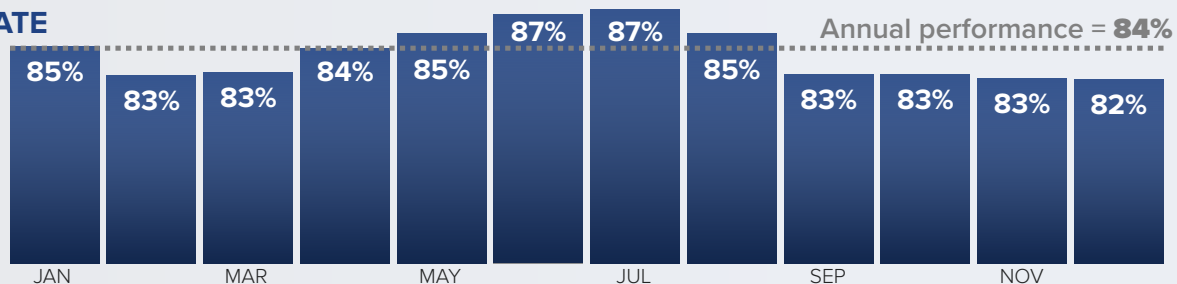
INTERSTATE

Percent of the Person-Miles Traveled on the Interstate that Are Reliable in 2017



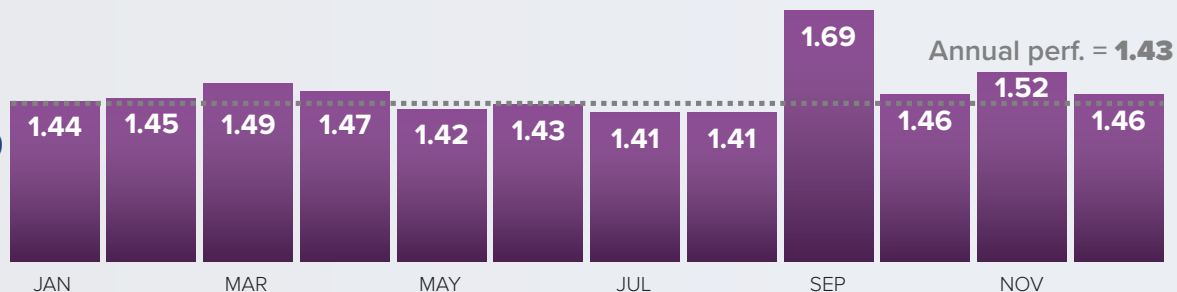
NON-INTERSTATE

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable in 2017



TRUCK

Truck Travel Time Reliability Index (Interstate) in 2017



Note: a higher TTTR index means lower reliability.

Source: NPMRDS and FHWA Occupancy Factor.

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability	1.75	2.00

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own targets, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their system performance targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress for the Interstate and Non-Interstate reliability measures, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional documentation. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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TRANSIT Asset Management



MAP-21 Performance Management

June 2018

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements: 1) new State of Good Repair (SGR) performance measures and targets, 2) revised National Transit Database (NTD) reporting requirements, and 3) new Transit Asset Management (TAM) Plan.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report performance measures and targets annually, while Metropolitan Planning Organizations (MPOs) do not have to do so every year. However, in consultation with Florida Department of Transportation (FDOT) and transit providers, MPOs may choose to revise or maintain their performance targets when they update their Transportation Improvement Programs (TIPs) or Long-Range Transportation Plans (L RTPs) regardless of the frequency of those updates. Consistent with best practices, MPOs are encouraged to consult and communicate with State DOTs and transit providers to ensure alignment of targets any time these agencies update or establish new targets.

Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

Targets should be supported by the most recent condition data and reasonable financial projections. These are reported annually to the National Transit Database (NTD).

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Its lifecycle investments have been met or recovered.

REVISED NATIONAL TRANSIT DATABASE REPORTING REQUIREMENTS

Starting in the 2018 reporting year, FDOT and transit agencies must submit the following information to the NTD:

- » **NTD ASSET INVENTORY MODULE (AIM)** with expanded data on the condition of transit assets in four asset classes, plus performance targets indicating the expected level of performance in one year; and
- » **NTD NARRATIVE REPORT (due in 2019)** with a description of progress toward previous year’s targets, reasons for any discrepancies, and expected changes in condition over the next year given investments being made in SGR.

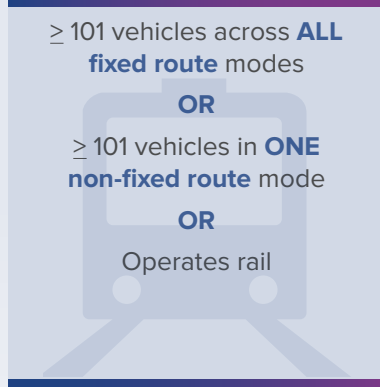
TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), providers must adopt their first Transit Asset Management Plan (TAM Plan). The plan must be updated every four years.

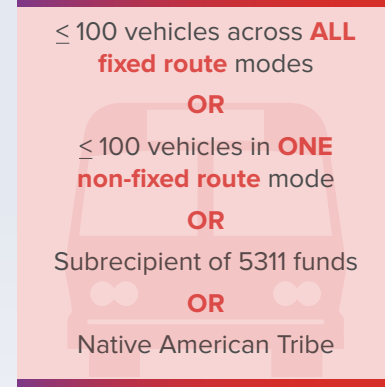
Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I



TIER II



Group Plans

- » A Tier I provider must develop its own TAM Plan.
- » Tier II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor.
- » State Departments of Transportation (DOTs) that pass FTA funds to subrecipients are required to be group TAM plan sponsors.
- » The unified targets and narrative report for group plan participants will be submitted on behalf of all participating agencies by the sponsor.
- » Group plan sponsors must make the group plan, targets, and supporting materials available to the State DOTs and MPOs that program projects for any participants of the group plan.

FDOT Group Plan Efforts

- » FDOT is in the process of developing a group plan for all subrecipients.
- » This group plan will be submitted by October 1, 2018.
- » FDOT will also set collective targets for subrecipients in collaboration with transit agencies and MPOs.

TAM Plan Elements

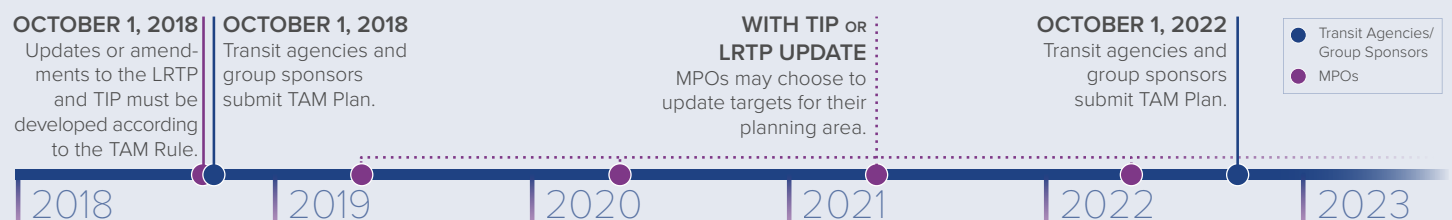
1. Inventory of Capital Assets	ALL PROVIDERS (Tiers I and II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	TIER I ONLY
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

MPO COORDINATION

MPOs should incorporate TAM performance measures and targets in their LRTP and TIP. They may also choose to adopt their performance targets when they update these two documents. This process should be documented in a written agreement between the transit providers, the MPO, and FDOT.

MPOs' compliance and progress will be evaluated during the MPO Certification Reviews

TIMELINE



FOR MORE INFORMATION PLEASE CONTACT

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TAB 5



DRAFT



Title VI Program: Nondiscrimination & Language Plan



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A Commitment to Nondiscrimination

MetroPlan Orlando welcomes public participation in the transportation planning process regardless of race, color, national origin, age, sex, religion, disability, or family status.

MetroPlan Orlando actively supports and follows [nondiscrimination laws and regulations](#), including Title VI of the Civil Rights Act of 1964 and other federal and state authorities. We promote equity and equality in our transportation planning work **because it's the right thing to do** – not just because discrimination is prohibited by law.

This *Title VI Program: Nondiscrimination & Language Plan* is our commitment to serving the public without discrimination and includes:

- How we will comply with federal and state requirements associated with nondiscrimination and the transportation planning process.
- Central Florida community characteristics data for Orange, Osceola, and Seminole counties to ensure that planning products analyze, mitigate, minimize or avoid disproportionate and adverse impacts on communities traditionally underserved in the planning process.
- A self-assessment with information on frequency of contact with limited English proficiency persons, vital programs or services, and cost of resources.
- A language assistance plan using results from the organization's self-assessment to identify potential needs in the three-county area and resources available to provide meaningful access to the organization's programs, services, and activities.
- A processing procedure for discrimination complaints.

This plan works in concert with the organization's [Public Involvement Plan](#), which identifies specific tactics for outreach and involvement.

Staff Designation of Title VI Coordinator

MetroPlan Orlando designates Cynthia Lambert, public information manager, as the individual responsible for oversight and implementation of the Title VI Program. Cynthia Lambert can be reached at (407) 481-5672 x320 or info@metroplanorlando.org. Hearing impaired persons can call toll free via Florida Relay (dial 711).



Questions about our compliance with nondiscrimination requirements?

Please contact us:



Online at MetroPlanOrlando.org
(Contact Us page)



Via email at
info@metroplanorlando.org



By mail at 250 S. Orange Ave.,
Suite 200, Orlando, FL 32801



By phone at (407) 481-5672 or
711 Florida Relay for hearing
impaired

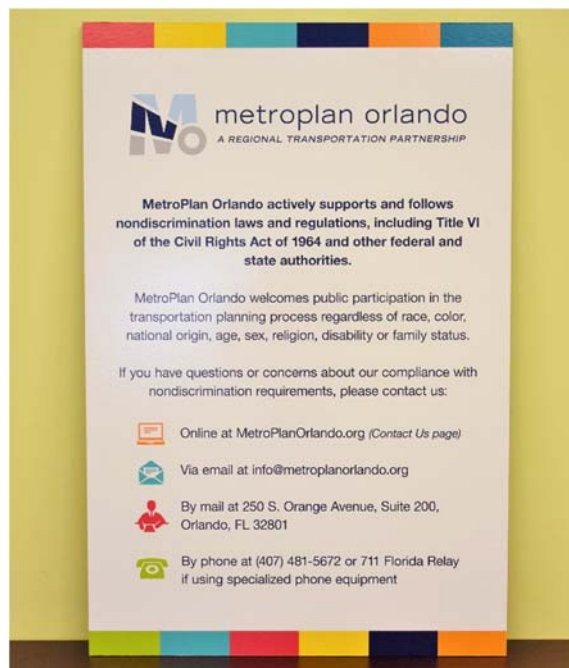
The Title VI coordinator's responsibilities include delivering related services, staff training on the plan's policies and procedures, and ongoing monitoring and assessment of the plan's effectiveness. The Title VI coordinator has direct access to MetroPlan Orlando's executive director to quickly resolve any Title VI issues that may arise. (See latest organizational chart [on our website's staff page](#) showing dotted line reporting relationship.)

Plan Review & Staff Training

This plan will be updated every three years to: (1) ensure compliance with federal and state law, (2) update demographic statistics to accurately track Central Florida's population, (3) confirm the MetroPlan Orlando Board's commitment to nondiscrimination, and (4) provide an assessment of the plan's effectiveness in addressing Title VI nondiscrimination objectives. The plan will be reviewed annually by staff to ensure effectiveness. MetroPlan Orlando staff receives annual training to ensure awareness of and sensitivity to the needs of underserved individuals.

Title VI Notice Posting Locations

MetroPlan Orlando's Title VI nondiscrimination notice is posted in our office, on MetroPlanOrlando.org in the [Nondiscrimination & Language Plan section](#), and at public meetings as needed.



Your Civil Rights

What Are Civil Rights?

Civil rights laws and regulations protect individuals from unfair treatment, or discrimination.

Did You Know?

If you believe you have experienced discrimination based on race, color, national origin, age, sex, religion, disability, or family status, you have the right to file a written or verbal complaint with MetroPlan Orlando. See page 24 for instructions on how to file a complaint.

* * *

Sus Derechos Civiles

¿Qué Son Los Derechos Civiles?

Las leyes y regulaciones de derechos civiles protegen a las personas de trato injusto o discriminación.

¿Sabías?

Si cree que ha sufrido discriminación por motivos de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar, tiene derecho a presentar una queja por escrito o verbal con MetroPlan Orlando. Consulte la página 24 para obtener instrucciones sobre cómo presentar una queja.

