



DATE: Wednesday, May 12, 2021

TIME: 9:00 a.m.

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

Wireless access available

Network = MpoBoardRoom

Password = mpoaccess

Parking Garage: 25 W. South Street

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:
Please click the link below to join the webinar:

<https://us02web.zoom.us/j/84918620083?pwd=aDdLczJ0WVRuZEQ0UFRjZFdOdUhQdz09>

Passcode: 965918

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

[MetroPlan Orlando Board Hybrid Meeting](#)

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

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

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

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

Commissioner Viviana Janer, Board Chairwoman, Presiding

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

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|------|----------------------------------------------------------|---------------------|
| I. | CALL TO ORDER AND PLEDGE OF ALLEGIANCE (Boardroom) | Chairwoman Janer |
| II. | CHAIR'S ANNOUNCEMENTS | Chairwoman Janer |
| III. | EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Gary Huttman |
| IV. | FDOT REPORT | Mr. Jared Perdue |
| V. | ROLL CALL AND CONFIRMATION OF QUORUM | Ms. Cynthia Lambert |
| VI. | AGENDA REVIEW | Mr. Gary Huttman |
| VII. | COMMITTEE REPORTS | |
| | Municipal Advisory Committee | Mayor Dale McDonald |
| | Community Advisory Committee | Ms. Sarah Elbadri |
| | Technical Advisory Committee | Mr. Nabil Muhaisen |
| | Transportation Systems Management & Operations Committee | Mr. Doug Jamison |

VIII. PUBLIC COMMENTS ON ACTION ITEMS

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

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

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|-----|-----------------------------------------------------------|---------|
| IX. | CONSENT AGENDA | (Tab 1) |
| | A. Approval of Minutes from March 10, 2021 Board meeting | |
| | B. Approval of Financial Report for February & March 2021 | |
| | C. Approval of the Annual Investment Report | |

- D. Approval of Budget Amendment #6
- E. Approval of the Audit Contract
- F. Approval of the Intergovernmental Coordination Agreement (ICAR)
- G. Approval of Board Committee Appointments
- X. OTHER ACTION ITEMS
 - A. FDOT Amendment to FY 2020/21 - 2024/25 TIP (Roll Call Vote) (Tab 2)
Mr. Keith Caskey- MetroPlan Orlando Staff

FDOT TIP Amendment Request:
FM# 423446-1 – Central Florida Commuter Rail System Phase II North
FM# 445415-1 – Neptune Road from Partin Settlement Rd. to US 192
FM# 448901-1 – Hester Ave at RR Crossing #621184M (City of Sanford)
 - B. Approval of Board Emphasis Areas (Tab 3)
Mr. Nick Lepp – MetroPlan Orlando Staff
- XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 4)
 - A. Executive Director's Report page
 - B. FDOT Monthly Construction Status Report
 - C. Vital Few Fact Sheet – FTE Connected Vehicle Pilot Project
 - D. MetroPlan Orlando Market Research Flyer
 - E. NARC Major Metros Reauthorization Letter
 - F. Letter of Support – UCF Department of Civil, Environmental & Construction Engineering to U.S. DOE Vehicle Technologies Office
 - G. Letter of Support – UCF to the National Science Foundation Engineering Research Center for Smart Streetscapes
 - H. Letter of Support – Community Project Funding Request for Lynx Contactless Payment System
 - I. Letter of Support – Community Project Funding Request for Osceola County Neovation Way Project
 - J. Letter of Support – Community Project Funding Request for Osceola County Neptune Road Project
 - K. Letter of Support – Community Project Funding Request for Seminole County E.E. Williamson Road Project
 - L. Letter of Support – Community Project Funding Request for Seminole County Wekiva Springs Road Project

