



metroplan orlando

*A REGIONAL TRANSPORTATION PARTNERSHIP*

# **MUNICIPAL ADVISORY COMMITTEE AGENDA**

**February 4, 2021 @ 9:30 A.M.**

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**MUNICIPAL ADVISORY COMMITTEE  
VIRTUAL **WORKSHOP** NOTICE**

**DATE:** Thursday, February 4, 2021 at 9:30 a.m.

**PUBLIC ACCESS:** To join the meeting from your computer, tablet or smartphone, please use this link:  
<https://us02web.zoom.us/j/85456743250?pwd=NXNjK0tGV2FDRGJOMU54NW1xZ2ZrQT09>  
Passcode: 375581

To dial in, please see the calendar item for this meeting:  
<https://metroplanorlando.org/meetings/municipal-advisory-committee-virtual-workshop-02-04-21/>

*The MetroPlan Orlando offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this virtual meeting and participate via the Zoom link above, or by dialing in. The agenda packet is available at MetroPlanOrlando.org in the Calendar section. New to Zoom? You can get the app ahead of time and be ready for the meeting. Visit Zoom.us.*

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

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

*This information can be accessed at: [MetroPlanOrlando.org/Virtualmeetings](https://MetroPlanOrlando.org/Virtualmeetings)*

## **AGENDA**

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

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- I. Call to Order – Chairman A. Dale McDonald
- II. Chairman’s Announcements
- III. Agenda Review – Ms. Virginia L. Whittington
- IV. Committee Roll Call – Ms. Cathy Goldfarb
- V. Public Comments on Action Items

Comments from the public will be heard pertaining to **Action Items** on the agenda for this virtual meeting. Public comments submitted in advance of the meeting, by email to [Comment@MetroPlanOrlando.org](mailto:Comment@MetroPlanOrlando.org) or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host

will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XII.

## **VI. Agency Reports/Partner Updates**

- Florida Department of Transportation – Ms. Rakinya Hinson
- Florida Turnpike Enterprise – Mr. Saiosi Fine
- LYNX – Mr. Myles O’Keefe

## **VII. Action Items for Review/Discussion**

***Note:** The Governor’s executive order allowing boards and committees in Florida to meet virtually without a quorum physically present due to COVID-19 concerns expired on October 31, 2020. At their December meeting, the MetroPlan Orlando Board approved Resolution #20-18 which enables the MetroPlan Orlando advisory committees to continue to meet virtually in workshop sessions through June 2021. This resolution supersedes Resolution #20-15. At these workshop sessions, the committees will review and discuss action items going to the Board and will provide informal consensus recommendations to the Board on the action items but will not take formal action in order that a physical quorum will not be required. The committees will then be taking formal action to ratify the Board’s actions at future in-person meetings.*

### **A. December 3, 2020 MAC Meeting Minutes (Tab 1)**

The MAC will review and discuss the December 3, 2020 meeting minutes provided in **Tab 1** and make a consensus recommendation. The MAC will take formal action at a future in-person meeting to approve their recommendation.

### **B. FDOT Amendment to FY 2020/21 - 2024/25 TIP (Tab 2)**

FDOT is requesting that the FY 2020/21 - 2024/25 TIP be amended to include additional funding for the interchange improvement at I-4 and Sand Lake Road. Mr. Keith Caskey, MetroPlan Orlando staff, will present an overview of the amendment request. A letter from FDOT explaining the amendment request is provided in **Tab 2**, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the February 10<sup>th</sup> Board meeting. The MAC will review and discuss the amendment request and provide a consensus recommendation to the Board. The MAC will take formal action at a future in-person meeting to ratify the Board’s action on this item.

### **C. Support for FDOT Performance Measures Targets and for LYNX Transit Asset Management (TAM) Targets (Tab 3)**

Mr. Nick Lepp, MetroPlan Orlando staff, is requesting the MetroPlan Orlando Board’s annual re-support of FDOT’s targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan at their February 10<sup>th</sup> meeting. An attachment is provided in **Tab 3**. The MAC will review and discuss this request and provide a consensus recommendation to the Board. The MAC will take formal action at a future in-person meeting to ratify the Board’s action on this item.

### **D. 2021 Board Legislative Priorities (Tab 4)**

Ms. Virginia Whittington, MetroPlan Orlando staff, will be requesting the MetroPlan Orlando Board to approve the Board’s list of legislative priorities for 2021 at their February 10<sup>th</sup> meeting. This list of

priorities is provided in **Tab 4**. The MAC will review and discuss this request and provide a consensus recommendation to the Board. The MAC will take formal action at a future in-person meeting to ratify the Board's action on this item.

## **VIII. Presentations**

### ***A. Presentation on FY 2021/22 - 2025/26 Tentative Five Year Work Program***

Ms. Katherine Alexander, FDOT, and Mr. Siaso Fine, FTE, will present an overview of the new FY 2021/22 - 2025/26 Tentative Five Year Work Program.

### ***B. CFX SR 414 PD&E Study Update (Tab 5)***

On February 10, 2021, CFX will be holding the Alternatives Public Workshop (virtual meeting) for the SR 414 Expressway Extension PD&E study that is currently underway. Ms. Sunsera Dalton, Jacobs Engineering (study consultant) give an update on the Central Florida Expressway Authority PD&E Study on SR 414. CFX staff will also be in attendance to respond to questions. A fact sheet for the PD&E study is also enclosed for information purposes.

### ***C. Florida Sunshine Law Refresher***

Ms. Virginia Whittington, MetroPlan Orlando staff, will conduct a training session on the Florida Sunshine Law. *(This refresher will be done annually during the first MAC meeting of each year.)*

## **IX. General Information (Tab 6)**

### ***A. 2020 MAC Attendance Report***

The 2020 MAC Members Attendance Report 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. PD&E Study Tracking Report***

A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area is enclosed for information purposes.

### ***D. MetroPlan Orlando Board Highlights***

A copy of the December 9, 2020 Board Meeting Highlights is enclosed for information purposes.

## **X. Upcoming Meetings of Interest to MAC Members**

### ***A. Next MPO Board Meeting***

The next MetroPlan Orlando Board meeting will be held on **February 10, 2021**, at 9:00 a.m. This will be a hybrid meeting with a limited number of Board members, staff and members of the public attending the meeting in person in the Board Room and other Board members, staff, members of the public and the presenters joining the meeting virtually on Zoom.

### ***B. Next MAC Meeting***

The next MAC meeting will be held on **March 4, 2021** at 9:30 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2.

## **XI. Member Comments**

## **XII. Public Comments (General)**

General comments from the public will be heard. Public comments submitted in advance of the meeting, by email to [Comment@MetroPlanOrlando.org](mailto:Comment@MetroPlanOrlando.org) or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two minutes.