Central Florida Community Characteristics

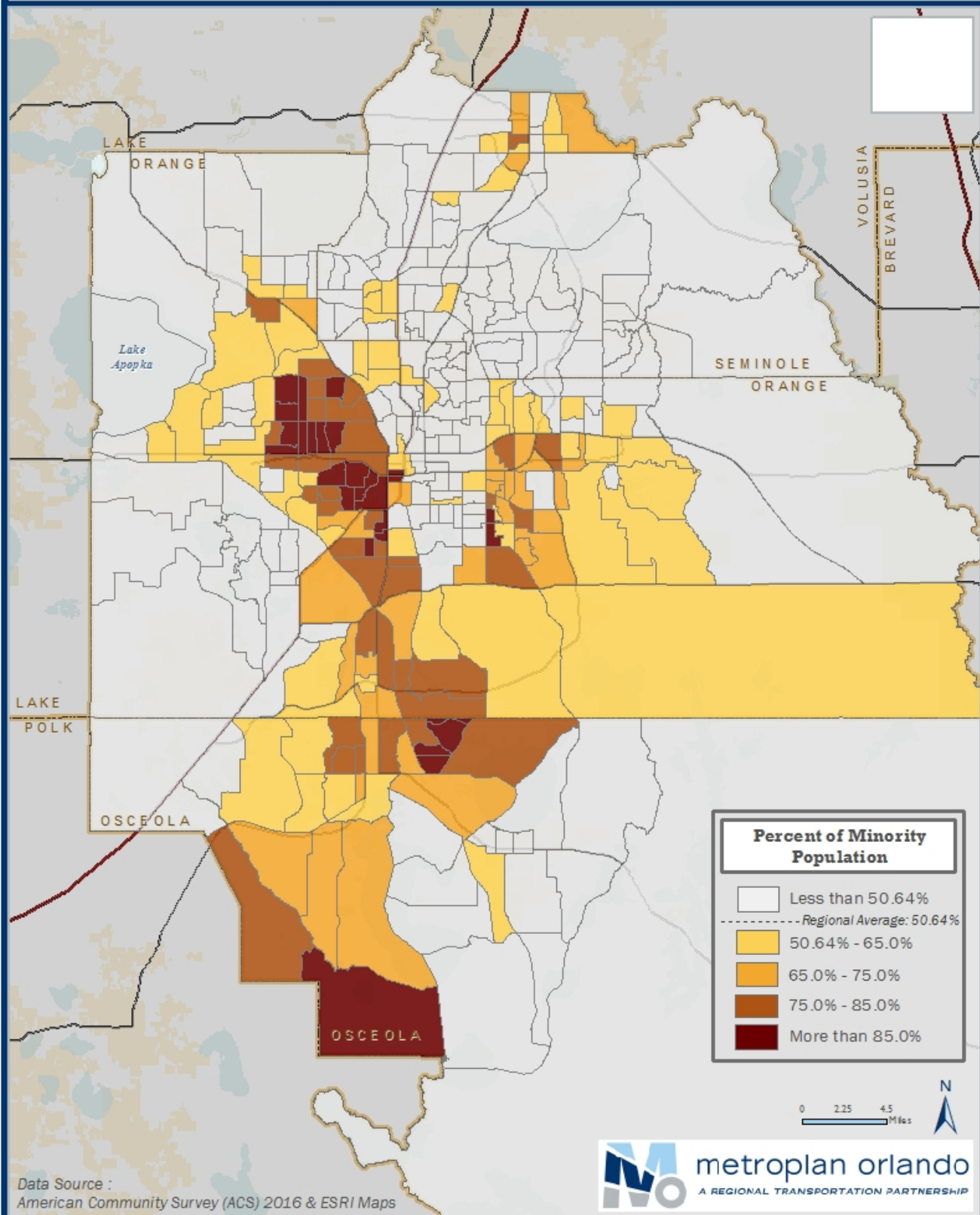
These statistics from the U.S. Census Bureau offer a county-by-county snapshot and regional view of Central Florida demographics and underserved populations.

	Orange Co.		Osceola Co.		Seminole Co.		Region Total	
	#	%	#	%	#	%	#	%
TOTAL POPULATION	1,256,055	100.0%	311,962	100.0%	442,905	100.0%	2,010,922	100.0%
Households	444,852	100.0%	93,324	100.0%	156,216	100.0%	694,392	100.0%
RACE/ETHNICITY								
White*	535,795	42.7%	110,836	35.5%	280,711	63.4%	927,342	46.12%
Black*	250,975	20.0%	29,198	9.4%	46,854	10.6%	327,027	16.26%
Hispanic/Latino**	368,503	29.3%	156,730	50.2%	85,292	19.3%	610,525	30.36%
American Indian/ Alaskan Native*	1,341	0.1%	552	0.2%	603	0.1%	2,496	0.12%
Asian*	63,528	5.1%	7,778	2.5%	17,889	4.0%	89,195	4.44%
Native Hawaiian/ Pacific Islander*	287	0.0%	338	0.1%	232	0.1%	857	0.04%
Some other race*	7,000	0.6%	1,270	0.4%	2,133	0.5%	10,403	0.52%
2 or more races*	28,626	2.3%	5,260	1.7%	9,191	2.1%	43,077	2.14%
LANGUAGE								
English spoken “less than very well” (age 5+)	150,321	12.8%	53,303	18.3%	24,482	5.8%	228,106	12.08%
AGE								
Persons 65 years or older	134,914	10.7%	39,246	12.6%	63,306	14.3%	237,466	11.81%
Persons 75 years or older	55,443	4.4%	15,265	4.9%	26,606	6.0%	97,314	4.84%
ECONOMIC								
Households below poverty level	70,409	15.8%	16,652	17.8%	17,335	11.1%	104,396	15.03%
Households with no vehicle	29,096	6.5%	5,331	5.7%	5,686	3.6%	40,113	5.78%
Female head of household with child under 18	44,621	10.0%	10,340	11.1%	11,200	7.2%	66,161	9.53%
DISABILITY								
Persons with a disability	129,186	10.3%	44,990	14.4%	45,741	10.3%	179,862	8.9%

* Not Hispanic or Latino | **Includes Hispanic of any race | Source: 2016 U.S. Census Bureau American Community Survey

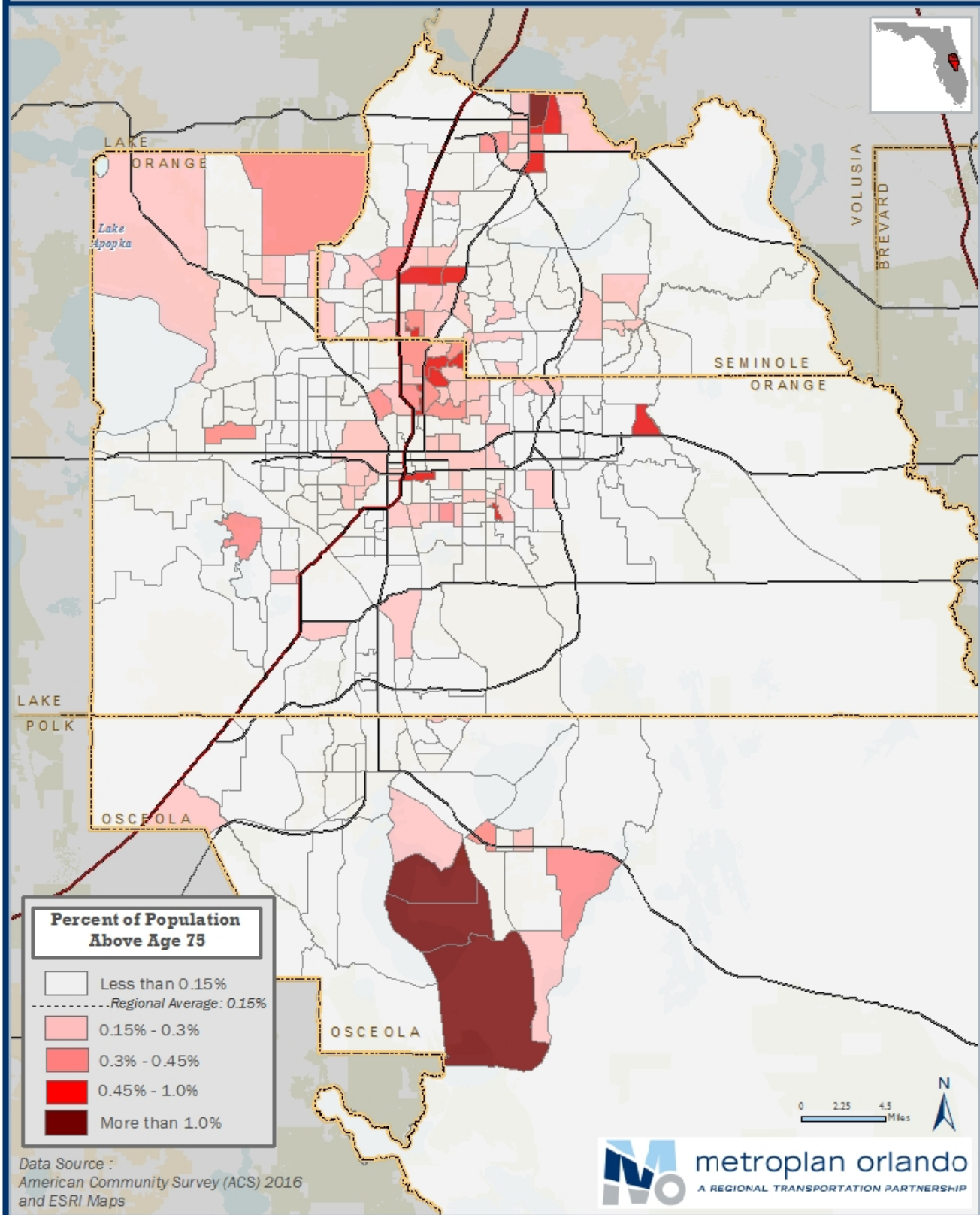
For more information on populations listed in the above table, see definitions on page 13 in *Which Communities Are Traditionally Underserved?* box.