- M. Letter of Support – Community Project Funding Request for Orange County Pine Hills Trail Phase II Project
- N. Letter of Support – Community Project Funding Request for Orange County Powers Drive at North Lane Project
- O. Letter of Support – Community Project Funding Request for Orange County Tiny Road at Tilden Road Project
- P. Letter of Support – Community Project Funding Request for Orange County University Boulevard at Dean Road Project
- Q. Letter of Support – Federal Transportation Reauthorization Bill Funding Request for Orange County International Drive/SR482 Pedestrian Bridge Project
- R. Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Corrine Drive Complete Streets Project
- S. Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Barack Obama Parkway Project
- T. Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Econlockhatchee Trail Multimodal Corridor Improvements Project
- U. Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Oviedo SR427/CR419 Pine Avenue to Lockwood Boulevard Project
- V. Letter from Owner-Operator Independent Drivers Association to Senate Committee on Finance
- W. Letter from AMPO in support of the National VMT Implementation Program
- X. Letter from Florida Greenways & Trails Foundation to Representative Demings re: Funding for Wildlife & Trail Bridge on SR 528
- Y. Featured Research and Articles:
 - FHWA Award \$18.7 Million to Eight Projects to Explore New Highway Funding Methods
 - The Washington Post: The Washington commute could return by fall for many workers. It won't be the same as before
 - Spotlight on Highway Safety: Governors Highway Safety Association
 - National League of Cities: What Cities need to know as Congress ramps up Community Prioritized Investments

XII. OTHER BUSINESS/PRESENTATIONS

- A. Presentation on Pedestrian Safety**
Mr. Mighk Wilson, MetroPlan Orlando Staff
- B. Presentation on the 2021 Legislative Session**
Mr. Ryan Matthews, Peebles, Smith & Matthews

XIII. PUBLIC COMMENTS (GENERAL)

Comments from the public, of a general nature, will be heard during this comment period. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the hybrid meeting should complete an [electronic speaker card](#). The Chairperson will first recognize online attendees. When called upon, speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. Each speaker should state his/her name and address for the record and is limited to two minutes. In-person speakers will be called next. Again, each speaker will have two minutes to speak.

XIV. NEXT MEETING: Wednesday, May 12, 2021

XV. ADJOURNMENT

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

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

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

TAB 1





MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, March 10, 2021
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando – Hybrid Virtual
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Viviana Janer, Board Chair, Presided

Members in attendance were:

Hon. Lee Constantine, Central Florida Expressway Authority
Hon. Bob Dallari, Seminole County
Hon. Jerry L. Demings, Orange County
Hon. Buddy Dyer, City of Orlando
Hon. Jim Fisher, City of Kissimmee
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Dale McDonald, Municipal Advisory Committee
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Mayra Uribe, Orange County
Hon. Jay Zembower, Seminole County

Members attending the meeting via the Zoom Platform:

Hon. Pat Bates, City of Altamonte Springs
Hon. Emily Bonilla, Orange County
Hon. Ricky Booth, Osceola County
Hon. Maribel Gomez Cordero, Orange County
Hon. Tony Ortiz, City of Orlando
Hon. Art Woodruff, City of Sanford
Hon. Victoria Siplin, Orange County

Advisors in Attendance:

FDOT Secretary Jared Perdue, District 5
Ms. Loreen Bobo, FDOT, District 5
Ms. Anna Taylor, FDOT, District 5
Mr. Siao Si Fine, Florida's Turnpike Enterprise
Ms. Sarah Elbadri, Community Advisory Committee
Mr. Doug Jamison, Transportation Systems Management & Operations Committee
Mr. Thomas Kapp, Kissimmee Gateway Airport
Mr. Nabil Muhaisen, Technical Advisory Committee

Members/Advisors not in Attendance:

Mr. M. Carson Good, GOAA
Mr. Stephen Smith, Sanford Airport Authority

Staff in Attendance :

Mr. Jay Small, Mateer & Harbert
Mr. Gary Huttman
Mr. Jason Loschiavo
Mr. Keith Caskey
Mr. Nick Lepp
Mr. Eric Hill
Mr. Joe Davenport
Ms. Lisa Smith
Ms. Cathy Goldfarb
Ms. Mary Ann Horne
Ms. Sally Morris
Mr. Alex Trauger
Ms. Virginia Whittington
Mr. Mighk Wilson
Ms. Leilani Vaiaoga
Ms. Lara Bouck
Mr. Mighk Wilsom
Ms. Sarah Larsen
Ms. Jasmine Blais

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Commissioner Viviana Janer called the meeting to order at 9:00 a.m. and welcomed everyone. Mayor Dale McDonald led the Pledge of Allegiance.