## **XIII. Adjournment**

*Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at [info@metroplanorlando.org](mailto: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](mailto:info@metroplanorlando.org) por lo menos tres días antes del evento.*

**TAB 1**



**MUNICIPAL ADVISORY COMMITTEE  
MINUTES**

**DATE:** Thursday, December 3, 2020  
**LOCATION:** Virtual – Zoom Webinar Platform  
**TIME:** 9:30 a.m.

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**Mayor Dale McDonald, Chairman, presided**

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**Members in attendance:**

Mayor John Dowless, City of Edgewood  
Mayor Nicholas Fouraker, City of Belle Isle  
Mayor David Henson, City of Casselberry  
Mayor Charles Lacey, City of Winter Springs  
Mayor Dale McDonald, City of Maitland  
Commissioner Joseph McMullen, Town of Oakland  
Mayor Richard Drummond, City of Longwood  
Mayor Megan Sladek, City of Oviedo  
Commissioner Jordan Smith City of Lake Mary  
Council Member Keith Trace, City of St. Cloud

**Members not in attendance:**

Mayor Eddie Cole, Town of Eatonville  
Commissioner Richard Firstner, City of Ocoee  
Mayor Steve Leary, City of Winter Park  
Mayor Jim O'Brien, Town of Windermere  
Vacant, City of Winter Garden

**Others in attendance were:**

Ms. Rakinya Hinson, FDOT  
Mr. Saiosi Fine, FTE  
Mr. Myles O'Keefe, LYNX  
Ms. Jacinta Mathis, Town of Eatonville  
Mr. Keith Caskey, MetroPlan Orlando  
Mr. Nick Lepp, MetroPlan Orlando  
Ms. Cynthia Lambert, MetroPlan Orlando  
Mr. Alex Trauger, MetroPlan Orlando  
Mr. Mighk Wilson, MetroPlan Orlando  
Mr. Gary Huttman, MetroPlan Orlando  
Ms. Sarah Larsen, MetroPlan Orlando  
Ms. Leilani Vaiaoga, MetroPlan Orlando

Ms. Mary Ann Horne, MetroPlan Orlando  
Ms. Lara Bouck, MetroPlan Orlando  
Ms. Virginia Whittington, MetroPlan Orlando  
Ms. Cathy Goldfarb, MetroPlan Orlando

**I. CALL TO ORDER**

Chairman Dale McDonald called the meeting to order at 9:30 a.m. and reviewed the virtual meeting procedures.

**II. PLEDGE OF ALLEGIANCE**

Mayor John Dowless led the Pledge of Allegiance.

**III. CHAIR'S ANNOUNCEMENTS**

Chairman McDonald outlined the public comment procedures.

**IV. CONFIRMATION OF QUORUM**

Ms. Cathy Goldfarb conducted the roll call.

**V. AGENDA REVIEW/FOLLOW-UP**

Ms. Virginia Whittington reviewed virtual workshop procedures. She stated that since the meeting was being held as a virtual workshop, no action would be taken however items being advanced to the MetroPlan Orlando board would be reported based on consensus and those items needing MAC approval would be ratified at a later meeting. Ms. Whittington noted there were no changes to the agenda, and they were ready to move forward.

**VI. Public Comments on Action Items**

Ms. Whittington announced there were no requests for public comments on items presented for review and/or discussion from those in attendance. She noted there were no written comments received or voice messages left prior to the meeting.

**VII. ITEMS FOR REVIEW AND/OR DISCUSSION**

***A. November 5, 2020 MAC Meeting Minutes***

The MAC reviewed the November 5, 2020 meeting minutes which were provided. There were no corrections noted and a consensus recommendation was made. The MAC will take formal action at a future in-person meeting to approve their recommendation.



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

FDOT requested that the FY 2020/21 - 2024/25 TIP be amended to include a pedestrian lighting project, a traffic signal project, a LYNX project and a traffic operations project in downtown Orlando. Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution which would be presented at the December 9<sup>th</sup> Board meeting. The MAC reviewed and discussed the amendment request and provided a consensus recommendation to the Board. The MAC will take formal action at a future in-person meeting to ratify the Board's action on this item.

***C. 2045 Metropolitan Transportation Plan Cost Feasible Plan***

MetroPlan Orlando staff requested approval of the 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan and unfunded needs at the December 9th Board meeting. The Committee reviewed and discussed this request and provided a consensus recommendation to the Board. The Committee will take formal action at a future in-person meeting to ratify the Board's action on this item. Ms. Cynthia Lambert and Mr. Alex Trauger, MetroPlan Orlando staff, reviewed public comments on the MTP and changes that have been made to the Cost Feasible Plan since the preview was given at the October/November committee and Board meetings. The MTP Cost Feasible Plan was accessible at:

[https://metroplanorlando.org/wp-content/uploads/2045MTP\\_CostFeasiblePlan\\_ForAdoption\\_20201124.pdf](https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_ForAdoption_20201124.pdf) and the official record of public comments was accessible at: <https://metroplanorlando.org/wp-content/uploads/Public-Comments-on-Draft-2045-Plan-OFFICIAL-RECORD.pdf>.

Chairman McDonald commented on the need for a dedicated funding source to help fund transportation needs and the needs are real. Ms. Cynthia Lambert commented that the mapping tool is now available on the website and MAC members are able to use it for information on projects in their respective jurisdictions.

**VIII. Presentations**

There no additional presentations scheduled for this meeting.

**IX. General Information**

***A. FDOT Monthly Construction Status Report***

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

***B. FY 2019/20 Federally Funded Projects***

A list of the highway, TSMO, bicycle and pedestrian, transit and aviation projects in the Orlando Urban Area for which Federal funding was obligated during FY 2019/20 has been prepared in order to meet the federal requirement for MPOs. This document can be

accessed on the MetroPlan Orlando web site at the following link:  
<https://metroplanorlando.org/wp-content/uploads/Fed.-Funds-1920.pdf>.

***C. Fact sheet for CFX's SR 414 Expressway Extension Project Development & Environment (PD&E) Study***

A fact sheet detailing CFX's SR 414 Expressway Extension PD&E Study was provided.

***D. Comparison of 2019 & 2020 BEBR Population Estimates***

A spreadsheet and cover memo comparing the 2019 and 2020 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for the Central Florida region was provided.

***E. MetroPlan Orlando Board Meeting Highlights***

A copy of the November 18, 2020 Board Meeting Highlights was provided.

***F. Approved 2021 Board/Committee Meeting Schedule***

The approved 2021 MetroPlan Orlando Board and Committee Meeting Schedule was provided.

***G. LYNX Press Releases***

A set of press releases from LYNX was provided.

***H. Final MAC Bylaws***

The final version of the updated MAC Bylaws, approved by the MetroPlan Orlando Board, was provided.

**X. Upcoming Meetings of Interest**

***A. Next MPO Board Meeting***

The next MetroPlan Orlando Board meeting was scheduled on December 9, 2020, at 9:00 a.m. This was a hybrid meeting with a limited number of Board members, staff and members of the public attending the meeting in person in the Board Room and other Board members, staff, members of the public and the presenters joining the meeting virtually on Zoom.

***B. Next MAC Meeting***

The next MAC meeting will be held on February 4, 2021 at 9:30 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2.

**XI. Member Comments**

Chairman McDonald recognized new MAC members Mayor Richard Drummond and Mayor David Henson.

Ms. Rakinya Hinson, FDOT, commented that FDOT had received their allocation and was working with MetroPlan Orlando on funding project priorities. She noted that the allocation was down however FDOT has indicated the current year would not be affected. Ms. Hinson called attention to the FDOT Work Program public hearing being held January 11-15, with the in-person hearing scheduled for January 14. She added the construction report provided in the meeting agenda packets had been reformatted.

**XII. Public Comments (General)**

None.

**XIII. ADJOURNMENT**

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

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

Approved this 4<sup>th</sup> day of February 2021.