Percentage of Minority Population



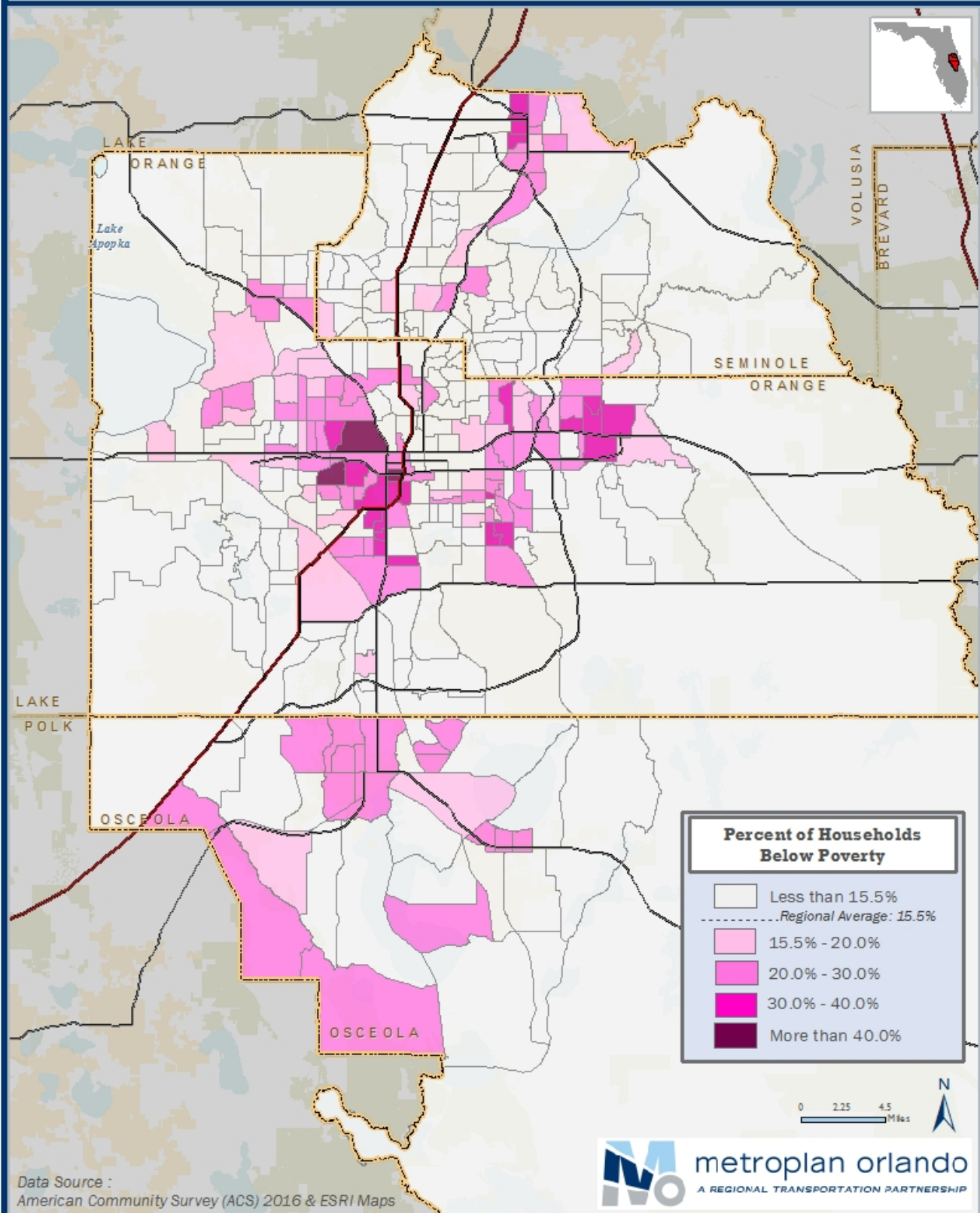
Note: Map shows census tracts

Percentage of Population Above Age 75



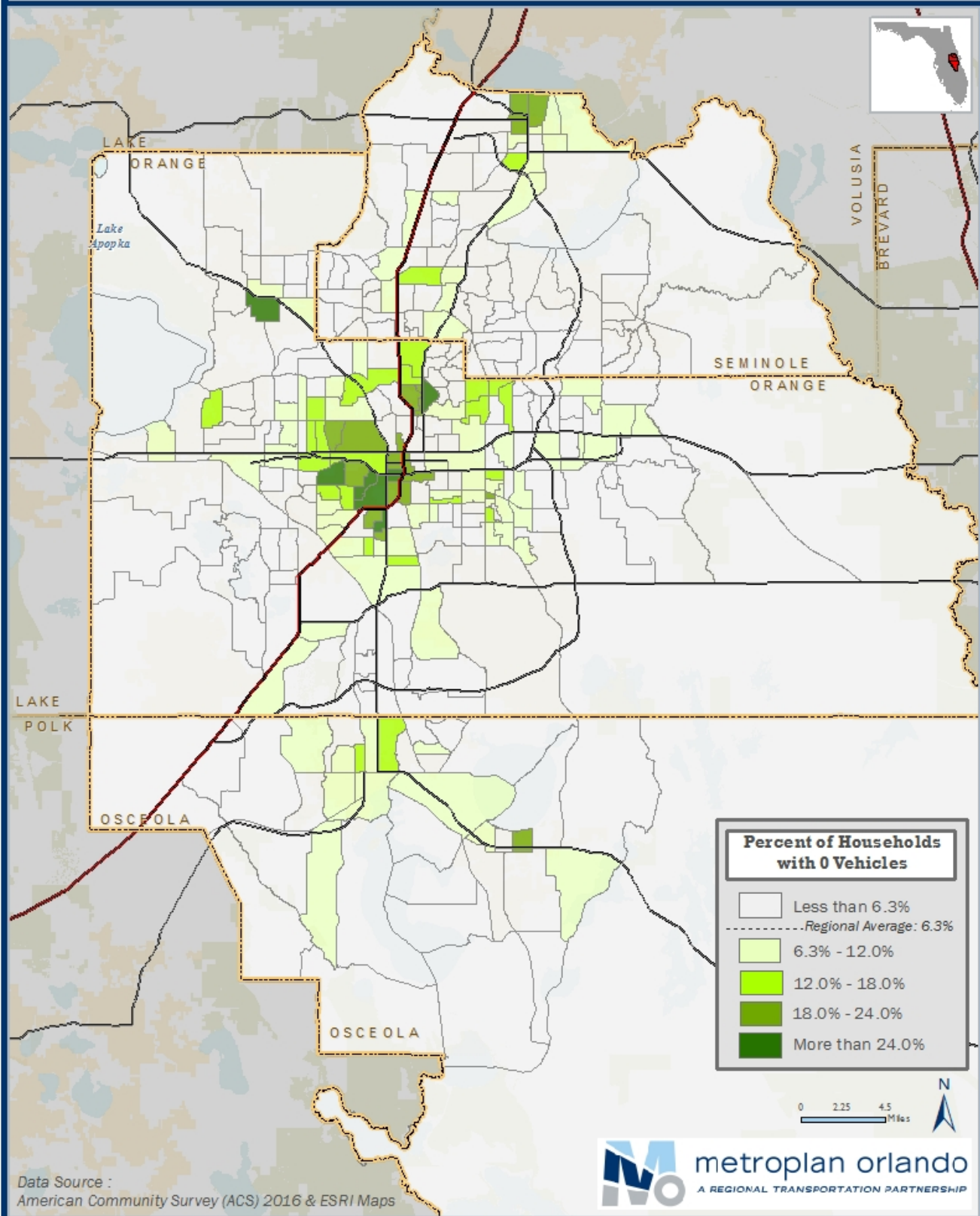
Note: Map shows census tracts

Percentage of Households below Poverty



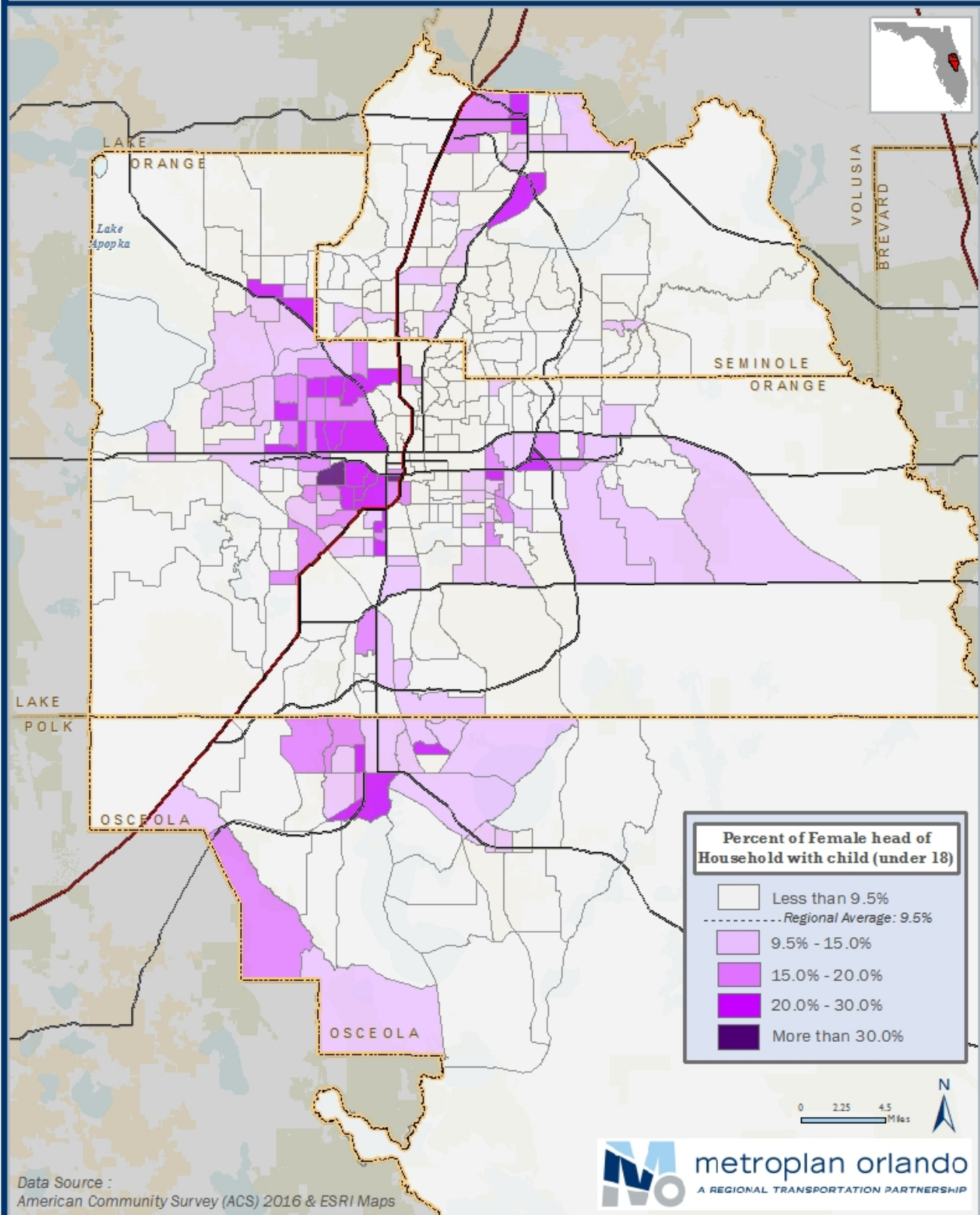
Note: Map shows census tracts

Percentage of Households with no vehicles



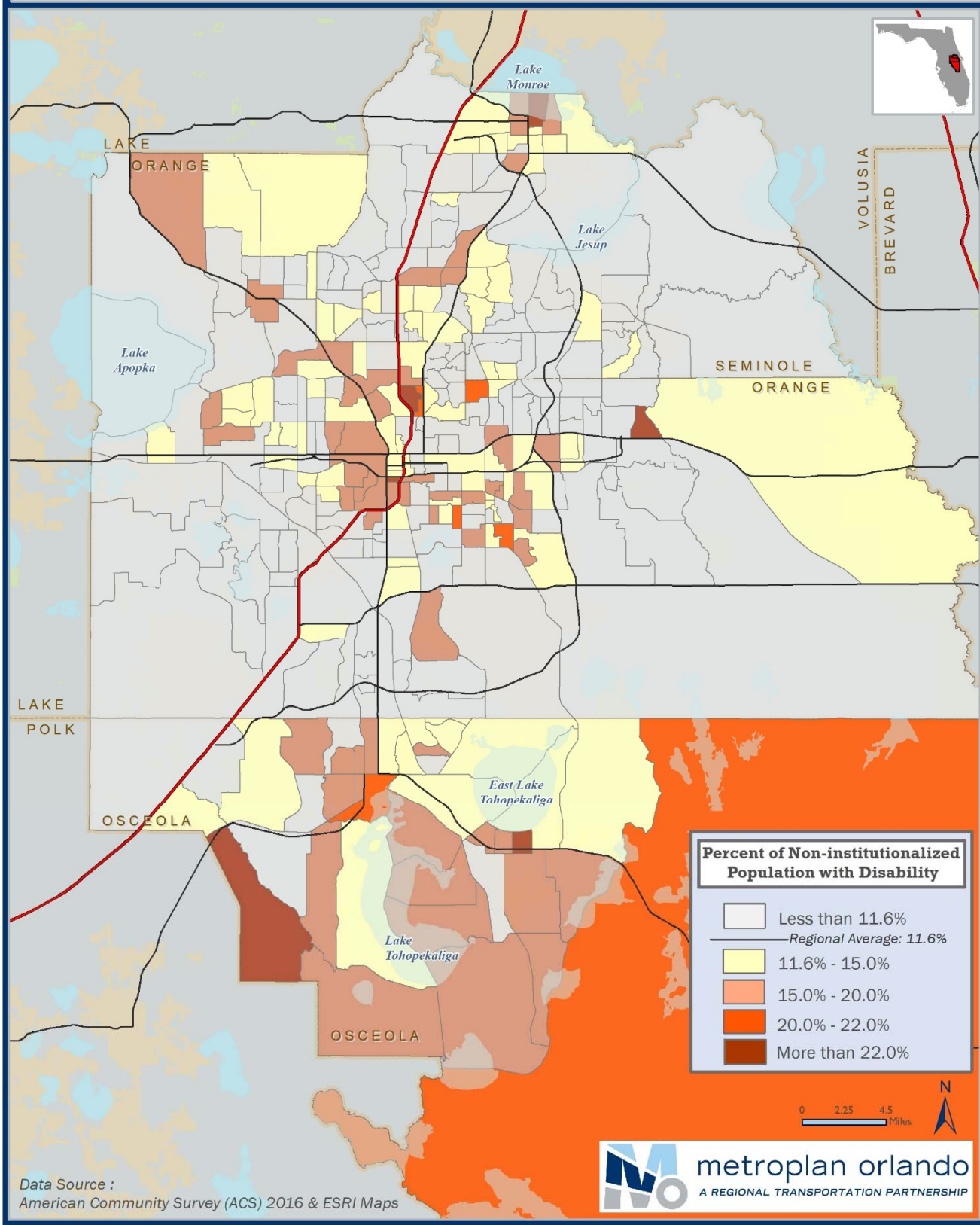
Note: Map shows census tracts

Percentage of Female Head of Household with child (under 18)



Note: Map shows census tracts

Percent of Non-Institutionalized Population with Disability



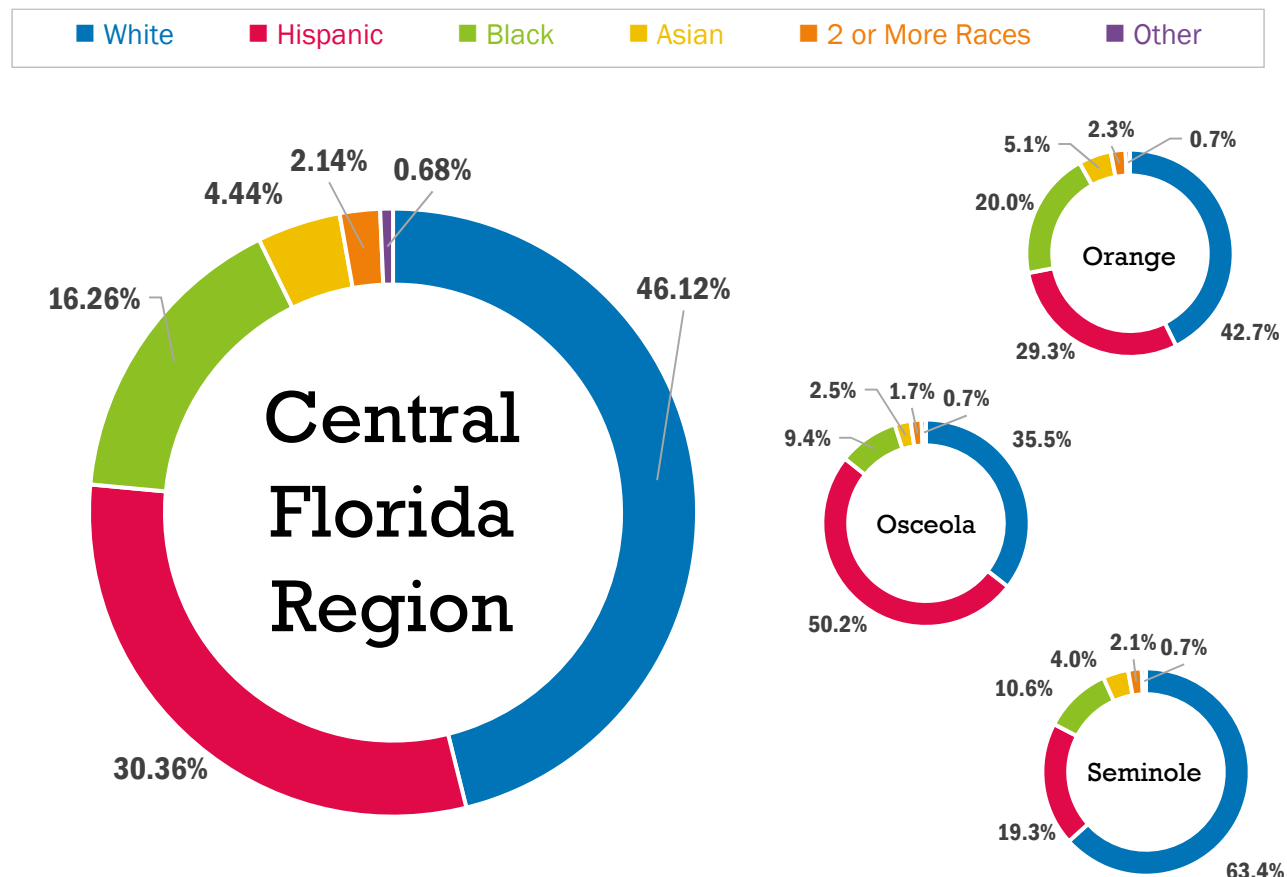
Note: Map shows census tracts

Reaching Underserved Communities

Central Florida is a majority-minority region – a beautiful multicultural melting pot. MetroPlan Orlando uses demographic information to locate underserved populations, allowing proactive community outreach efforts.