II. CHAIRMAN'S ANNOUNCEMENTS

Chairwoman Janer reviewed the virtual meeting procedures, including public comments. She announced the passing of former City of Sanford Mayor and MetroPlan Orlando Board member Jeff Triplett; and officially welcomed back Commissioner Lee Constantine, Seminole County, now representing CFX. Commissioner Uribe provided a report on the February 11th TDLCB meeting. Chairwoman Janer announced that this meeting is Mayor McDonald's last, and thanked him for his service on the MetroPlan Orlando Board.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman thanked board members for helping to ensure a quorum for the hybrid meeting. He reviewed the virtual procedures. He noted that no alternates were in attendance. Mr. Huttman reported on the Corona Virus Response and Relief Act, the Supplemental General Appropriations Act, the Re-authorization of the Federal Transportation Bill, and the 2020 Census timeline. He called attention to the virtual MPOAC Institute scheduled to be held March 19-20 and April 23-24. He announced that Mr. Carl Mikyska resigned his position as the MPOAC Executive Director effective March 5th, and that Mr. Jeff Kramer has taken over that role as interim director. He thanked Board members who completed the Strategic Plan survey, reviewed the revised office protocols, and provided an update on the installation of the new AV equipment. He announced that Transportation Planner Taylor Laurent, passed her PE exam, and that staff cross-training continues. He congratulated MetroPlan Orlando Staffers Alex Trauger and Lisa Smith on the new additions to their families.

IV. CONFIRMATION OF QUORUM

Ms. Cynthia Lambert conducted the roll call and confirmed that a quorum of 11 voting members was physically present.

V. AGENDA REVIEW

Mr. Huttman stated that there were no changes to the agenda.

VI. COMMITTEE REPORTS

The Chairs from the Municipal Advisory Committee, the Community Advisory Committee, the Technical Advisory Committee and TSMO Committee reported out on their respective February/March meetings.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. CONSENT AGENDA

- A. Approval of Minutes from February 10, 2021 Board meeting**
- B. Approval of Financial Report for January 2021**
- C. TDLCB Membership Certification**
- D. Approval of Community Advisory Committee (CAC) appointments**

MOTION: Commissioner Uribe moved approval of the consent agenda, items A-D. Mayor McDonald seconded the motion, which passed unanimously.

IX. OTHER ACTION ITEMS

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

Mr. Keith Caskey, MetroPlan Orlando staff, presented the request of FDOT to amend the FY 2020/21 - 2024/25 TIP to include funding for a LYNX project, two rail crossing projects, a shared use path and pedestrian improvements, and a truck parking study. A letter from FDOT explaining the amendment request, along with a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution was provided.

Discussion ensued regarding the timeline to complete a PD&E study. Commissioner Dallari stated that he is not opposed to the PD&E study, but that he has concerns that the properties targeted for truck parking will no longer be available at the completion of the study. He asked if there was a way to do early acquisition in order reserve properties for much needed truck parking. Both Commissioners Zembower and Constantine agreed with his concerns. Secretary Perdue provided a brief overview of the process of the PD&E study and property acquisition. Secretary Perdue said that the Department is willing to have discussions with affected jurisdictions as a way to find innovative solutions to the dilemma while still adhering to the Federal Government guidelines. Attorney Small explained to Board members that properties cannot be reserved and freeze its development potential based on future acquisition. He said that a good option would be to meet with the District Secretary and Right-of-Way staff to discuss creative solutions.

MOTION: Commissioner Constantine moved approval of the FDOT Amendment to FY 2020/21 - 2024/25 TIP. Commissioner Uribe seconded the motion. A roll call vote was conducted. Motion carried unanimously with a 18-0 vote.

B. FTE Amendment to FY 2020/21 – 2024/25 TIP
Mr. Keith Caskey-MetroPlan Orlando Staff

Mr. Keith Caskey, MetroPlan Orlando staff, presented Florida's Turnpike Enterprise request to amend the FY 2020/21 - 2024/25 TIP to include connected vehicle infrastructure on segments of Florida's Turnpike and SR 528. A letter from FTE explaining the amendment request, along with a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution was provided. Mr. Caskey noted that this is a standalone project. He added that if the results of this project go well, this program could be expanded to other Turnpike facilities within the region.

MOTION: Commissioner Zembower moved approval of the FTE Amendment to FY 2020/21 - 2024/25 TIP. Mayor McDonald seconded the motion. A roll call vote was conducted. Motion carried unanimously with an 18-0 vote.