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Mayor Dale McDonald, Chairman

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Ms. Cathy Goldfarb,  
Senior Board Services Coordinator

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

**TAB 2**





## **Board Action Fact Sheet**

**Meeting Date:** February 10, 2021

**Agenda Item:** IX.A (Tab 2)

**Roll Call Vote:** Yes

**Action Requested:** FDOT requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.

**Reason:** An existing project in the TIP is receiving additional funds.

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

- This amendment increases the funding for the utilities relocation phase for the interchange improvement at I-4 and Sand Lake Road in FY 2020/21 and FY 2021/22 from a total of \$4,250,000 in federal and state funds to a total of \$12,220,000 in federal, state and local funds, an increase of \$7,970,000, to provide for utility relocations not included in the original utilities cost estimate due to expanding the scope of the project.
- The amendment also increases the total funding for the construction phase for this interchange improvement from approx. \$143.1 million in federal and state funds to approx. \$177.0 million in federal, state and local funds for the period of FY 2021/22 through FY 2024/25, an increase of about \$33.9 million.
- This funding increase is due to a design change to expand the scope of the project to include adding the resurfacing of the gap on I-4 between the Ultimate and the Beyond the Ultimate projects as well as changing a new loop ramp bridge over I-4 from concrete to steel in order to expedite the construction time frame for the bridge. Maintenance work on a retaining wall was also added to the project.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

TSMO:	Reviewed on January 22, 2021
TAC:	Reviewed on January 22, 2021
CAC:	Reviewed on January 27, 2021
MAC:	To be reviewed on February 4, 2021

**Staff Recommendation:** Recommends approval

**Supporting Information:** These documents are provided at Tab 2:

FDOT letter dated January 8, 2021

Proposed Board Resolution No. 21-01



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

January 8, 2021

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

Dear Mr. Huttman:

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

The Florida Department of Transportation (FDOT) requests the following changes to be made to MetroPlan Orlando Metropolitan Planning Organization's Adopted Fiscal Years 2020/2021 – 2024/2025 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

### **ORANGE COUNTY**

**FM#444315-1 I-4 @ SAND LAKE RD INTERCHANGE FROM E OF SR 528 TO W OF SR 435**

#### **Current TIP Status:**

Project is in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Phase	Original Funding Type	Original Amount	Fiscal Year
Railroad and Utilities	ACNP (Fed funds)	\$3,000,000	2021
Railroad and Utilities	GMR (State funds)	\$250,000	2021
Railroad and Utilities	ACNP (Fed funds)	\$1,000,000	2022
Construction	ACNP (Fed funds)	\$121,842,000	2022
Construction	GMR (State funds)	\$18,956,000	2022
Construction	ACNP (Fed funds)	\$2,000,000	2024
INC	ACNP (Fed funds)	\$302,000	2025
	<b>TOTAL</b>	<b>\$147,350,000</b>	

#### **Proposed Amendment:**

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DS (State funds)	\$421	2021
Railroad and Utilities	ACNP (Fed funds)	\$6,300,000	2021
Railroad and Utilities	GMR (State funds)	\$250,000	2021
Railroad and Utilities	ACNP (Fed funds)	\$4,900,000	2022
Railroad and Utilities	LF (Local funds)	\$770,000	2022

Construction	ACNP (Fed funds)	\$174,144,897	2022
Construction	LF (Local funds)	\$356,225	2022
Construction	DDR (State funds)	\$155,000	2023
Construction	ACNP (Fed funds)	\$2,000,000	2024
Construction	ACNP (Fed funds)	\$294,360	2025
<b>TOTAL</b>		<b>\$189,170,903</b>	

**Difference:** Original estimate for Railroad and Utilities (Phase 36 and 56) was \$4,250,000 and has increased by \$7,970,000 (current estimate \$12,220,000). This results in a \$2 Million and 20% change.

**Explanation:** The project includes the reconstruction of the Sand Lake and I-4 interchange to a diverging diamond interchange. The project also includes construction of a loop ramp connecting WB Sand Lake Road to Turkey Lake Road (south of the Sand Lake/Turkey Lake intersection).

The increases for "Railroad and Utilities" is associated with Utility Work by Highway Contractor (UWHC) that has been identified with our Phase II plans submittal. OUC and Orange County Utilities require relocations that were not previously captured in the utilities estimate.

The construction cost increase is primarily associated with the following:

Scope Adjustments

50% (approx. \$18M) of increase was due to scope changes that include extending project limits to close gaps between this project and I-4 ultimate. Additional work to close gaps includes resurfacing (\$796,138), lighting in the gap area (\$21,387) and temporary lighting (\$1,769,700), aesthetics in the gap area (\$3,927,832), aesthetics within the Sand Lake Road interchange (\$3,619,310), temporary traffic control needs, temporary pavement (\$6,068,500) and temporary barrier wall (\$2,417,565) that were not accounted for in the initial LRE.

Unit Costs Adjustments

49% (approx. \$17.6M) of the cost increase was attributed to cost adjustments with a bulk of that coming from the bridge cost increase. There were also noticeable cost increases in: barrier wall, optional base and retaining walls.

Sincerely,



Anna Taylor, Government Liaison Administrator  
District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT  
Jo Santiago, Transit Liaison, FDOT  
District Five Work Program Office

**Resolution No. 21-01****Subject:****Amendment to the FY 2020/21 - 2024/25  
Transportation Improvement Program**

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

**WHEREAS**, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2020/21 - 2024/25 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

**WHEREAS**, the requested amendments are described as follows:

***Orange County***

- **FM #4443151 – I-4 at Sand Lake Road - Improve Interchange - Funding consists of:**
  - \$421 in DS funds for design in FY 2020/21
  - \$6,300,000 in ACNP funds for Railroad and Utilities in FY 2020/21
  - \$250,000 in GMR funds for Railroad and Utilities in FY 2020/21
  - \$4,900,000 in ACNP funds for Railroad and Utilities in FY 2021/22
  - \$770,000 in LF funds for Railroad and Utilities in FY 2021/22
  - \$174,144,897 in ACNP funds for construction in FY 2021/22
  - \$356,225 in LF funds for construction in FY 2021/22
  - \$155,000 in DDR funds for construction in FY 2022/23
  - \$2,000,000 in ACNP funds for construction in FY 2023/24
  - \$294,360 in ACNP funds for construction in FY 2024/25

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

**NOW, THEREFORE, BE IT RESOLVED** by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2020/21 - 2024/25 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 10<sup>th</sup> day of February, 2021.