Analyzing the size and scope of underserved populations allows us to identify opportunities to minimize, mitigate, or avoid disparate impacts in transportation planning. Robust public involvement is also vital. We use demographics to guide our [Public Involvement Plan](#), which includes: 1) objectives, strategies, and tactics to ensure effective participation and meaningful community representation, 2) methods to disseminate information and receive input, and 3) outreach activities providing affirmative measures to ensure nondiscrimination. MetroPlan Orlando also allocates specific spots on our Community Advisory Committee and Transportation Disadvantaged Local Coordinating Board to underserved communities so they have a strong, constant voice in the transportation planning process.

Central Florida is a diverse community racially, ethnically, and economically. In the past decade, the three-county area has become a majority-minority region, meaning that the percentage of Central Florida's non-Hispanic white population is under 50%. This demographic make-up varies significantly from county to county, as seen in the charts below. Since the last update of this plan, the economic situation has gotten slightly better for Central Florida families, with the percentage of households at or below the poverty level going down about 2%.



Which Communities Are Traditionally Underserved?

Low Income: A person or family whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

Minority Population: An individual belonging to any of the following groups:

- *Black* – persons having origins in any of the black racial groups of Africa
- *Hispanic or Latino* – persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race
- *Asian American* – persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- *American Indian and Alaskan Native* – persons having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition
- *Native Hawaiian and Other Pacific Islander* – persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

Aging Population: Because of the increasing number of persons age 65 and older, the aging population is increasingly being categorized as young-old (65-74), old (75-84), and oldest-old (85+).

People with Disabilities: Persons who have mobility and/or self-care limitations, as defined by the U.S. Census. The disability may be physical or mental.

Zero-Car Households: Households without automobiles or access to an automobile.

Limited English Proficiency Persons: Individuals who do not speak, read, write, or understand the English language at a level that permits effective interaction. (NOTE: See further discussion and analysis in next section *Providing Meaningful Access to Limited English Proficiency Persons*.)

Female Head of Household with Child: Households led by a single mother with children under age 18.

For more information on underserved communities, see demographic statistics in *Central Florida Community Characteristics* section on page 5.

MetroPlan Orlando's Environmental Justice Focus Areas

MetroPlan Orlando works to ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income and minority populations – a concept known as environmental justice (EJ). USDOT's definition of environmental justice is included in the box to the right.

Executive Order 12898, issued in 1994, focused attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. In other words, this order made Title VI actionable.

One way MetroPlan Orlando constantly evaluates projects is through performance measures for the transportation system.

We have established **environmental justice focus areas** as a measure. If the transportation system within these EJ focus areas is under performing compared to the rest of the region, projects will be prioritized and programmed to meet established performance targets.

"Environmental justice" is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations and policies. For the purpose of this strategy, fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at the Federal, State, local or tribal level." [U.S. Department of Transportation]

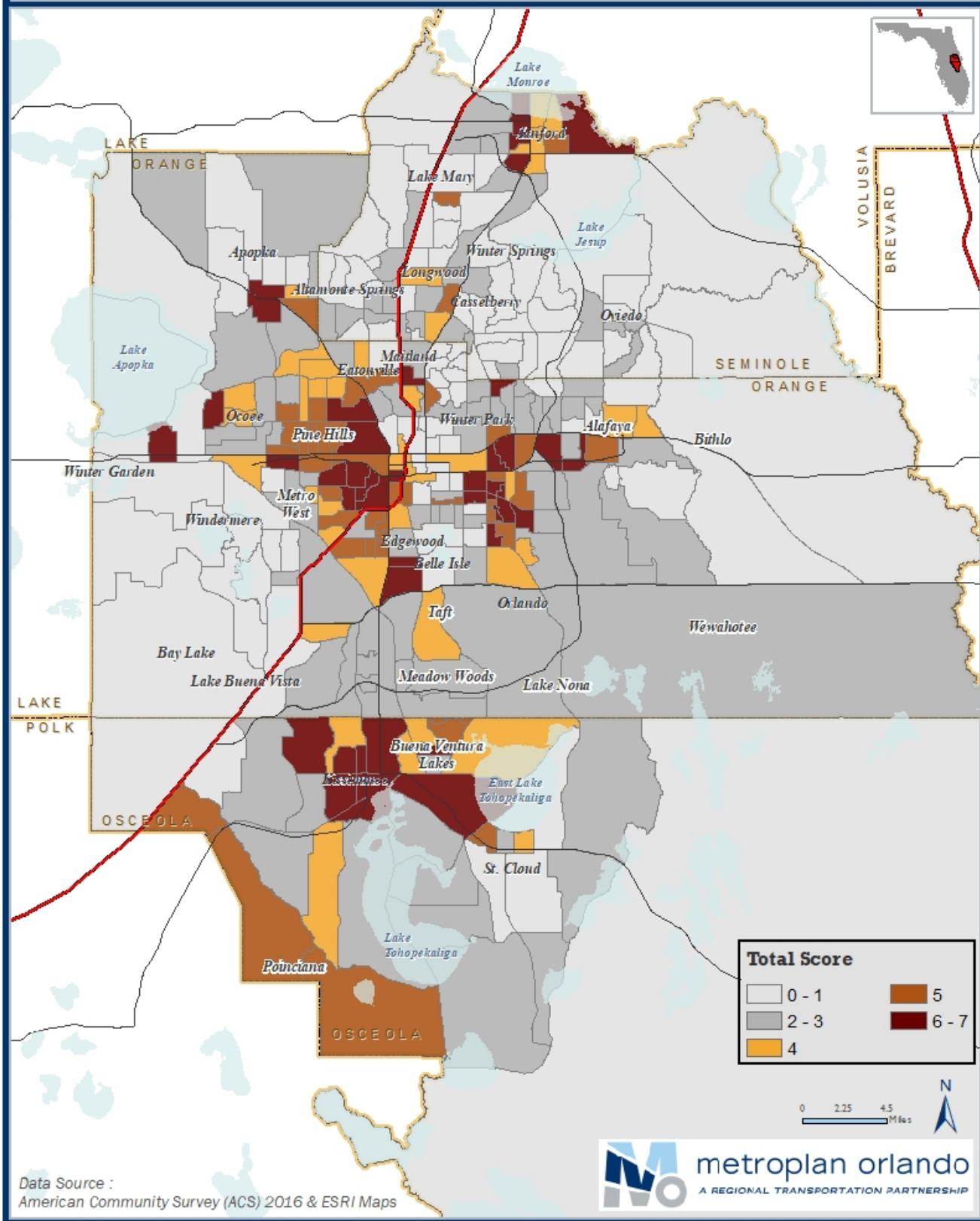
One example of how we use the EJ focus areas is in the compiling of Safe Routes to School applications. The Safe Routes to School program funds projects that make it safer and easier for students to walk and bike to school. MetroPlan Orlando coordinates with partners on the project applications. The process starts with MetroPlan Orlando generating a list of schools in the EJ focus areas, which is then evaluated by local governments for access needs.

We also use the EJ focus areas to guide proactive public involvement efforts to underserved communities, particularly while we are creating the region's Metropolitan Transportation Plan.

The focus areas were established by layering maps of the following seven populations to locate high concentrations of underserved communities throughout the region: 1) percent of population above 75; 2) percent of households below poverty level; 3) percent of female households with child under 18 years; 4) percent of population with disabilities (measured against non-institutionalized population); 5) percent of minority population (population other than non-Hispanic white only); 6) percent of population with limited English proficiency (includes all people who speak English "less than very well" and "not at all"); 7) percent of households with no vehicles.

For each of these communities, the regional average was determined and then a score of "1" was given if the percentage was above the regional average. Then, all the scores were added together. Areas with higher scores of 4-7 are established as environmental justice focus areas. All the data for this effort was compiled using the 5-year 2016 American Community Survey data at the census tract level.

Environmental Justice Focus Areas



Note: Map shows census tracts

Providing Meaningful Access to Limited English Proficiency Persons

This assessment evaluates how often MetroPlan Orlando comes in contact with persons speaking English “less than very well” and how we provide meaningful access to the transportation planning process.

Factor One: Demography

The first part of MetroPlan Orlando’s self-assessment involves data on the number of Limited English Proficiency (LEP) persons eligible to be served, likely to be served, or likely to be encountered by the organization. MetroPlan Orlando collects data related to language from several sources, but the broadest data available is compiled by the U.S. Census Bureau in the American Community Survey.

Of persons who speak a language other than English, the percentage of individuals who also reported they speak English “less than very well” is of particular importance in identifying those likely to be encountered by the organization or eligible for language assistance. A map of limited English proficiency populations is included on the next page.

PERSONS SPEAKING ENGLISH “LESS THAN VERY WELL” (AGE 5+)

ORANGE COUNTY	OSCEOLA COUNTY	SEMINOLE COUNTY	3-COUNTY TOTAL
12.8%	18.3%	5.8%	12.1%
150,321 persons	53,303 persons	24,482 persons	228,106 persons

Source: 2016 U.S. Census Bureau American Community Survey, Selected Social Characteristics in the United States (Table DP02); Geographic Boundaries: Orange, Osceola, Seminole counties

The community profile further identifies the most common languages spoken at home for respondents who reported they speak English “less than very well.”

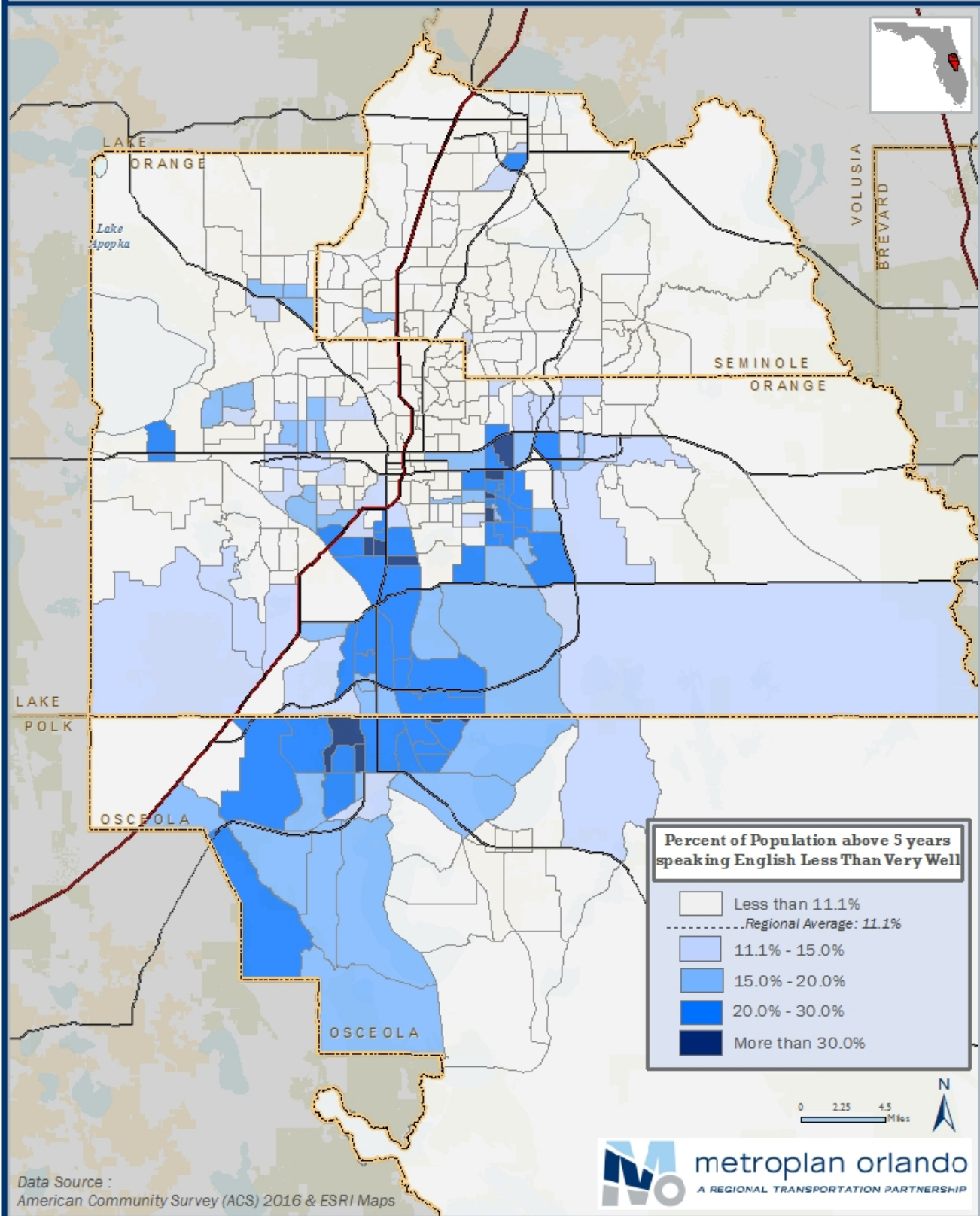
ENGLISH LANGUAGE PROFICIENCY FOR METRO AREA RESIDENTS

Language Spoken	Persons Speaking English Less Than Very Well	% of LEP Population	% of MetroPlan Orlando Region’s Population
Spanish	169,798	74.44%	8.99%
Haitian	16,412	7.19%	0.87%
Vietnamese	6,196	2.72%	0.33%
Portuguese	5,553	2.43%	0.29%
Chinese	5,725	2.51%	0.30%
Other - Various	24,422	10.71%	1.29%
TOTAL	228,106	100.00%	12.08%

Source: 2016 American Community Survey, Language Spoken at Home by Ability to Speak English for the Population 5 Years and Up (Table B16001); Geographic Boundary: Public Use Microdata Areas (PUMAs) covering entire Orange, Osceola and Seminole Counties of Florida

Based on the above analysis, MetroPlan Orlando provides select materials in Spanish on a regular basis. Translation into other languages is provided by request.