C. Approval of Board Emphasis Areas
Mr. Nick Lepp – MetroPlan Orlando Staff

Mr. Nick Lepp, MetroPlan Orlando staff, presented the Board Emphasis Areas. Mr. Lepp explained that the Board approves emphasis areas annually. The current emphasis areas are trail connectivity, engage the younger population, complete streets, Sunrail connectivity and safety. He gave an overview of how the emphasis areas are determined and factored into the planning process. Mr. Lepp requested the Board either continue to use and support the emphasis areas or use the goals and objectives contained in the new Metropolitan Transportation Plan (MTP). He noted that if the Board prefers to use the goals and objectives, staff will present a polling or ranking process at the May meeting which will be used in the prioritization process in the upcoming year.

The Board members discussed at length the importance of safety in light of the newly released Dangerous by Design report that ranked the region as #1 most dangerous for pedestrians. Board members were in agreement that safety should rank higher. They discussed the importance of pedestrian safety and the need to understand the importance of the PDI (Pedestrian Danger Index) and how it factors in, pedestrian education efforts, understanding the criteria used to make the analysis and understanding what human factors were involved and how to address those issues, street lighting and crosswalks. Many expressed that there have been significant improvements made to enhance pedestrian safety and that is not reflected in the report. Secretary Perdue stated that he understands and agrees with the concerns raised by Board members and gave an overview of the collaborative efforts that FDOT has underway with many of the local jurisdictions. He stated that he feels it is wise to explore the data and how they arrived at the conclusion. He agreed that the report did not take into consideration the improvements that have been made regarding pedestrian safety. Consensus of the Board members was to table the Board Emphasis Areas until the May 12th Board meeting.

MOTION: Commissioner Dallari moved to table the Board Emphasis Areas until the May 12, 2021 meeting. Commissioner Uribe seconded the motion. Motion carried unanimously with an 18-0 vote.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

- A. Executive Director's Report page**
- B. FDOT Monthly Construction Status Report**
- C. 2021 Approved Legislative Priorities**
- D. Signal Retiming Crash Impact Assessment – Fact Sheet**
- E. CS-SB62**
- F. ECFRPC SB62 Fact Sheet**
- G. FDOT D5 Work Program Presentation**
- H. FDOT FTE Work Program Presentation**
- I. MetroPlan MTP Submittal Package to FHWA**
- J. Featured Research and Articles:**
 - **American Planning Association Planning Advisory Service: Quick Notes, Urban Air Mobility**
 - **The Washington Post: From Mayor Pete to Secretary Buttigieg: Appearances hint at expansive role for next transportation chief, by Michael Laris & Ian Duncan, February 2, 2021**

MOTION: Commissioner Dallari moved approval of the information items for acknowledgement, excluding item G. Mayor McDonald seconded the motion, which passed unanimously.

Commissioner Dallari pulled item (G) for discussion. He expressed concern that the Poinciana Parkway from I-4 to SR 429 Interchange was not moving forward in the Five-Year Work Program. He said that he feels that the interchange is key to the Region and that it should be looked at either in the Five-Year Work Program or I-4 Beyond the Ultimate. He requested more information about fair share equity across the Region in order to provide clarity on where the dollars are being used. Mr. Huttman stated that he is working with FDOT staff on ways to make the Fair Share Report better, and on the outstanding question of how the I-4 Ultimate is being shown. Ms. Carol Scott, FTE, informed Board members that the FTE recently began the PD&E study for the Poinciana Parkway Extension from CR 532 to I-4. She stated that MPO will be kept informed as the study progresses, and a kick-off meeting is anticipated for Summer 2021.

MOTION: Commissioner Zembower moved approval of the information item G. Mayor McDonald seconded the motion. Motion carried with a vote of 17-1. Commissioner Dallari voted no.

XI. OTHER BUSINESS/PRESENTATIONS

A. Presentation on the Signal Retiming Crash Impact Assessment Ms. Lara Bouck, MetroPlan Orlando Staff

Ms. Lara Bouck, MetroPlan Orlando staff, gave a presentation on the results of MetroPlan Orlando's Signal Retiming Crash Impact Assessment. Ms. Bouck provided an overview of traffic signal retiming. She reviewed the analysis methodology, corridors retimed, findings by year and roadway type, variables impacting the assessment and safety adjustments. In addition, she provided a benefit-cost summary for 2019.