**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.



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Honorable Viviana Janer, Chairwoman

Attest:

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Cathy Goldfarb, Sr. Board Services Coordinator  
and Recording Secretary

**TAB 3**





## **Board Action Fact Sheet**

**Meeting Date:** February 10, 2021

**Agenda Item:** IX.C (Tab 4)

**Roll Call Vote:** No

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

# PM1: Safety



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2020

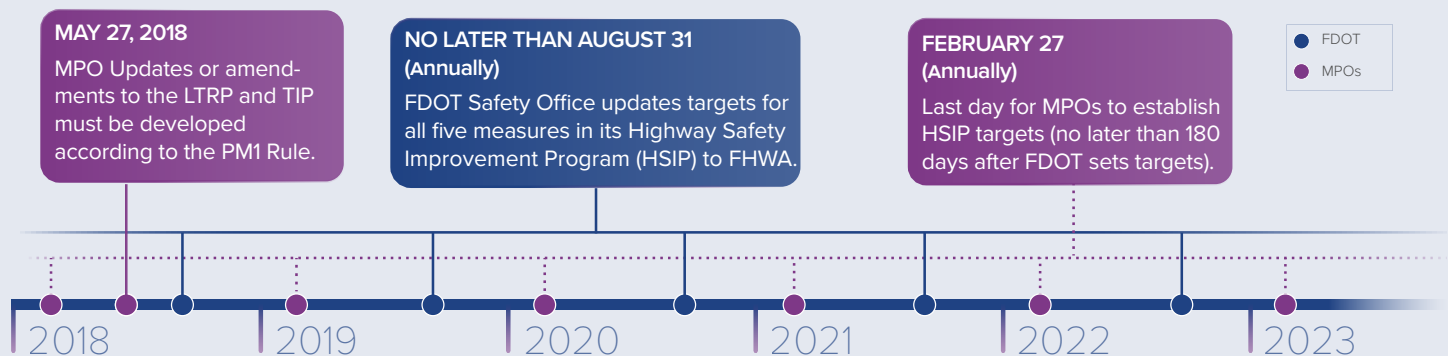
### OVERVIEW

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, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.\*

### PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

<b>NUMBER OF FATALITIES</b>	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	<b>COORDINATION WITH OTHER PLANS</b>  Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include safety performance measures and targets.  Updates to Statewide Transportation Improvement Programs (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
<b>RATE OF FATALITIES</b>	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
<b>NUMBER OF SERIOUS INJURIES</b>	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
<b>RATE OF SERIOUS INJURIES</b>	The total number of serious injuries per 100 million VMT in a calendar year.	
<b>NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES</b>	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

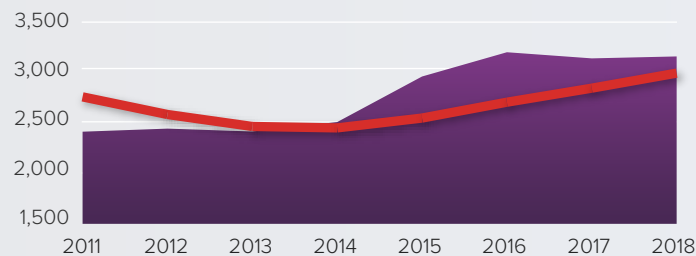
### TIMELINE



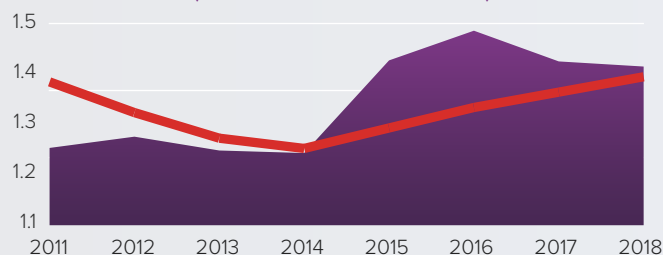
\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

# EXISTING STATEWIDE CONDITIONS

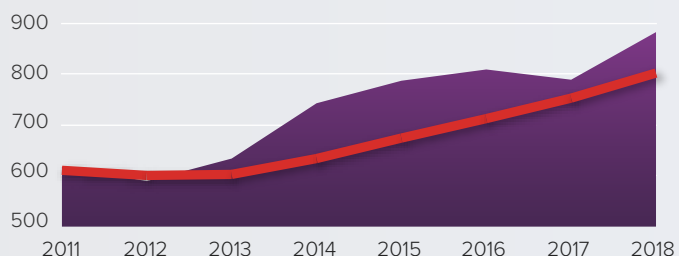
## ANNUAL FATALITIES



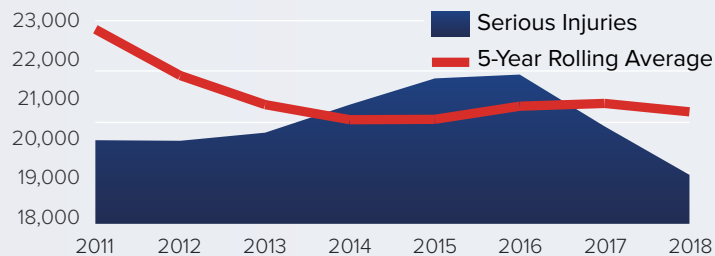
## FATALITY RATE (PER HUNDRED MILLION VMT)



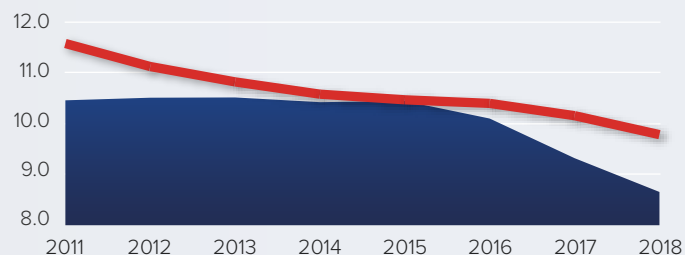
## NUMBER OF NON-MOTORIZED FATALITIES



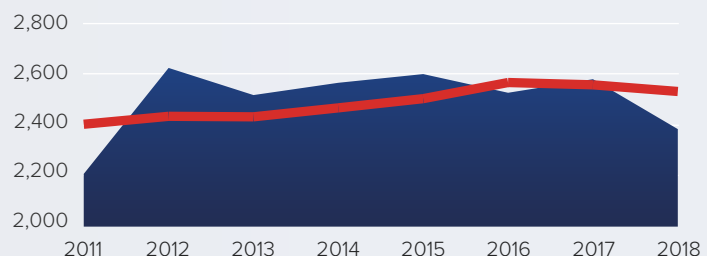
## ANNUAL SERIOUS INJURIES



## SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



## NUMBER OF NON-MOTORIZED SERIOUS INJURIES



Source: 2018 Florida Highway Safety Improvement Program.

## STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » 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**.

## MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each 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 assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

## FOR MORE INFORMATION PLEASE CONTACT

**Mark Reichert, Administrator for Metropolitan Planning**  
Florida Department of Transportation Office of Policy Planning  
Mark.Reichert@dot.state.fl.us | (850) 414-4901

# PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2020

### 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, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.\*

### PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements (by lane miles) on the Interstate System in **GOOD** condition.
- » Percentage of pavements (by lane miles) on the Interstate System in **POOR** condition.
- » Percentage of pavements (by lane miles) on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements (by lane miles) on the non-Interstate NHS in **POOR** condition.

#### GOOD CONDITION

Suggests no major investment is needed.