Percentage of Population with Limited English Proficiency



Note: Map shows census tracts

MetroPlan Orlando collects additional data to track limited English proficiency needs. Though results are not a formal survey, the information provides an overview of current requests and activities related to language assistance. As noted in the U.S. Census Bureau report and supported by data collected by the organization, Spanish is the most common language encountered at MetroPlan Orlando programs, services, and activities in the three-county area, especially in Osceola County.

ADDITIONAL DATA ON LIMITED ENGLISH PROFICIENCY NEEDS

Year	Category	Results
2017	Website: Visits received using Spanish-language browsers	170 (represents 0.5% of all visits)
2017	Website: Number of times Spanish language documents were accessed	5
2017	Community Events: Number of events where staff met a sizable number of limited English proficiency persons	6

Factor Two: Frequency of Contact

Though MetroPlan Orlando has regular meetings throughout the year, community outreach is the main source of contact (or potential contact) between the organization and Limited English Proficiency (LEP) persons. As a result, the frequency of contact is difficult to anticipate. Our [Public Involvement Plan](#) notes the special emphasis on outreach opportunities that engage traditionally underserved populations.

CONTACT INITIATED/ADMINISTERED BY METROPLAN ORLANDO

Program/Activity	Frequency	Resources Available
Board Meeting	8 meetings per year	Bilingual employees, special assistance notice in newspaper, LEP-specific notice on all agendas, case-by-case response, “I Speak” cards at front desk
Committee Meeting	Nearly Monthly	Bilingual employees, LEP-specific notice on all board agendas, case-by-case response, “I Speak” cards at front desk
Speakers Bureau	As Requested	Bilingual employees & staff at partner agencies, Spanish language brochures, Spanish language surveys
Community Events	Unpredictable	Bilingual employees, Spanish language brochures, Spanish language surveys, “I Speak” cards
Website	Unpredictable	Google Translate feature translating website text into 100+ languages, Spanish language brochures and Title VI nondiscrimination complaint form, LEP plan
Public Meetings	As Needed	Bilingual employees & staff at partner agencies, Spanish language brochures, Spanish language comment forms, notice in Spanish newspaper (if necessary)

Factor Three: Importance of Program

Metropolitan planning organizations receive federal funds to develop transportation plans for a designated urban area. The planning process is guided by federal and state law, including public involvement requirements to ensure diverse public outreach, notice, and opportunities for input.

The planning process does not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs like food or shelter. MetroPlan Orlando also does not require documents, such as completed applications, for participation. However, when determining whether materials, information, and/or notification related to an action is “vital,” the absence of direct services or application requirements is not the only consideration.

Future transportation projects and investments are shaped by three primary plans developed by MetroPlan Orlando: the Transportation Improvement Program, the Metropolitan Transportation Plan (formerly known as Long Range Transportation Plan), and the Unified Planning Work Program.

Given the impact of these plans on Central Florida’s future transportation system, MetroPlan Orlando places a special emphasis on language assistance for educational materials and public input tools related to our primary plans. These tools are often helpful with outreach related to other MetroPlan Orlando programs and studies.

Additionally, as discussed on page 14, limited English proficiency persons are taken into account when establishing MetroPlan Orlando’s environmental justice focus areas that show where underserved populations are located across the region. These areas are used as a performance measure in our planning process.

While meaningful access for all participants and Limited English Proficiency (LEP) persons is the intent

Definitions

Limited English Proficiency (LEP) Persons: Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

Recipient of Federal Financial Assistance: Includes grants, training, use of equipment, donations of surplus property, and other assistance. Sub-recipients are also covered, when federal funds are passed from one recipient to a sub-recipient.

Vital Communication: Any document containing information critical to benefits that are supported by federal funds or required by law. Vital documents include, for example: consent and complaint forms; and notices advising LEP persons of the availability of free language assistance. For many larger documents, translation of vital information contained within the document suffices.

Interpretation: The act of listening to spoken words in one language and orally translating it into another language.

Translation: The replacement of a written text from one language into an equivalent written text in another language.

behind services identified in the next section (*Language Assistance Plan*), the availability of resources may limit the language services in some areas.

Language assistance involving notification of services, translation of public input forms and/or surveys related to a formal public meetings, and maintenance of Spanish language materials on MetroPlanOrlando.org have high priority. Other activities, such as community events, optional meetings, and specialized speakers bureau programs have a lower priority if/when resources preclude the organization from executing all language assistance options.

Factor Four: Resources

In developing the Limited English Proficiency Plan, MetroPlan Orlando identified resources for potential recipients and associated costs. As noted above, the demand for Spanish language materials thus far has been limited. MetroPlan Orlando uses these resources, available for free or at minimal cost, for basic translation or interpretation needs:

- In-house bilingual staff (Spanish)
- Bilingual staff from partner organizations and consultants
- Maintenance of translation feature on MetroPlanOrlando.org
- “I Speak” language cards
- Google Translate mobile app with camera feature for on-the-spot translation into many languages. (A phone can be pointed at material written in English and see an instant translation on the screen. Though the translation is not perfect, this mobile app can help immediately meet translation needs at outreach events and public meetings.)



ESTIMATED TRANSLATION & INTERPRETATION COSTS

Service	Estimated Cost
Translation	\$0.12-\$0.25 per word
Interpretation	\$100+ per hour (2-hour minimum)

Language Assistance Plan

MetroPlan Orlando provides meaningful access to the transportation planning process in various ways for limited English proficiency persons.

We seek to provide language services to persons with limited English proficiency in a manner that achieves a balance between ensuring meaningful access to programs and services while not incurring undue burdens on our organization's resources. Though it is cost prohibitive to translate our primary plans and products in their entirety because they often include hundreds of pages, MetroPlan Orlando ensures that vital information about those plans is translated into Spanish, the primary translation need in Central Florida. Translation or interpretation into other languages is provided by request.

Current Language Services Provided

The table below outlines items that MetroPlan Orlando provides in Spanish so that limited English proficiency individuals receive 'vital communication' and have the opportunity to give input to the transportation planning process. (See examples of materials on page 23.)

Service	Description
Select MetroPlan Orlando outreach materials in Spanish	<ul style="list-style-type: none">• MetroPlan Orlando's organizational brochure provides an overview of our mission, board and committees, primary plans, and how to get involved in the planning process• Our Transportation Disadvantaged (TD) brochure discusses ACCESS LYNX, how to ride, and how to report concerns about the service.• We use bilingual interactive boards at community events where we expect a large LEP presence.• We evaluate LEP needs on a project-by-project basis for events, studies, and other materials.
Partner materials in Spanish	We keep copies of non-English materials from partner organizations. Examples: <ul style="list-style-type: none">• ACCESS LYNX applications (Spanish)• Best Foot Forward pedestrian safety laws handout (Spanish, Haitian Creole)• U.S. Department of Justice's Right to Work poster in Spanish (on website Jobs page)• U.S. Department of Homeland Security's E-Verify poster (on website Jobs page)
Phone access: <ul style="list-style-type: none">• Option for Spanish assistance• 711 Florida Relay	Callers who dial the MetroPlan Orlando office number hear an option to get routed to Spanish-speaking staff member. For those who are deaf, hard of hearing, deaf/blind, or speech disabled, the Florida Relay Service (711) is available to connect those who use text telephones (TTYs) with people who use voice telephones. Specially trained operators facilitate communications between the two callers. Florida Relay also offers English-to-Spanish and Spanish-to-English translation 24/7, 365 days a year.

Surveys, comment cards, forms	Customized Spanish-language surveys available; public meeting comment cards; nondiscrimination complaint form available in Spanish; “I Speak” cards available to identify additional language needs
Website	The translate function on MetroPlan Orlando’s website currently has the capability to translate into more than 100 languages.
Advertisements	Special assistance notice in newspaper, LEP-specific notice on agendas, targeted ads in Spanish publications (when vital)

Community Partners

MetroPlan Orlando’s local funding partners also provide language assistance services. In an effort to provide meaningful access to the broadest population of those with limited English proficiency, the organization will seek assistance from local funding partners and community partners for notification and access to translation and interpretation resources that already exist.

Notification of Language Assistance

MetroPlan Orlando will publicize the availability of Spanish interpreter services, free of charge, prior to board and committee meetings, workshops, and public hearings. Notification will be provided on the organization’s website, within meeting notices, and on each agenda. When appropriate, additional notification will be provided using the following outreach tools:

- Signage
- Public outreach materials
- Partner outreach materials
- Via community-based organizations
- Local Spanish newspapers/publications


The need for additional notification will be determined, in part, by the nature of the meeting or event and the degree in which such assistance is anticipated.

Standard notification regarding language assistance will read:


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.

EXAMPLES OF SPANISH LANGUAGE MATERIALS



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Encuesta

Survey

Pregunta #1

Dada la disminución de fondos, ¿cuales cree usted que son las 3 principales necesidades de transporte más importantes en su área?

<input type="checkbox"/> Aliviar la congestión del tráfico	<input type="checkbox"/> Control de la conducción distraída
<input type="checkbox"/> Añadir carriles para bicicletas y senderos	<input type="checkbox"/> Aumentar el servicio de los pasajeros en ferrocarril
<input type="checkbox"/> Aumentar el servicio de autobuses	<input type="checkbox"/> Mejorar la seguridad peatonal
<input type="checkbox"/> Construir o ensanchar carreteras	<input type="checkbox"/> Otro _____

Pregunta #2

¿Debe invertir más dinero la Florida Central para mejorar su sistema de transporte?

☐ Sí ☐ No

Pregunta #3

Si la respuesta es sí, ¿qué ve usted como las 3 principales maneras de pagar por las mejoras al sistema?

<input type="checkbox"/> Fondos de impuestos a la propiedad	<input type="checkbox"/> Impuesto sobre millaje recorrido
<input type="checkbox"/> Fondos de impuestos sobre las ventas	<input type="checkbox"/> Cuota sobre los autos de renta para los visitantes
<input type="checkbox"/> Peajes	
<input type="checkbox"/> Aumento al impuesto sobre la gasolina	<input type="checkbox"/> Combinación/Otro _____

Conversación de la comunidad



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COMMENT/COMENTARIO PUBLICO

Spoken Comment/Hablado Comentario ☐
Written Comment/Comentario Escrito ☐

NAME/NOMBRE: _____

ADDRESS/DIRECCION: _____

EMAIL ADDRESS/CORREO ELECTRONICO: _____

IF YOU WOULD LIKE TO SPEAK DURING THE HEARING, PLEASE GIVE THIS CARD TO A METROPLAN ORLANDO STAFFER. OTHERWISE, PLEASE WRITE YOUR COMMENT ON THE BACK.

SI DESEA HABLAR DURANTE LA AUDIENCIA, DÉ POR FAVOR ESTA TARJETA A UN METROPLAN ORLANDO MIEMBRO DEL PERSONAL. DE OTRA FORMA, POR FAVOR ESCRIBA SU COMENTARIO EN LA PARTE POSTERIOR.

Speakers will have 3 minutes each.
Los comentarios están limitados a 3 minutos por orador.



Interactive board from community event

Brochure About MetroPlan Orlando and its Main Plans

Cómo usted puede participar

- En línea en www.MetroPlanOrlando.org
- En las oficinas de la Agencia
- En las reuniones públicas
- En las reuniones de la Junta de la Comunidad
- En las reuniones de la Junta de la Comunidad
- En las reuniones de la Junta de la Comunidad
- En las reuniones de la Junta de la Comunidad
- En las reuniones de la Junta de la Comunidad

Nuestros Comités Asesores

Es importante considerar diferentes puntos de vista durante el proceso de planificación de la transportation. Para ayudar a que la Junta de MetroPlan Orlando tome decisiones informadas, los comités asesores revisan los planes y proponen sus opiniones antes de que se aprueben los planes. Los comités son:

Comité Asesor Técnico
Este comité está formado por personal técnico, principalmente ingenieros y planificadores, de varias agencias locales y empresas operadoras de transporte. Los miembros evalúan la precisión técnica y la viabilidad de los planes propuestos y proporcionan asesoramiento experto a la junta.

Comité Asesor del Sistema Administrativo de Transportation y Operaciones
Este comité técnico y no partidista se centra en la tecnología para hacer la mejor del sistema de transportation existente. Los miembros incluyen planificadores e ingenieros expertos de las agencias estatales, regionales y locales.