B. Presentation on Best Foot Forward Program Ms. Emily Hanna, Executive Director Bike Walk Central Florida

Ms. Emily Hanna, the new Executive Director of Bike/Walk Central Florida, gave a presentation on the Best Foot Forward Pedestrian Safety program and discussed how the program operates, who is involved, and how they work with their regional partners. Ms. Hanna briefly covered what Bike Walk Central Florida is. She reviewed why the Orlando area is ranked most dangerous for pedestrians by Smart Growth America and what is being done to improve that ranking, noting that a multi-pronged approach is being used. In addition, she provided a timeline for the Best Foot Forward program. Ms. Hanna reported on how monitored crosswalks are identified, how data is collected, and how crosswalk enforcement is carried out. Ms. Hanna reported on changes coming to Best Foot Forward. In addition, she provided an overview of Bike Walk Central Florida, the Bike Five Cities program, and the resources and outreach available to local jurisdictions.

XII. PUBLIC COMMENTS (GENERAL)

None.

XIII. NEXT MEETING: Wednesday, May 12, 2021

XIV. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 11:05 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 12th day of May 2021

Commissioner Viviana Janer, Chair

Ms. Lisa Smith,
Board Services Coordinator/ Recording Secretary

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

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 02/28/21**

ASSETS

Operating Cash in Bank	\$ 1,095,240.26
Petty Cash	\$ 125.00
SBA Investment Account	\$ 1,121,415.90
FL CLASS Investment Account	\$ 1,176,341.78
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 30,315.12
Accounts Receivable - Grants	\$ 1,406,343.88
Fixed Assets-Equipment	\$ 603,475.02
Accumulated Depreciation	\$ (437,848.71)

TOTAL ASSETS:	<u>\$ 5,015,408.25</u>
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LIABILITIES

Accrued Personal Leave	\$ 374,397.92
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TOTAL LIABILITIES:	<u>\$ 374,397.92</u>
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$ 30,315.12
Deposits	\$ 20,000.00
Unassigned:	\$ 4,590,695.21