### BRIDGE PERFORMANCE MEASURES

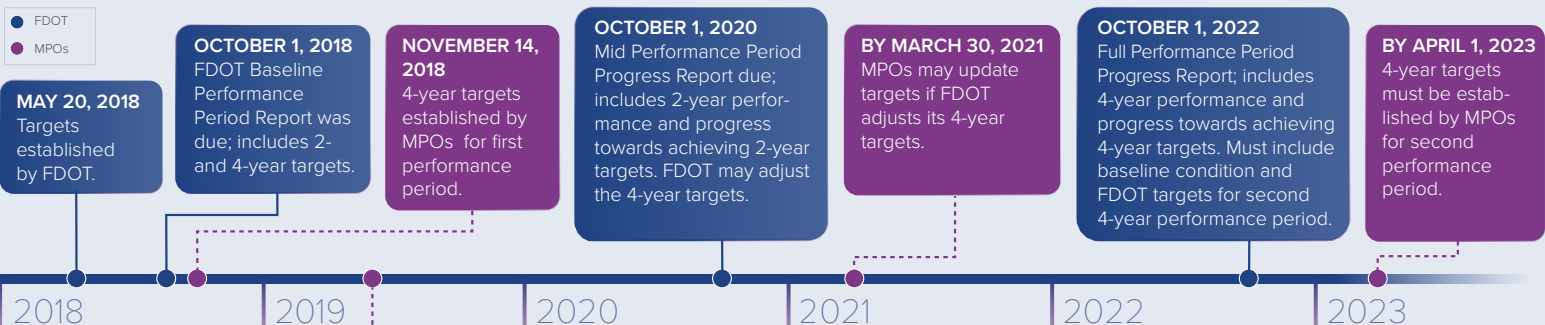
- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

#### POOR CONDITION

Suggests major investment is needed.

### TIMELINE

**FIRST** Performance Period  
(January 1, 2018 to December 31, 2021)



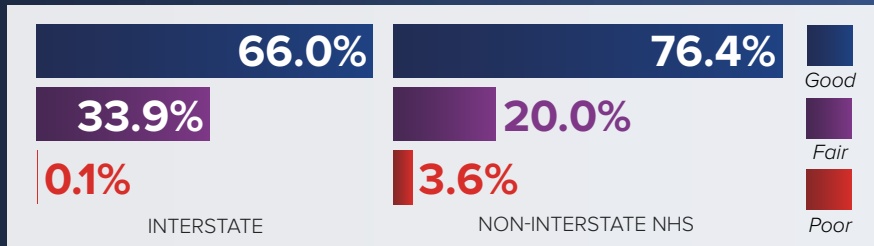
#### AFTER MAY 20, 2019

Updates or amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) must be developed according to the PM2 Rule.

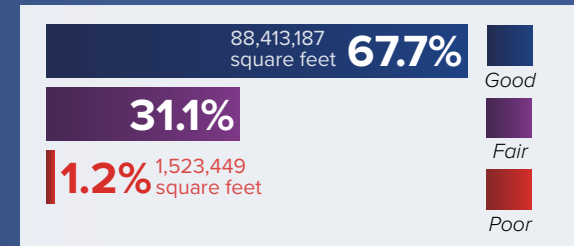
\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

# EXISTING STATEWIDE CONDITIONS

## Pavement (Flexible and Rigid Combined)



## NHS Bridge (by Deck Area)



Source: FDOT.

## 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.

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

## MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. If FDOT opts to adjust the 4-year targets as part of the mid-period performance report due October 1, 2020, the MPOs will have 180 days to determine if they choose to adjust their targets. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if 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.

Because two year targets were not required for Interstate pavement condition for the first performance period, FHWA will not assess significant progress toward these targets in 2020. Two year targets will be required for the second and subsequent performance periods. 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 Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

## MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the following statewide 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



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2020

### 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, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.\*

### PERFORMANCE MEASURES

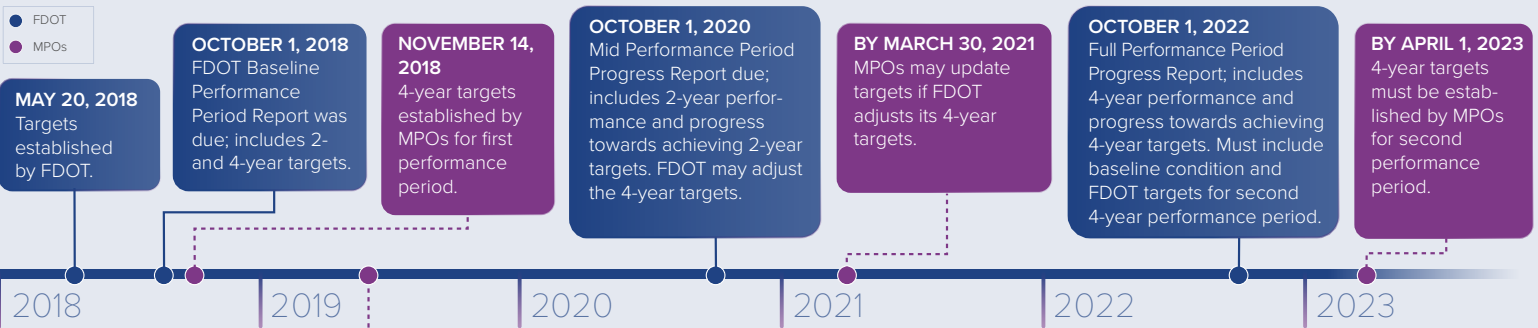
Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel 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	Truck 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 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 Department of Transportation (DOT) or any of Florida's MPOs.*

### TIMELINE

**FIRST** Performance Period  
(January 1, 2018 to December 31, 2021)

**SECOND** Performance Period  
(January 1, 2022 to December 31, 2025)



**AFTER MAY 20, 2019**

Updates or amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) must be developed according to the PM3 Rule.

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



# EXISTING STATEWIDE CONDITIONS

## INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



## NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



## TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

## 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 end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	75%	70%
Non-Interstate NHS reliability	Not required	50%
Truck reliability	1.75	2.00

## MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. If FDOT opts to adjust its 4-year targets as part of the mid-period performance report due October 1, 2020, the MPOs will have 180 days to determine if they choose to adjust their targets. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing 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.

Because two year targets were not required for non-Interstate reliability for the first performance period, FHWA will not assess significant progress toward these targets in 2020. Two-year targets will be required for the second and subsequent performance periods. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

## FOR MORE INFORMATION PLEASE CONTACT

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

# TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2020

### 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 requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

### STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

#### *Transit Asset Categories and Related Performance Measures*

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

**“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. Lifecycle investments have been met or recovered.

### TIMELINE

#### OCTOBER 1, 2018

Transit agencies and group sponsors develop TAM Plan. After this date, transit agencies and group sponsors must update their TAM targets annually.

- Transit Agencies/ Group Sponsors
- MPOs



#### AFTER OCTOBER 1, 2018

Updates or amendments to the Long-Range Transportation Plan (L RTP) and Transportation Improvement Program (TIP) must be developed according to the TAM Rule. MPOs may choose to update targets for their planning area when they update their L RTPs or TIPs.

Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

# TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) are required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These 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

Owns, operates, or manages either:

> = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode

OR

Rail transit

### TIER II

Owns, operates, or manages either:

< = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode

OR

Subrecipient under the 5311 program

OR

Native American Tribe

## TAM Plan Elements

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

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

**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 (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are 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. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

## MPO COORDINATION

Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the Transportation Improvement Program (TIP) or Long-Range Transportation Plan (LRTP). When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area. MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.

FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

## FOR MORE INFORMATION PLEASE CONTACT

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# PUBLIC TRANSIT

## Safety Performance



## MAP-21 Performance Management

June 2020

### OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

### PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

#### Federal Rule Applicability

<b>RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS</b>	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
<b>SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)</b>	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

### PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

#### FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



#### INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

#### SAFETY EVENTS

Total number of reportable events and rate per total vehicle revenue miles by mode.



#### SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

### TIMELINE



# PTASP CERTIFICATION AND REVIEW

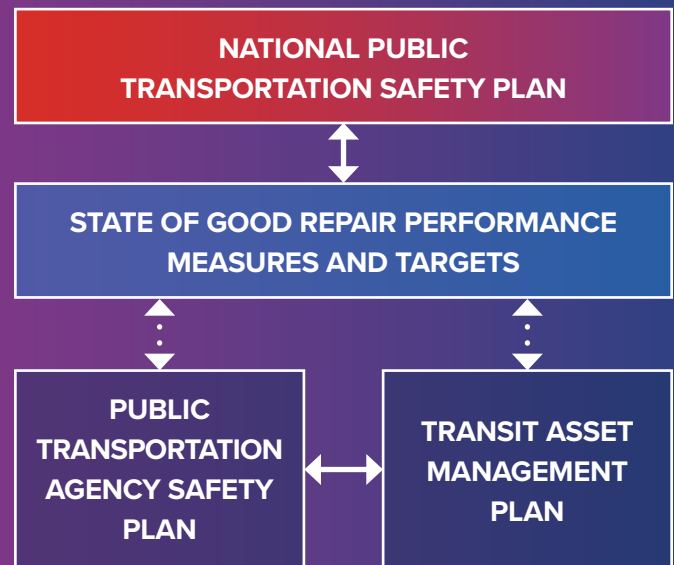
## RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

## PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



## REQUIREMENTS

### COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually. Instead, subsequent MPO transit safety targets must be established when the MPO updates the TIP or LRTP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

## FOR MORE INFORMATION PLEASE CONTACT

**Mark Reichert, Administrator for Metropolitan Planning**  
Florida Department of Transportation Office of Policy Planning  
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## **RESOLUTION NO. 21-XX**

### **SUBJECT:**

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

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

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

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

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

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

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

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

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 10<sup>th</sup> day of February, 2021.

**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.

Resolution No. 21-XX

Page 2 of 2

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Commissioner Viviana Janer, Chairwoman

Attest:

---

Cathy Goldfarb, Sr. Board Services Coordinator  
and Recording Secretary

**TAB 4**







## 2021 Legislative Priorities and Positions

**DRAFT As of January 6, 2021**

### Top priorities:

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

### We support legislation that:

- Authorizes use of drone technology for traffic incident management and/or emergency response. (F.S. 934.50)
- Protects the State Transportation Trust Fund
- Protects Transportation Disadvantaged funding for paratransit (ACCESS LYNX) service
- Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF)
- Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure. (NEW)
- Provides flexibility in the use of local option discretion taxes such as Charter County & Regional Transportation System Surtax and the Local Government Infrastructure Surtax.
- Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS. (NOTE: This item also includes consideration of TSMO projects that enhance mobility.)
- Restores Transportation Regional Incentive Program (TRIP) funding in order to promote regional planning and project development. (MPOAC recommends proposed language addressing a more predictable funding level of \$250 million/year)
- Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, including Autonomous, Connected, Electric, and Shared vehicle technology
- Allows public meetings to be conducted virtually during a declared state of emergency. (NEW)

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**Monitor legislation that:**

*(These items will be discussed in detail at the February board meeting to ascertain the board's position of Support, Oppose, or Take No Position.)*

- Regulates distracted driving by prohibiting the use of handheld two-way electronic wireless communications devices and other similar distracting handheld devices while operating a motor vehicle on any roadway. *(Previously opposed)*
- Seeks to alter, revise, or rescind Red Light Camera legislation *(previously opposed)*
- Seeks to mandate changes to mid-block crossing designations. *(previously monitored)*

Contact(s):  
Gary Huttman, Executive Director, (407) 481-5672 x319  
Virginia L. Whittington, Director of Regional Partnerships, (407) 481-5672 x314

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**TAB 5**





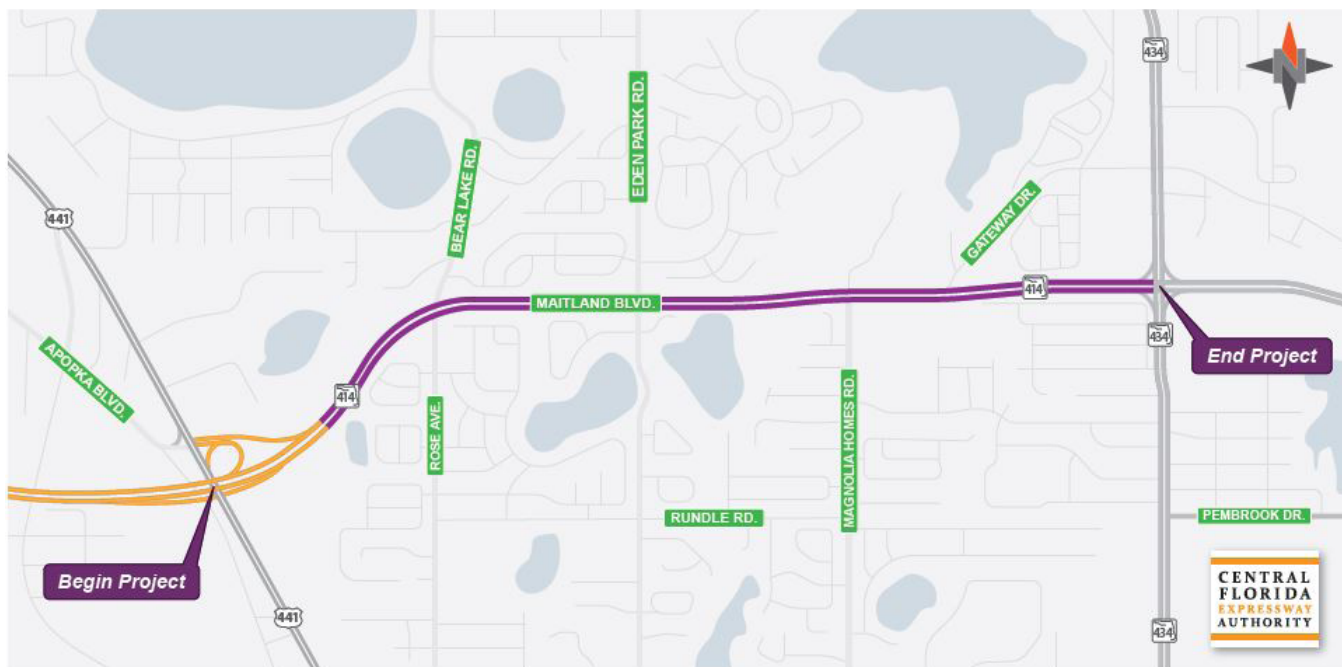
# STATE ROAD 414 EXPRESSWAY EXTENSION

## PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

SUMMER 2020

In March 2020, CFX, in partnership with the Florida Department of Transportation (FDOT), began a Project Development and Environment (PD&E) Study of the SR 414 Expressway Extension. The study will determine the feasibility of elevated, limited-access toll lanes along the median of SR 414 (Maitland Boulevard) to provide direct access from the SR 414 (John Land Apopka Expressway) to Interstate 4 (I-4).

### STUDY MAP



### STUDY DESCRIPTION

The study area runs from the eastern end of SR 414 (John Land Apopka Expressway) at US 441 (Orange Blossom Trail) to SR 434 (Forest City Road). During peak travel times, drivers can spend nearly a half hour getting through the three signalized intersections in this 2.3-mile stretch of SR 414.