Comité Asesor Comunitario
Este comité asegura que las opiniones de los funcionarios electos de las ciudades que no tienen representación directa en la junta son parte del proceso de toma de decisiones en la transportation. El presidente del comité tiene derecho al voto en la junta.

Comité Asesor Municipal
Este comité asegura que las opiniones de los funcionarios electos de las ciudades que no tienen representación directa en la junta son parte del proceso de toma de decisiones en la transportation. El presidente del comité tiene derecho al voto en la junta.

Planificando hoy para dar forma al mañana

MetroPlan Orlando dirige los esfuerzos de planificación de la transportation en los condados Orange, Osceola y Seminole, trabajando con los funcionarios electos, los expertos de la industria y los ciudadanos para establecer las prioridades de transporte y dar forma a un sistema futuro que ofrezca opciones de viaje. Como una organización de planificación metropolitana, también determinamos el modo en que se invierte el dinero.

Nuestros planes

Producimos tres planes principales de transporte, que son adoptados por la junta después de la consideración de la opinión pública y extensa revisión por comités de asesoramiento.

Plan de Transporte a Largo Plazo
El Plan de Transporte a Largo Plazo crea una visión de transportation a largo plazo que alcanza al menos 20 años hacia el futuro. Los proyectos deben ser incluidos en el plan para recibir fondos federales. El plan se actualiza cada cinco años.

Lista de Proyectos por Prioridad
La lista priorizada de proyectos es una lista clasificada de los proyectos no financiados - esencialmente una lista de espera de financiación. Esta lista se actualiza anualmente y sitúa las prioridades de la región para los proyectos de carretera, autobús, tren, administración y operaciones, bicicleta, y proyectos peatonales.

Programa de Mejoramiento de la Transportation
El Programa de Mejoramiento de la Transportation es un plan de cinco años que asigna fondos disponibles para proyectos específicos. El plan se actualiza anualmente y incluye todos los modos de transporte.

Planes adicionales
Visite nuestro sitio web para ver los planes sobre otros temas clave, incluyendo las políticas de participación pública, de no discriminación y de lenguaje, programas para ciclistas y peatones, seguridad, el programa de trabajo en la organización y el presupuesto, etc. También llevamos a cabo investigaciones sobre una variedad de temas y tenemos los informes disponibles en línea en www.metroplanorlando.org.

Title VI Program: Nondiscrimination & Language Plan - DRAFT | 23

Complaint Processing Procedure

This section explains how discrimination complaints are processed and investigated by MetroPlan Orlando.

Any person who believes they or a specific class of people have experienced discrimination, as defined by Title VI of the Civil Rights Act of 1964 and other nondiscrimination authorities, may file a verbal or written complaint with MetroPlan Orlando.

The *MetroPlan Orlando Title VI Discrimination Complaint Form* is available in English and Spanish, online and by request. A copy of the form is available in the appendix of this plan. This form, whether completed by the individual filing the complaint or by staff when reducing elements of a verbal complaint to writing, also serves as: (1) standard written notification transmitted to the Florida Department of Transportation (FDOT) District Five Title VI Coordinator and (2) documentation filed in the official MetroPlan Orlando log of Title VI complaints.

If a complaint is received, MetroPlan Orlando's (MPO's) Title VI Coordinator will follow these steps:

1. Verbal and non-written complaints will initially be addressed informally by MetroPlan Orlando's Title VI Coordinator. If the issue has not been satisfactorily resolved through this informal means, or if at any time the person requests to file a formal written complaint, MetroPlan Orlando's Title VI Coordinator shall refer the Complainant to the FDOT's District Five Title VI Coordinator for processing in accordance with approved state procedures.
2. MetroPlan Orlando's Title VI Coordinator will advise FDOT's District Five Title VI Coordinator within five (5) calendar days of receipt of the allegations.
3. The following information will be included in every notification to FDOT's District Five Title VI Coordinator:
 - a. Name, address, and phone number of the Complainant
 - b. Name(s) and address(es) of Respondent
 - c. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)



How to File a Discrimination Complaint

If you would like to report your complaint verbally, call MetroPlan Orlando's Title VI Coordinator at 407-481-5672 x320. To file a written complaint, please fill out the *MetroPlan Orlando Title VI Discrimination Complaint Form* located in the appendix of this plan and email it to info@metroplanorlando.org or mail it to MetroPlan Orlando, ATTN: Title VI Complaint, 250 S. Orange Avenue, Suite 200, Orlando, FL 32801.



Cómo Presentar una Queja por Discriminación

Si desea informar su queja verbalmente, llame al Coordinador del Título VI de MetroPlan Orlando al 407-481-5672 x320. Para presentar una queja por escrito, complete el formulario de queja de discriminación de MetroPlan Orlando Título VI ubicado en el apéndice de este plan y envíelo por correo electrónico a info@metroplanorlando.org o envíelo por correo a MetroPlan Orlando, ATTN: Title VI Complaint, 250 S. Orange Avenue, Suite 200, Orlando, FL 32801.

- d. Date of alleged discriminatory act(s)
 - e. Date of complaint received by the recipient
 - f. A statement of the complaint
 - g. Other agencies (state, local or federal) where the complaint has been filed
 - h. An explanation of the actions the MPO has taken or proposed to resolve the allegation(s) raised in the complaint
- 4. Within ten (10) calendar days, the MPO Title VI Coordinator will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
- 5. Within sixty (60) calendar days, the MPO Title VI Coordinator will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the head of the MPO.
- 6. Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the MPO Title VI Coordinator will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the FDOT's EOO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI Coordinator will also provide the FDOT's District Five Title VI Coordinator with a copy of this decision and summary of findings.
- 7. The MPO Title VI Coordinator will maintain a log of all verbal and non-written complaints received by the MPO. The log will include the following information:
 - a. Name of Complainant
 - b. Name of Respondent
 - c. Basis of Complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
 - d. Date verbal or non-written complaint was received by the MPO
 - e. Date the MPO notified the FDOT's District Five Title VI Coordinator of the verbal or non-written complaint
 - f. Explanation of the actions the MPO has taken or proposed to resolve the issue raised in the complaint

Appendix

The following documents are included in the appendix to support MetroPlan Orlando's commitment to nondiscrimination.

- MetroPlan Orlando Title VI Complaint Form (English)
- MetroPlan Orlando Título VI Forma de Reclamo (Español)
- FDOT Assurance: Title VI Nondiscrimination Policy Statement & Related Contract Language – SAMPLE *[note: to be added after this plan is finalized]*
- Intergovernmental Review Certification – SAMPLE *[note: to be added after this plan is finalized]*
- Federal Transit Administration Civil Rights Assurance – SAMPLE *[note: to be added after this plan is finalized]*
- MetroPlan Orlando Assurance Concerning Nondiscrimination on the Basis of Handicap – SAMPLE *[note: to be added after this plan is finalized]*



MetroPlan Orlando Title VI Complaint Form

Name	Daytime Phone (if available)	Evening Phone (if available)
Address (Street, P.O. Box, etc.)		City, State, Zip Code
Name of person(s) who discriminated against you, position (if known):		
Please describe the event, occasion, place, etc. where the discrimination took place:		
Date of alleged incident:		
Discrimination on the basis of (please check):		
Race	Retaliation	Sex
Color	National Origin	Age
Familial Status		Religion
Disability		
Please briefly explain the incident that triggered a Title VI violation, including the nature of the event, who was involved and any other details necessary for an investigation. (NOTE: You may use the other side of this paper and/or attach a separate document.)		
Signature	Date	
Mail to: Cynthia Lambert, MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, FL., 32801 Email: clambert@metroplanorlando.org Fax: (407) 481-5680		



MetroPlan Orlando Título VI

Forma de Reclamo

Nombre de la persona discriminada		Número de teléfono diurno (si disponible)	Número de teléfono nocturno (si disponible)	
Dirección de residencia (número y calle, número de departamento)			Ciudad, estado, y código postal de residencia	
Nombre de la persona que discriminó contra usted, y la posición de trabajo (si conocido):				
Describa por favor el acontecimiento, la ocasión, el lugar, etc. donde la discriminación sucedió:				
Fecha del incidente discriminatorio:				
Causa de la discriminación (marque por favor):				
Raza	Retaliación	Sexo	Estado Civil	Religión
Color de Piel	Nacionalidad	Edad	Impedimento Físico o Mental	
Por favor explique brevemente el incidente que provocó una infracción de Título VI, incluyendo quienes participaron y cualquier otros detalles necesarios para una investigación. (Puede utilizar el otro lado de este papel y/o conectar un documento adicional.)				
Firma		Fecha		
Envíe por correo a: Cynthia Lambert, MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, FL., 32801 Correo Electrónico: clambert@metroplanorlando.org Fax: (407) 481-5680				

TAB 6





MetroPlan Orlando
2019 Board & Committee Meeting Schedule
 250 S. Orange Avenue, Suite 200
 Orlando, FL 32801

	MetroPlan Orlando Board	Community Advisory Committee (CAC)	Technical Advisory Committee (TAC)	TSMO***	TDLCB***	Municipal Advisory Committee (MAC)
	2 nd Wednesday @ 9:00 a.m.	4 th Wednesday @ 9:30 am.	4 th Friday @ 10:00 a.m.	4 th Friday @ 8:30 a.m.	2 nd Thursday Quarterly @ 10:00 a.m.	Thursday prior to the Board meeting @ 9:30 a.m.
January		January 23	January 25	January 25		
February	February 13	February 27	February 22	February 22	February 14	February 7
March	March 13					March 7
April		April 24	April 26	April 26		
May	May 8	May 22	May 24	May 24	May 9	May 2
June	June 12	June 26	June 28	June 28		June 6
July	July 10					*
August		August 28	August 23	August 23	August 8	
September	September 11					September 5
October		October 23	October 25	October 25		
November	November 13				November 14	November 7
December	December 11	December 4*	December 6*	December 6*		December 5

No meeting
 * Holiday Adjustment
 ** Adjustment Due to Conflict

*** TSMO – Transportation Systems Management & Operations
 TDLCB – Transportation Disadvantaged Local Coordinating Board

TAB 7





Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

719 South Woodland Boulevard
DeLand, Florida 32720

**MIKE DEW
SECRETARY**

October 4, 2018

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

RE: First Quarter Variance Report (July 2018 – September 2018)

Dear Mr. Huttman:

This letter is in reference to a request made by MetroPlan Orlando Metropolitan Planning Organization (MPO) regarding the first quarter variance report for the period of July 2018 through September 2018. This quarter's variance report compares the July 1, 2018 adopted work program with changes made to the adopted work program in the first quarter of Fiscal Year 2018/2019. The projects listed below includes a cost increase that is equal to or greater than the minimum parameters set by MetroPlan Orlando.

ORANGE COUNTY PROJECTS

FM#437634-1 – State Road 551 (Goldenrod Road) from State Road 408 to State Road 50 – Safety Project

7/1/18 Adopted Phase Cost: Right of Way Acquisition Phase = \$828,563 (FY 2018/2019)

Revised Phase Cost: Right of Way Acquisition Phase = \$1,334,880 (FY 2018/2019)

Phase Cost Increase: Right of Way Acquisition Phase = (61%)

Reason for Cost Increase

Funding added due to Right of Way estimate updates along the corridor

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

OSCEOLA COUNTY PROJECTS

FM#239714-1 – State Road 600 (US 17/92) from 1900' West of Poinciana Boulevard to County Road 535 - Add Lanes and Reconstruct Project

7/1/18 Adopted Phase Cost: Construction Engineering Inspection Phase = \$2,083,348 (FY 2018/2019)

Revised Phase Cost: Construction Engineering Inspection Phase = \$3,246,232 (FY 2018/2019)

Phase Cost Increase: Construction Engineering Inspection Phase = (55%)

Reason for Cost Increase

Funding added due to Construction cost estimate updates along the corridor.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

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

7/1/18 Adopted Phase Cost: Right of Way Acquisition Phase = \$1,600,000 (FY 2022/2023)

Revised Phase Cost: Right of Way Acquisition Phase = \$6,000,000 (FY 2022/2023)

Phase Cost Increase: Right of Way Acquisition Phase = (275%)

7/1/18 Adopted Phase Cost: Right of Way Relocation Phase = \$15,000 (FY 2022/2023)

Revised Phase Cost: Right of Way Relocation Phase = \$47,834 (FY 2022/2023)

Phase Cost Increase: Right of Way Relocation Phase = (218%)

Reason for Cost Increase

Funding added due to Right of Way estimate updates along the corridor

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

OSCEOLA COUNTY PROJECTS (CONTINUED)

FM#431456-1 – State Road 400 (I-4) West of County Road 532 to East of State Road 522 (Osceola Parkway) – Add Lanes and Reconstruct Project

7/1/18 Adopted Phase Cost: Right of Way Support = \$2,466,397 (FY 2018/2019)

Revised Phase Cost: Right of Way Support = \$3,387,560 (FY 2018/2019)

Phase Cost Increase: Right of Way Acquisition Phase = (37%)

7/1/18 Adopted Phase Cost: Right of Way Acquisition Phase = \$38,335,622 (FY 2018/2019)

Revised Phase Cost: Right of Way Acquisition Phase = \$51,520,600 (FY 2018/2019)

Phase Cost Increase: Right of Way Acquisition Phase = (34%)

Reason for Cost Increase

Funding added due to Right of Way estimate updates along the corridor

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

SEMINOLE COUNTY PROJECTS

FM#436679-1 – State Road 15/600 (US 17/92) from North of Lake Mary Boulevard to North of Airport Boulevard – Add Right Turn Lane(s) Project, Extending Existing Right Turn Lanes

7/1/18 Adopted Phase Cost: Right of Way Acquisition Phase = \$1,709,000 (FY 2018/2019)

Revised Phase Cost: Right of Way Acquisition Phase = \$3,152,000 (FY 2018/2019)

Phase Cost Increase: Right of Way Acquisition Phase = (84%)

7/1/18 Adopted Phase Cost: Construction Engineering Inspection Phase = \$52,750 (FY 2019/2020)

Revised Phase Cost: Construction Engineering Inspection Phase = \$273,621 (FY 2019/2020)

Phase Cost Increase: Construction Engineering Inspection Phase = (418%)

Reason for Cost Increase

Right of Way and Construction Engineering Inspection funding added due to updated cost estimates along the corridor.