TOTAL EQUITY:	<u>\$ 4,641,010.33</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 5,015,408.25</u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 02/28/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 249,623.11	3,245,415.38	\$ 7,794,171.00	4,548,755.62	41.64%
State Revenue	\$ 1,332.65	109,205.44	\$ 198,249.00	89,043.56	55.08%
Local Revenue	\$ 0.00	729,251.50	\$ 1,239,185.00	509,933.50	58.85%
Interest Income	\$ 235.97	3,941.44	\$ 60,000.00	56,058.56	6.57%
Other	\$ 0.00	2,234.30	\$ 12,500.00	10,265.70	17.87%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 383,129.00	383,129.00	0.00%
Local Match - Transfers In	\$ 1,332.65	70,336.76	\$ 95,963.00	25,626.24	73.30%
TOTAL REVENUES:	\$ 252,524.38	\$ 4,185,384.82	\$ 9,808,197.00	\$ 5,622,812.18	42.67%
EXPENDITURES					
Salaries	\$ 140,188.07	1,067,309.67	\$ 1,822,218.00	754,908.33	58.57%
Fringe Benefits	\$ 48,126.57	366,407.40	\$ 602,422.00	236,014.60	60.82%
Local Match - Transfers Out	\$ 1,332.65	70,336.76	\$ 95,963.00	25,626.24	73.30%
Audit Fees	\$ 0.00	27,500.00	\$ 41,500.00	14,000.00	66.27%
Computer Operations	\$ 4,845.94	47,691.01	\$ 99,636.00	51,944.99	47.87%
Dues & Memberships	\$ 1,093.00	12,069.88	\$ 20,579.00	8,509.12	58.65%
Equipment & Furniture	\$ 22,601.77	175,493.99	\$ 242,000.00	66,506.01	72.52%
Graphic Printing/Binding	\$ 0.00	308.04	\$ 25,920.00	25,611.96	1.19%
Insurance	\$ 1,640.09	14,113.95	\$ 29,023.00	14,909.05	48.63%
Legal Fees	\$ 212.00	11,156.50	\$ 50,000.00	38,843.50	22.31%
Office Supplies	\$ 856.27	4,732.41	\$ 37,500.00	32,767.59	12.62%
Postage	\$ 35.06	1,975.85	\$ 3,300.00	1,324.15	59.87%
Books, Subscrips/Pubs	\$ 95.40	6,166.72	\$ 8,716.00	2,549.28	70.75%
Exec. Dir 457 Def. Comp.	\$ 1,307.70	10,730.80	\$ 18,000.00	7,269.20	59.62%
Rent	\$ 26,944.49	188,233.24	\$ 243,269.00	55,035.76	77.38%
Equipment Rent/Maint.	\$ 1,074.89	5,574.67	\$ 18,779.00	13,204.33	29.69%
Seminar & Conf. Regist.	\$ 890.00	3,411.06	\$ 41,640.00	38,228.94	8.19%
Telephone	\$ 481.16	3,367.24	\$ 9,250.00	5,882.76	36.40%
Travel	\$ 393.90	2,052.36	\$ 93,012.00	90,959.64	2.21%
Small Tools/Office Mach.	\$ 310.92	3,011.23	\$ 1,200.00	(1,811.23)	250.94%
HSA/FSA Annual Contrib.	\$ 0.00	10,500.00	\$ 12,500.00	2,000.00	84.00%
Computer Software	\$ 0.00	0.00	\$ 5,000.00	5,000.00	0.00%
Contingency	\$ 0.00	0.00	\$ 15,831.00	15,831.00	0.00%
Contractual/Temp Svcs.	\$ 0.00	1,856.00	\$ 3,530.00	1,674.00	52.58%
Interest Expense	\$ 0.00	0.00	\$ 72,283.00	72,283.00	0.00%
Pass-Thru Expenses	\$ 0.00	215,087.18	\$ 1,274,531.00	1,059,443.82	16.88%
Consultants	\$ 171,622.19	1,809,628.30	\$ 4,777,000.00	2,967,371.70	37.88%
Repair & Maintenance	\$ 0.00	338.95	\$ 1,800.00	1,461.05	18.83%
Advertising/Public Notice	\$ 507.25	5,315.46	\$ 11,855.00	6,539.54	44.84%
Other Misc. Expense	\$ 260.89	2,128.47	\$ 14,690.00	12,561.53	14.49%
Contributions	\$ 0.00	100,737.23	\$ 100,950.00	212.77	99.79%
Educational Reimb.	\$ 100.00	100.00	\$ 1,800.00	1,700.00	5.56%
Comm. Rels. Sponsors	\$ 0.00	5,000.00	\$ 12,500.00	7,500.00	40.00%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 424,920.21	\$ 4,172,334.37	\$ 9,808,197.00	\$ 5,635,862.63	42.54%
AGENCY BALANCE:	\$ (172,395.83)	\$ 13,050.45			

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 03/31/21**

ASSETS

Operating Cash in Bank	\$	1,693,067.19
Petty Cash	\$	125.00
SBA Investment Account	\$	1,121,542.27
FL CLASS Investment Account	\$	1,176,449.26
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	31,977.43
Accounts Receivable - Grants	\$	906,908.71
Fixed Assets-Equipment	\$	603,475.02
Accumulated Depreciation	\$	(437,848.71)

TOTAL ASSETS:	\$ 5,115,696.17
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LIABILITIES

Accrued Personal Leave	\$	380,919.93
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TOTAL LIABILITIES:	\$ 380,919.93
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	31,977.43
Deposits	\$	20,000.00
Unassigned:	\$	4,682,798.81