The proposed improvements to reduce traffic congestion include reconfiguring the existing at-grade SR 414 (Maitland Boulevard) to accommodate the SR 414 toll facility while maintaining two SR 414 local access lanes in each direction. The 15-month study, coordinated with the FDOT, will analyze intersection improvements, bridge modifications at Lake Bosse and Little Wekiva River, stormwater management facilities, pedestrian and bicycle needs, and access management modifications.

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AUTHORITY



The regional Central Florida Expressway Authority is responsible for the planning, design, construction, operation and maintenance of a 125-mile limited-access expressway system to serve the five-county region. CFX's system includes SR 408 (Spessard L. Holland East-West Expressway), SR 528 (Martin Andersen Beachline Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway), SR 414 (John Land Apopka Expressway), SR 429 (Wekiva Parkway), SR 538 (Poinciana Parkway), State Road 453 and State Road 451.

Central Florida Expressway Authority: 4974 ORL Tower Road, Orlando, FL 32807  
Phone: 407.690.5000 | Fax: 407.690.5011 | Email: [Info@CFXWay.com](mailto:Info@CFXWay.com)



# STATE ROAD 414 EXPRESSWAY EXTENSION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

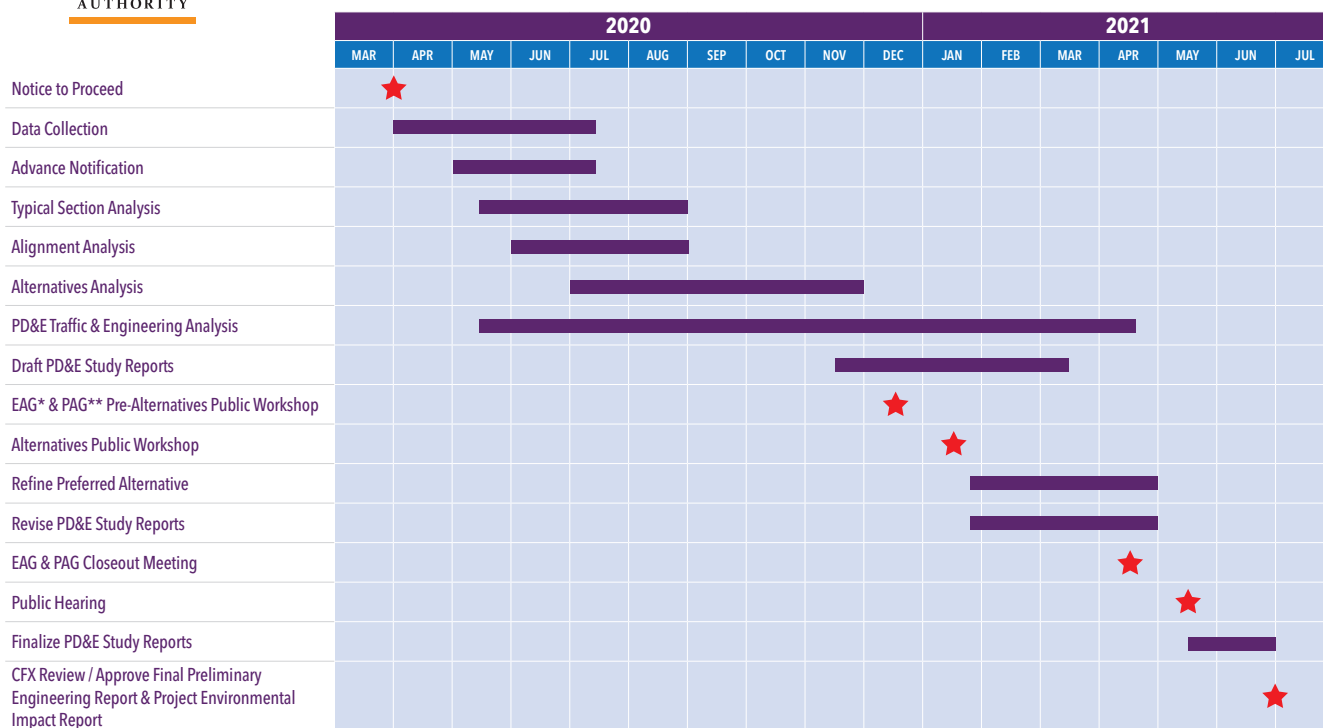
## ★ STUDY GOALS

The goals of the SR 414 Expressway Extension PD&E Study include:

- Provide needed capacity on SR 414.
- Improve system connectivity between SR 429 and I-4 to meet future traffic needs.
- Improve safety.
- Support multimodal opportunities.



## SR 414 Expressway Extension PD&E Study (Subject to Change)



\*Environmental Advisory Group \*\*Project Advisory Group

VISIT THE STUDY WEBPAGE AT: <https://bit.ly/2KLmliP>

For more information:

Contact: Kathy Putnam, Public Involvement Coordinator



407-802-3210



ProjectStudies@CFXway.com



www.CFXway.com



@DriveEPASS



## STUDY PARTICIPATION

We value your input. Public involvement and interagency coordination will be an integral part of the PD&E study, and opportunities for public participation will be provided. CFX anticipates holding two public meetings as part of this study.

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por favor comuníquese con Kevin Camara al 786-859-1826 o por correo electrónico a Kevin.Camara@QCAusa.com.

**TAB 6**





## MUNICIPAL ADVISORY COMMITTEE 2020 ATTENDANCE

NAME	ORGANIZATION	Feb	Mar	Apr	May	Jun	25-Jun	Aug	Sep	Oct	Nov	Dec
Cole, Eddie	Town of Eatonville	A	A	No Meeting	A	P	A	No Meeting	P	No Meeting	P	R
Dowless, John	City of Edgewood	P	P		P	P	P		P		P	P
Firstner, Richard	City of Ocoee	P	P		A	A	P		A		A	A
Fouraker, Nicholas	City of Belle Isle	A	A		P	P	p		P		P	P
Glancy, Charlene	City of Casselberry	A	A		A	A	A		A			
Hensen, David	City of Casselberry										A	P
Lacey, Charles	City of Winter Springs	P	A		P	P	A		A		A	P
Leary, Steve	City of Winter Park	P	A		P	R	R		P		R	A
McDonald, A. Dale	City of Maitland	P	P		P	P	P		P		P	P
McMullen, Joseph	Town of Oakland	P	P		P	P	P		P		P	P
Morgan, Matt	City of Longwood	A	A		A	A	P		P			
Drummond, Richard	City of Longwood										P	P
Noto, Steve	City of Lake Mary	P										
Smith, Jordan	City of Lake Mary		P		P	P	P		P		P	P
O'Brien, Jim	Town of Windermere	A	P		P	P	A		A		A	A
Sladek, Megan	City of Oviedo	P	P		P	P	P		P		R	P
Trace, Keith	City of St. Cloud	P	P		P	P	P		P		A	P
Vacant	City of Winter Garden	V	V		V	V	V		V		V	V



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

### **Orange/Osceola County Project Status Update as of December 22, 2020**

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the December cutoff. The next cutoff date is January 17, 2021.

Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Anna Taylor at 386-943-5499 or via email at [Anna.Taylor@dot.state.fl.us](mailto:Anna.Taylor@dot.state.fl.us).