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

SEMINOLE COUNTY PROJECTS (CONTINUED)

FM#441365-1 – State Road 436 from South Howell Branch Road to North Howell Branch Road Intersection - Safety Project

7/1/18 Adopted Phase Cost: Design Phase = \$50,000 (FY 2018/2019)

Revised Phase Cost: Design Phase = \$175,000 (FY 2018/2019)

Phase Cost Increase: Design Phase = (250%)

Reason for Cost Increase

Funding added due to design cost estimate updates along the corridor

Impact of Phase Cost Increase

The cost increase has no impact on the work program.

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

Sincerely,



Kellie, Smith

Government Liaison Administrator

cc: Keith Caskey, Manager of Planning Services, MetroPlan Orlando



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 September 21, 2018

ORANGE

SR 15 (Hoffner Avenue) from North of Lee Vista Boulevard to Conway Road

FIN # 239266-3-52-01, 239266-4-52-01

CONTRACT # T5521

Conventional

PROJECT DESCRIPTION: Widen Hoffner Avenue from two to four lanes, with bike lanes and sidewalk

					TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	3/25/2015	ORIGINAL:	1,300	\$37,089,690.00
FED. AID #:	N/A	NTP:	6/10/2015	CURRENT:	1,429	\$37,800,264.15
FUND TYPE	Construction	TIME BEGAN:	8/10/2015	ELAPSED:	1,134	\$37,406,394.44
		WORK BEGAN:	8/10/2015	% ORIGINAL:	87.23%	100.85%
		EST. COMPLETION:	Summer 2019	% TO DATE:	79.36%	98.96%

CONTACT		PHONE		EMAIL
PROJECT ADMINISTRATOR	Dan Barbato	O: 561-578-4500 C: 561-719-9885		dbarbato@targetengineering.com
FDOT PROJECT MANAGER	Trevor Williams	O: 407-482-7820		trevor.williams@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:	Thomas F. Hill	O: 407-374 2931 C: 407-702-8579		thill@princecontracting.com

ORANGE

SR 423 (John Young Parkway) from SR 50 to Shader Road

FIN # 239496-3-52-01

CONTRACT # T5538

Conventional

PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.

					TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765	\$27,752,000.00
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	796	\$27,752,000.00
FUND TYPE	Conventional	TIME BEGAN:	1/7/2017	ELAPSED:	252	\$6,764,478.42
		WORK BEGAN:	1/7/2017	% ORIGINAL:	32.94%	24.37%
		EST. COMPLETION:	Spring 2020	% TO DATE:	31.66%	24.37%

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

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:	1,131	\$76,905,189.40
FUND TYPE	Conventional Pay Item	TIME BEGAN:	10/14/2016	ELAPSED:	703	\$42,405,023.05
		WORK BEGAN:	10/14/2016	% ORIGINAL:	66.95%	55.93%
		EST. COMPLETION:	Spring 2020	% TO DATE:	62.16%	55.14%

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

Project Status Report as of September 21, 2018

OSCEOLA						
SR 500 (US 192) from Aeronautical Drive to Budinger Avenue						
FIN #	239682-1-52-01					
CONTRACT #	T5530					
Conventional						
PROJECT DESCRIPTION: Widening U.S. 192 from four to six lanes. Additional improvements include milling and resurfacing, drainage improvements, removal and replacement of an existing bridge on S.R. 500 over the St. Cloud canal.						
					TIME	COST
CONTRACTOR:	JR Davis Construction	LET DATE:	6/24/2015	ORIGINAL:	1,100	\$37,673,820.99
FED. AID #:	N/A	NTP:	8/31/2015	CURRENT:	1,320	\$38,579,417.74
FUND TYPE	Conventional Pay Item	TIME BEGAN:	3/31/2016	ELAPSED:	901	\$27,555,046.37
		WORK BEGAN:	3/31/2016	% ORIGINAL:	81.91%	73.14%
		EST. COMPLETION:	Fall 2019	% TO DATE:	68.26%	71.42%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Jignesh Vyas	C: 407-406-0300		ivyas@saiengr.com	
FDOT PROJECT MANAGER		Ray Gopal	O: 321-319-8133 C: 321-229-8213		uvendra.gopal@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Bruce Baker	C: 407-572-3881		bruce.baker@jr-davis.com	

OSCEOLA						
SR 423/SR 600 (John Young Parkway) from Portage Street to Vine Street						
FIN #	418403-2-52-01					
CONTRACT #	T5506					
Conventional						
PROJECT DESCRIPTION: Pavement widening, median access changes, drainage improvements, curb and gutter, sidewalk, milling and resurfacing, pavement markings and signing, signalization, and water and sanitary sewer construction.						
					TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	6/17/2015	ORIGINAL:	800	\$12,348,616.43
FED. AID #:	N/A	NTP:	8/17/2015	CURRENT:	1,049	\$13,441,375.63
FUND TYPE	Conventional Pay Item	TIME BEGAN:	11/16/2015	ELAPSED:	1,037	\$12,254,395.48
		WORK BEGAN:	11/16/2015	% ORIGINAL:	129.63%	99.24%
		EST. COMPLETION:	Summer 2018	% TO DATE:	98.86%	91.17%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Kris Morgan	C: 813-614-3776		kris.morgan@jacobs.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Michael Anderson	O: 386-322-4500		michaelanderson@mascigc.com	

OSCEOLA						
SR 15 (US 441) from East of the Bridge over Florida's Turnpike to North of Tyson Creek Bridge						
FIN #	434406-1-52-01					
CONTRACT #	E5Y74					
Construction Lump Sum						
PROJECT DESCRIPTION: Mill and resurfacing 16.9 miles of US 441 from east of the bridge over Florida's Turnpike to north of the Tyson Creek Bridge. Other improvements include widening to create a turn lane for Canoe Creek Road.						
					TIME	COST
CONTRACTOR:	Hubbard Construction Co.	LET DATE:	2/06/2018	ORIGINAL:	330	\$8,870,872.73
FED. AID #:	N/A	NTP:	4/04/2018	CURRENT:	344	\$8,896,059.63
FUND TYPE	Lump Sum	TIME BEGAN:	4/9/2018	ELAPSED:	159	\$8,525,256.42
		WORK BEGAN:	4/9/2018	% ORIGINAL:	48.18%	96.10%
		EST. COMPLETION:	Early 2019	% TO DATE:	46.22%	95.83%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Herb Potter	C: 863-258-6540		hpotter@adaptiveCE.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Javier Saldana	C: 407-280-5357		javier.saldana@hubbard.com	

Project Status Report as of September 21, 2018

SEMINOLE						
Widening US 17/92 from Shepard Road to Lake Mary Boulevard						
FIN #	240196-1-52-01					
CONTRACT #	T5557					
Conventional						
PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.						
					TIME	COST
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,128	\$54,454,262.75
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/31/2016	ELAPSED:	839	\$35,252,671.54
		WORK BEGAN:	5/31/2016	% ORIGINAL:	84.75%	66.11%
		EST. COMPLETION:	Summer 2019	% TO DATE:	74.38%	64.74%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		cdavis@metriceng.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Michael Heim	C: 954-295-2045		mheim@bergeroninc.com	

SEMINOLE						
SR 46 (East 25th Street) from Mellonville Avenue to SR 415 (East Lake Mary Boulevard)						
FIN #	240216-2-52-01					
CONTRACT #	T5548					
Conventional						
PROJECT DESCRIPTION: Widen SR 46 (East 25th Street) to a four-lane roadway, including the addition of bike lanes and sidewalk.						
					TIME	COST
CONTRACTOR:	Southland Construction, Inc	LET DATE:	2/24/2016	ORIGINAL:	860	\$26,475,089.42
FED. AID #:	3141040P	NTP:	4/20/2016	CURRENT:	1,016	\$26,075,596.26
FUND TYPE	Conventional Pay Item	TIME BEGAN:	5/9/2016	ELAPSED:	860	\$20,272,457.46
		WORK BEGAN:	5/9/2016	% ORIGINAL:	100.00%	76.57%
		EST. COMPLETION:	Spring 2019	% TO DATE:	84.65%	77.74%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Charles Long	O: 407-482-7830 C: 407-625-7591		charles.long@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		George Jaoude	C: 407-889-9844		georgej@southlandconstruction.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:	1,323	\$232,375,345.09
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	448	\$87,868,992.45
		WORK BEGAN:	10/18/2017	% ORIGINAL:	35.28%	37.46%
		EST. COMPLETION:	Early 2021	% TO DATE:	33.86%	37.81%
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	

Project Status Report as of September 21, 2018

SEMINOLE						
SR 436 from Boston Avenue to east of Anchor Road						
FIN #	434412-1-52-01					
CONTRACT #	T5609					
Construction Lump Sum						
PROJECT DESCRIPTION: Mill and resurface, provide a continuous turn lane on westbound SR 436 at the hospital entrance, pedestrian and drainage improvements, and intersection improvements at Maitland Avenue						
					TIME	COST
CONTRACTOR:	Atlantic Civil Constructors Corp.	LET DATE:	3/28/2018	ORIGINAL:	240	\$2,876,724.92
FED. AID #:	D517111B	NTP:	6/01/2018	CURRENT:	247	\$2,876,724.92
FUND TYPE	Lump Sum	TIME BEGAN:	6/24/2018	ELAPSED:	85	\$1,150,477.04
		WORK BEGAN:	6/24/2018	% ORIGINAL:	35.42%	39.99%
		EST. COMPLETION:	Spring 2019	% TO DATE:	34.41%	39.99%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Scott Stagg	O: 407-319-7460 C: 407-362-1309		ssagg@drmp.com	
FDOT PROJECT MANAGER		Charles Long	O: 407-482-7830 C: 407-625-7591		charles.long@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Chris Sousa	C: 407-277-8410		chris.sousa@atlantic-civil.com	

SEMINOLE						
Pedestrian Safety Improvements - Ronald Reagan Blvd. from SR 434 to north of Palmetto Avenue						
FIN #	437931-1-52-01					
CONTRACT #	T5615					
Conventional Construction						
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:	202	\$1,435,272.80
FUND TYPE	Conventional	TIME BEGAN:	6/27/2018	ELAPSED:	77	\$208,788.08
		WORK BEGAN:	6/27/2018	% ORIGINAL:	38.50%	14.55%
		EST. COMPLETION:	Early 2019	% TO DATE:	38.12%	14.55%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Eric Planter	O: 407-482-7847		eric.planter@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:	Astaldi Construction Corp.	LET DATE:	12/06/2017	ORIGINAL:	1,454	\$108,299,973.17
FED. AID #:	3141042P	NTP:	3/02/2017	CURRENT:	1,484	\$108,299,973.17
FUND TYPE	Design Build	TIME BEGAN:	4/2/2018	ELAPSED:	172	\$15,384,531.29
		WORK BEGAN:	4/2/2018	% ORIGINAL:	11.83%	14.21%
		EST. COMPLETION:	Summer 2022	% TO DATE:	11.59%	14.21%
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		a.fadullon@astaldi.com	

Board Meeting Highlights – September 12, 2018

- **Chairwoman's Announcements:** Commissioner Cheryl Grieb opened the meeting at 9:00 a.m. and welcomed everyone. Mr. Stephen Smith led the Pledge of Allegiance. Commissioner Grieb reported that the CFMPOA held their joint meeting with the TBARTA CCC in July. Commissioner Constantine provided a report on the July 13th meeting. Commissioner Dallari, who also attended, provided some additional comments on the joint meeting. Commissioner Grieb noted that the SunRail South expansion recently had their grand opening. Commissioner Janer provided a report on the August 30th Commuter Rail Commission meeting and Board members viewed a video of the grand opening celebration. Commissioner Grieb informed Board members that she attended the recent MPOAC meeting and encouraged other Board members to attend future meetings. She called attention to a one-page supplemental item on Guidelines for the Regulation and Management of Shared Active Transportation which included a link to the full report. Commissioner Grieb reported that the TDLCB held their quarterly meeting August 9th. Commissioner Constantine, who chairs the TDLCB, provided a report on the meeting. Commissioner Grieb noted that this was Executive Director Gary Huttman's first Board meeting in his new position.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Gary Huttman noted that Ms. Sarah Elbadri, CAC Vice-chair, was in attendance for Mr. Atlee Mercer. He called attention to a new item on the agenda, a written Executive Director's report, which will be a regular agenda information item. Mr. Huttman reported that copies of the latest MetroPlan Orlando Annual report were provided and staff would welcome any comments on the report. He informed Board members that MetroPlan Orlando was approved for a FHWA grant on multimodal connectivity and will be partnering with the East Central Florida Regional Planning Council on the grant. He noted that Best Foot Forward conducted crosswalk enforcement in Osceola County August 15th. In addition, Mr. Huttman attended a Brightline public hearing on private activity bonds on August 29th and participated on a panel at an FTC meeting in Tallahassee last week. He reported that Executive Committee meetings are planned and Committee members will be polled for potential meeting dates.
- **Agenda Review:** Mr. Huttman reported that an addendum had been added to the Consent Agenda item VIII.J. He asked that Board members delete the November 14 Executive Committee meeting, as that meeting was being rescheduled. With those changes, Mr. Huttman stated that they were ready to move forward with the agenda.
- **Public Comments:** None.
- Unanimously **Approved** Consent Items: A-J.
- Unanimously **Approved** the Transportation Improvement Program (TIP) US 17/92 and Airport Boulevard emergency amendment, the TIP roll forward amendments, and SunRail roll forward amendments (ROLL CALL VOTE CONDUCTED).
- Unanimously **Approved** the amendment to the 2040 LRTP (ROLL CALL VOTE CONDUCTED).
- Unanimously **Approved** the Prioritized Project List and the draft Priority Project List of the Central Florida MPO Alliance.
- **Other Business: Performance Measures and Targets Preview** (Mr. Nick Lepp, MetroPlan Orlando)
- **Public Comments:** None.
- **Board Member Comments:** Mr. Huttman thanked Board members for taking the time for the one-on-one meetings with him.
- **Next Board Meeting – November 14, 2018 at MetroPlan Orlando**



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17TH ANNUAL PUBLIC SERVICE BUS CONTEST WINNERS

Posted: August 23, 2018

Organizations that support children, animals and civic pride will be among the eight non-profit agencies featured on the Central Florida Regional Transportation Authority (LYNX) 2018-19 Public Service Bus.

Seminole County Commissioner and LYNX Board Chairman Lee Constantine and LYNX Chief Executive Officer Edward L. Johnson will unveil the bus 2 p.m. Sept. 6. The event will be held at the Cranes Roost Park Eddie Rose Amphitheater located at 274 Cranes Roost Boulevard, Altamonte Springs, FL, 32701.

All organizations will receive free exposure by having their logos placed on a LYNX bus traveling Orange, Osceola and Seminole counties for the next 12 months. Each winner was selected in a random drawing of 40 applicants with 501(c)(3) status and operate on budgets of less than \$1.5 million annually.

ASD Adult Achievement Center of Seminole County (<https://asdachievement.org/>) provides services to adults with autism. The Altamonte Springs organization has programs to help young adults develop social skills, executive function skills, job readiness skills and independent life skills as they transition into independent life.

Children's Safety Village of Central Florida (<https://childrensafetyvillage.org/>) mission is to prevent injuries and fatalities of children through lifesaving education, advocacy and leadership. Based in Orlando children learn about fire, water, traffic, pedestrian, bicycle, 911, internet and other safety skills in a realistic setting.

Come out with Pride (<https://comeoutwithpride.com/>) is an annual parade and festival at Lake Eola bringing together and celebrating the LGBTQ+ and allied communities.

Crossroads Corral of Sanford (<http://www.crossroadscorral.org/>) provides equine-assisted mental health counseling to Veterans who suffer from PTSD and their families, youth and women who have suffered trauma, abuse and neglect. Their mission is to promote personal growth, hope and healing through horses.

Just Our Soldiers' Helpers (J.O.S.H.) (<https://justoursoldiershelpers.org/>) from Lake Mary increases the morale of deployed U.S. service members by preparing and shipping care packages consisting of snacks/food or high quality hygiene products.

Latino Leadership of Orlando (<https://latino-leadership.org/>) teaches leadership development, education advancement and economic development. Most recently they served 8,500 families impacted by Hurricanes Irma and Maria. Are they autism?

Lovey Loaves (<http://www.loveyloaves.org/>) in Orlando is a special needs dog rescue devoted to saving and rehabilitating dogs that have been dealt different circumstances such amputation, blindness, deafness or those suffering from disease, illness or injuries.

SNiP-it of Central Florida (<https://www.letssnipit.org/>) operates a high volume, low cost spay/neuter clinic. Based in Kissimmee they help pet owners have healthier, happier pets and also reduce the number of unwanted litters and animals entering shelters.

-LYNX-

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

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REPORT CARD: METRO ORLANDO'S TRANSPORTATION NETWORK

First-Tier Cities Need First-Tier Transportation



INTRODUCTION

Metro Orlando is hooked on increasingly dangerous and congested roads – with the designation of having the nation's most dangerous section of highway and among the highest number of pedestrian fatalities per capita.

This trend is unacceptable for one of the nation's fastest-growing metro areas as well as one of the world's most popular tourist and family destinations. If Central Florida intends to thrive and compete for corporate headquarters and better-paying jobs in coming years, it must get serious about helping residents and visitors connect cost-effectively and seamlessly to their destinations.

WHAT'S GOING ON HERE?

Metro Orlando's transportation network **relies largely on roads**, despite investment in the SunRail commuter train and a push to facilitate bicycling and walking. For decades, the bulk of Central Florida's transportation dollars have gone to roads, including \$2.3 billion now being spent to widen a 21-mile section of Interstate 4. Scheduled for completion in 2021, the project known as the I-4 Ultimate will add two tolled lanes in either direction down the middle of the highway, with the outer lanes remaining free of charge. However, that project is currently behind schedule by 245 days and over budget by \$100 million.

Our region's roads aren't just **congested**. Interstate 4 was rated in 2016 by Teltrac Navman as the **most dangerous** highway in the United States. They're also third deadliest in the country for pedestrians and, by extension, cyclists, according to a 2016 report by Smart Growth America.

Metro Orlando has two mass transit systems: the LYNX regional bus company and the SunRail commuter train. Unlike major cities of similar size, **neither has a source of dedicated funding**. In addition to normal routes, LYNX provides east-west connections to expand SunRail's reach. While many may complain transit is too expensive, **roads are among the most subsidized**, according to the

Tax Foundation, which reported that nationwide in 2010, highway-user taxes and fees made up just 32% of state and local expenses on roads. The rest was financed out of general revenues, including federal aid. Since gas-tax collections are dwindling due to high gasoline prices and more fuel-efficient cars, underwriting of roads is likely even greater today.

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Currently SunRail runs only every 30 minutes during commuter peak hours and never on weekends. Connections between SunRail and the regional LYNX bus system are challenging. LYNX CEO Edward Johnson told the *Orlando Sentinel* there's enough ridership demand to easily double the size of the 300-bus fleet. Roughly 50% of LYNX ridership can be found on just eleven popular routes.

Ridership has fallen on both SunRail and LYNX systems in recent years, in part because of a strong economy making driving more affordable for so-called choice riders, but also because patrons complain that service is too sporadic. In other words, bus and train riders say it takes **too long to get to their final destinations**.

Florida is paying to operate SunRail until 2021. Then the train system becomes the sole financial responsibility of local governments, which are escrowing funds to start making the required payments. Meanwhile, LYNX



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is supported by funding from federal, state and local governments. Two systems that are fairly comparable to LYNX – Capitol Metro in Austin, Texas, and CATS in Charlotte, N.C. – have budgets that rely in part on sales-tax revenue. Charlotte receives a half-penny, while Austin has a full penny. Both Austin and Charlotte operate trains and buses.

Budget and ridership comparisons show Metro Orlando carrying about the same number of passengers, but with about half the budget of comparable metro areas.

One bright spot is the Orlando International Airport (OIA), which has built a **major regional transit hub** a mile south of the main terminal. **Now empty**, the state-of-the-art station can accommodate up to three rail systems, including a proposed but unfunded link with SunRail; the planned Brightline train, a private high-speed system run by All Aboard Florida connecting Orlando with South

Florida; and a potential rail system that would run to the International Drive tourist corridor. The station also is equipped to handle buses, taxis and shuttles.

Make no mistake, the region's transportation system hurts families. The current H+T Affordability Index found that households in the Orlando region pay 53% of their income toward housing and transportation. That's **significantly higher than the 45% benchmark** set by the index and higher than comparable cities like Austin, Texas (47%) and Charlotte, N.C. (51%). **In other words, inefficient transportation for Orlando means less money for families.**

The challenges are daunting, but the League of Women Voters of Orange County believes transportation must become a top priority because it has a profound impact on the livability of our region. If we want to continue growing in a responsible manner, we must plan for speedy and cost-effective ways to connect.

ARE THERE SOLUTIONS?

Yes! If Central Florida intends to thrive in coming years, its elected leaders must ensure a **community-based vision supported by a dedicated funding source** – with options including a percentage of sales, gas or tourist taxes, rental car surtaxes, or tolls — to accommodate a diversified portfolio of transportation options.

1. Develop a community-based and supported vision that results in a dedicated funding source for bus, rail, walking and biking.
2. Hold transit agencies jointly responsible for increasing ridership.
3. Add frequency on popular routes and add night and weekend service for SunRail.
4. Explore Bus Rapid Transit for LYNX East-West connections.
5. Fast track connection of SunRail and Brightline to the recently completed transit hub at OIA.
6. Pass legislation to enable spending some tourist taxes on transportation, improving mobility for residents and tourists.
7. Expand intelligent traffic light systems, utilizing sensors, so lights are guided by traffic not time, speeding traffic on major arteries.
8. Measure carbon emissions in the region to enable accountability and improvement in all transit sectors.

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HOW DO WE MEASURE UP?

To get the conversation moving, the League has reviewed transportation plans and evaluated our transportation network, assigning grades based on analysis of five categories—Effectiveness and Safety, Funding, Environmental Impact, Connectivity and Political Leadership.



EFFECTIVENESS AND SAFETY

Central Florida commuters annually waste an average of 46 hours in their cars thanks to congestion, spending an extra \$1,044 annually. The average driving time is just under 29 minutes, an increase of several minutes since 2009. I-4 is the most dangerous interstate in the country and our road network is also among the most deadly for pedestrians and, by extension, cyclists. SunRail, our region's commuter-rail line, does not run often enough nor on weekends. While SunRail Phase II has recently opened in Osceola, the last leg to Volusia/Deland remains unfunded, as does a link to the Orlando International Airport (OIA). LYNX bus routes do not satisfy the current consumer demand for efficient schedules. While the trend to construct "complete streets" to accommodate bicyclists and pedestrians is building, we have a long way to go.



FUNDING

Unlike similar sized cities with dedicated funding for transit, both LYNX and SunRail do not. The majority of transportation dollars allocated in the region goes to roads, including, but hardly limited to, \$2.3 billion to widen I-4 (managed by FDOT) with four toll lanes and \$1.6 billion to complete the Wekiva Parkway toll road (managed by Central Florida Expressway Authority - CFX). Future funding for SunRail is still uncertain with transfer of the SunRail system to local governments scheduled for 2021. Money for biking and walking improvements typically compete for money from local governments' general funds or special grants. One area of opportunity is that CFX is now permitted by statute to allocate up to 10% of its resources to transit opportunities within its system right-of-way.



ENVIRONMENTAL IMPACT

As of 2016, transportation became the leading cause of carbon emissions in the United States. We now see rapid growth of roads in Central Florida infringing on protected areas, despite some government protections. CFX is considering toll roads that could go through environmentally sensitive and constitutionally protected lands like Split Oak in Osceola County. On the positive side, LYNX has nearly a third of its 313 buses running on compressed natural gas or on a biodiesel-electricity hybrid basis. OIA has instituted a number of practices, including recycling, to help reduce its environmental impact. The City of Orlando, to its credit, has shown leadership in the recent passage of a scientific carbon monitoring system. Surrounding counties, including Orange, should take note, and pass similar plans to ensure accountability and thus improvement.



CONNECTIVITY

If Central Florida intends to thrive in coming years, it must get serious about accommodating a diversity of transportation options, including buses, trains, cars, pedestrians and bicyclists. Currently about **half of LYNX buses have a one-hour frequency**, with the other half having a 30-minute frequency.

Aside from I-4, toll roads currently provide the fastest options for efficient travel within the region. I-4 Ultimate, once operational, will also offer high-speed toll lanes. SunRail, the region's sole fixed-rail transit system, runs along a north-south spine. Its connections with LYNX remain troubled. LYNX provides east-west connections, but needs to substantially increase its east-west frequency on high demand routes and

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explore bus rapid transit. Any type of transit service to OIA remains limited. The only transit option to OIA is infrequent service provided by LYNX. The airport is prepared to receive commuter rail (SunRail), Brightline high-speed rail as well as future light rail with its recently opened new OIA South Terminal Transit Hub. However, that station currently sits idle.



POLITICAL LEADERSHIP

Leadership has been uneven. Orlando Mayor Buddy Dyer has played a significant leadership role in delivering bi-partisan consensus and funding for SunRail. He has delivered free bus service in downtown Orlando and a pilot program at OIA to encourage visitors to rent electric and hybrid cars. While surrounding counties like Seminole and Osceola have shown political courage by securing dedicated funding using gas and sales taxes to support transportation, Orange County to date has shown no such leadership. OIA has shown vision and leadership in their construction of a multi-modal transit terminal to connect Central Florida to future transit options. Now area leaders must rise to the challenge to secure a seamless connection.

However, the biggest failure has been the absence of progress toward a regional transportation vision and dedicated source of funding. Orange County because of its size should be a leader in developing this community vision.



OVERALL TRANSPORTATION NETWORK GRADE

The League of Women Voters of Orange County gives the Central Florida regional transportation network a D grade because our mobility options are both lagging and out of balance and due to our low national ranking in highway and pedestrian safety. To date, we have not seen evidence of the regional political leadership required to develop a community vision and plan or for the requisite dedicated funding.

We know Central Florida will only continue to grow, and efficient transportation choices will play a key role in whether we will be able to attract the high-paying jobs and quality of life we want and deserve. Today, Central Florida is falling short. It is our hope that this on-going and annual report will spur our leaders to greater focus and results in this key area.