#### **Upcoming projects:**

##### **439880-2 Orange County Pedestrian Lighting Bundle B**

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

##### **439880-7 Orange County Pedestrian Lighting Bundle G**

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

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

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

##### **439237-1 & 441146-1 S.R. 535 (Apopka-Vineland Road) Resurfacing from south of International Drive to south of Hotel Plaza Boulevard**

- Contract E5Z93
- Contractor: The Middlesex Corporation
- Project Cost: \$9.3 Million
- Estimated Start: January 2021
- Estimated Completion: Spring 2022



## **Current projects:**

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

- Contract T5552
- Project Start: October 2016
- Estimated Completion: Early 2021
- Contractor continues to work on paving friction course in the area of Sand Lake Road and International Drive. Striping crew is working daytime and will continue with permanent striping. Signal work at John Young Parkway, Universal Boulevard and International Drive is ongoing. Concrete crews are working to complete all sidewalk and curb deficiencies from International Drive to Universal Boulevard. Handrail installation is also ongoing.

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

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Early 2021
- Final paving continues on the project. There are also crews working on erosion control, sign installation, maintenance of traffic, and final punch list items.

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

- Contract T5628
- Project Start: August 2019
- Estimated Completion: Spring 2021
- Contractor continues to work on sidewalk and curb reconstruction. Trench drain installation in the Metrowest area should begin sometime next month. Additionally, crews are installing sod and restoring spalled areas on a box culvert.

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

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

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

- Contract E5Z33

- Project Start: February 2019
- Estimated Completion: Spring 2022
- Contractor is working on embankment, drainage, mixing stabilized subgrade throughout the project, and excavating a ditch near the southeast corner of U.S. 17-92 and Poinciana Boulevard.

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

- Contract E50A4
- Project Start: May 2020
- Estimated Completion: Early 2021
- Contractor is working on final paving and miscellaneous punch list items.

**439885-1 Osceola County Pedestrian Lighting Bundle A**

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Early 2021
- Contractor is working on spread footings, erecting poles on already installed bases, and finishing directional bores.

Current PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
438030-1	PD&E - Widen Beachline East (SR 528) from SR 520 to East of Industry Road	Orange & Brevard	Rax Jung	Jacobs	SEIR	TBD	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
438547-1	PD&E - Orlando South Ultimate Interchange @ SR 528 (MP 4) and SR 91 (MP 254)	Orange	Rax Jung	Hardesty and Hanover	SEIR	Dec-20	Not funded	Not funded	NA	FY 2022 FY 2023 FY 2024	\$80K \$490K \$559K	Not funded	NA
441224-1	PD&E - Widen Turnpike Mainline from Kissimmee Park Road to US 192	Osceola	Rax Jung	Dewberry Engineers	SEIR	Dec-20	FY 2024	\$570K	NA	FY 2021 FY 2022	\$6.8M \$3.2M	FY 2024	\$90.7M
444007-1	Widen Turnpike Mainline from SR 408 to SR 50	Orange	Rax Jung	RS&H	SEIR	Sep-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	Northeast Connector Expressway Phase 1 <sup>1</sup>	Osceola	Will Hawthorne	RS&H	PEIR	Oct-21	Not funded	Not funded	NA	Not funded	NA	Not Funded	NA
	SR 414 Expressway Extension <sup>2</sup>	Orange & Seminole	Will Hawthorne	Jacobs	PEIR	Jun-21	FY 2022 FY 2023 FY 2024	\$1.5M \$3.1M \$3.1M	NA	Not Funded	NA	FY 2025	\$20.9M
	Southport Connector Expressway (from Poinciana Pkwy to Canoe Creek Rd [CR 523])	Osceola & Polk	Will Hawthorne	Volkert	PEIR	Dec-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	Osceola-Brevard County Connectors	Osceola, Brevard & Orange	Will Hawthorne	Kimley-Horn	CF&M	Aug-21	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	Karen Snyder	VHB	Type II CE	Jun-23	Tentative Programmed outer year FY 26	\$6.95 M	NA	Not funded	NA	Not funded	NA
437174-2	SR 535 from US 192 to SR 536/World Center Drive	Osceola	Karen Snyder	Metric Engineering	Type II CE	Jan-23	Tentative Programmed outer year FY 26	\$5.19 M	NA	Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
423374-2	Widen Turnpike Mainline from SR 70 to SR 60	St. Lucie, Indian River, Okeechobee Osceola	2021	\$4,000,000	SEIR
444006-1	Widen Turnpike Mainline from Sand Lake Road to SR 408	Orange	2022	\$4,000,000	SEIR
423374-3	Widen Turnpike Mainline from SR 60 to Kissimmee Park Road	Osceola	2022	\$4,000,000	SEIR
446164-1	Widen Western Beltway from I-4 to Seidel Road	Osceola	2021	\$4,000,000	SEIR
446581-1	Extension of Poinciana Parkway from CR 532 to I-4/SR 429 Interchange	Osceola	2021	\$3,500,000	Type II CE

FDOT D5

FTE

CFX

Notes:

- 1) Formerly known as the Osceola Parkway Extension (from Cyrils Dr to Nova Rd).
- 2) Formerly known as the SR 414 (Maitland Blvd) Direct Connection.

### Board Meeting Highlights –December 9, 2020

- **Chairman's Announcements:** Commissioner Bob Dallari opened the meeting at 9:00 a.m. Mayor Dale McDonald led the Pledge of Allegiance. Chairman Dallari officially welcomed Mayor Art Woodruff, City of Sanford. He noted that additional new board member appointments are anticipated.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Gary Huttman thanked board members for helping to ensure a quorum for the hybrid meeting. He reviewed the virtual procedures. He recognized alternates: Commissioner Gomez Cordero attending for Orange County and Mr. Alex Laffey attending for Mr. Doug Jamison. Mr. Huttman reported on the legislative action on an Omnibus Appropriations bill. He called attention to his attendance at a NARC event and meeting with FDOT leadership. In addition, he noted the MPOAC Institute will be held in March and April in an online format. Mr. Huttman reported that an Executive Committee meeting to discuss 2021 legislative positions, was scheduled immediately following the board meeting. He congratulated Ms. Virginia Whittington, the 2020 recipient of the WTS Harold W. Barley award for advancing the regional transportation network.
- **Agenda Review:** Mr. Huttman reported there were no changes to the agenda, and they were ready to move forward.
- **Public Comments:** Mr. David Thomas Moran, Central Floridians for Public Transit, commented that the 2045 MTP was not a new vision and more needed to be done to make transit more accessible. Additionally, transit funding needed to be brought up to a true 19% allocation. Mr. Moran questioned why toll road revenues remained separate.

Ms. Theo Webster, League of Women Voters, commented that their transportation report card gave the Central Florida area a grade of "D" and more needed to be done to remedy shortfalls. She noted that the LRTP process needed to be more transparent and flexible and a dedicated funding source was needed.

- Unanimously **Approved** Consent Items: A-F.
- Unanimously **Approved** the **FDOT Amendment to FY 2020/21 - 2024/25 TIP** (Roll call vote conducted)
- Unanimously **Approved** the **2045 Metropolitan Transportation Plan (MTP)** (Roll call Vote conducted)
- Conducted **election of 2021 Board officers:** Cmsr Janer (Chairperson, Cmsr Uribe (Vice-Chairperson), Cmsr Dallari (Secretary/Treasurer)
- **Other Business:** Presentations included, **Status Update – BEEP** (Racquel Asa and Jennifer Foote, BEEP)
- **Board Member Comments:** None.
- **Public Comments:** None.
- **Next Board Meeting – February 10, 2021**