TOTAL EQUITY:	\$ 4,734,776.24
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TOTAL LIABILITIES & EQUITY:	\$ 5,115,696.17
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 03/31/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 555,070.14	3,800,485.52	\$ 7,794,171.00	3,993,685.48	48.76%
State Revenue	\$ 28,382.81	137,588.25	\$ 198,249.00	60,660.75	69.40%
Local Revenue	\$ 209,397.00	938,648.50	\$ 1,239,185.00	300,536.50	75.75%
Interest Income	\$ 233.85	4,175.29	\$ 60,000.00	55,824.71	6.96%
Other	\$ 91.00	2,325.30	\$ 12,500.00	10,174.70	18.60%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 383,129.00	383,129.00	0.00%
Local Match - Transfers In	\$ 8,948.47	79,285.23	\$ 95,963.00	16,677.77	82.62%
TOTAL REVENUES:	\$ 802,123.27	\$ 4,987,508.09	\$ 9,808,197.00	\$ 4,820,688.91	50.85%
EXPENDITURES					
Salaries	\$ 134,636.62	1,201,946.29	\$ 1,850,760.00	648,813.71	64.94%
Fringe Benefits	\$ 46,220.79	412,628.19	\$ 612,207.00	199,578.81	67.40%
Local Match - Transfers Out	\$ 8,948.47	79,285.23	\$ 95,963.00	16,677.77	82.62%
Audit Fees	\$ 0.00	27,500.00	\$ 41,500.00	14,000.00	66.27%
Computer Operations	\$ 8,092.53	55,783.54	\$ 99,636.00	43,852.46	55.99%
Dues & Memberships	\$ 248.75	12,318.63	\$ 20,579.00	8,260.37	59.86%
Equipment & Furniture	\$ 905.00	176,398.99	\$ 242,000.00	65,601.01	72.89%
Graphic Printing/Binding	\$ 0.00	308.04	\$ 25,920.00	25,611.96	1.19%
Insurance	\$ 8,793.08	22,907.03	\$ 29,023.00	6,115.97	78.93%
Legal Fees	\$ 1,669.50	12,826.00	\$ 50,000.00	37,174.00	25.65%
Office Supplies	\$ 1,423.49	6,155.90	\$ 37,500.00	31,344.10	16.42%
Postage	\$ 326.32	2,302.17	\$ 3,300.00	997.83	69.76%
Books, Subscrips/Pubs	\$ 294.09	6,460.81	\$ 8,716.00	2,255.19	74.13%
Exec. Dir 457 Def. Comp.	\$ 1,307.70	12,038.50	\$ 18,000.00	5,961.50	66.88%
Rent	\$ 26,717.24	214,950.48	\$ 250,665.00	35,714.52	85.75%
Equipment Rent/Maint.	\$ 785.00	6,359.67	\$ 18,779.00	12,419.33	33.87%
Seminar & Conf. Regist.	\$ 744.00	4,155.06	\$ 41,640.00	37,484.94	9.98%
Telephone	\$ 496.85	3,864.09	\$ 9,250.00	5,385.91	41.77%
Travel	\$ 1,131.14	3,183.50	\$ 47,289.00	44,105.50	6.73%
Small Tools/Office Mach.	\$ 0.00	3,011.23	\$ 1,200.00	(1,811.23)	250.94%
HSA/FSA Annual Contrib.	\$ 0.00	10,500.00	\$ 12,500.00	2,000.00	84.00%
Computer Software	\$ 0.00	0.00	\$ 5,000.00	5,000.00	0.00%
Contingency	\$ 0.00	0.00	\$ 15,831.00	15,831.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	2,088.00	\$ 3,530.00	1,442.00	59.15%
Interest Expense	\$ 0.00	0.00	\$ 72,283.00	72,283.00	0.00%
Pass-Thru Expenses	\$ 80,236.59	295,323.77	\$ 1,274,531.00	979,207.23	23.17%
Consultants	\$ 384,298.20	2,193,926.50	\$ 4,777,000.00	2,583,073.50	45.93%
Repair & Maintenance	\$ 0.00	338.95	\$ 1,800.00	1,461.05	18.83%
Advertising/Public Notice	\$ 921.00	6,236.46	\$ 11,855.00	5,618.54	52.61%
Other Misc. Expense	\$ 349.61	2,478.08	\$ 14,690.00	12,211.92	16.87%
Contributions	\$ 0.00	100,737.23	\$ 100,950.00	212.77	99.79%
Educational Reimb.	\$ 220.00	320.00	\$ 1,800.00	1,480.00	17.78%
Comm. Rels. Sponsors	\$ 0.00	5,000.00	\$ 12,500.00	7,500.00	40.00%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 708,997.97	\$ 4,881,332.34	\$ 9,808,197.00	\$ 4,926,864.66	49.77%
AGENCY BALANCE:	\$ 93,125.30	\$ 106,175.75			



Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: IX.C. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Annual Investment Report

Reason: Florida Statutes require periodic reports of investment activity to the Board.

Summary/Key Information: The attached report shows month end and average annual balances of all bank deposits and investment accounts and interest earned thereon for the 12-month period spanning March 2020 through February 2021. All investments are classified as Cash and Cash Equivalents. All funds were invested with 1) the State Board of Administration Local Government Surplus Funds Trust Fund (Florida Prime); 2) the Florida Cooperative Liquid Assets Securities System (FLCLASS) Local Government Investment Pool; 3) non-interest-bearing business checking account; and 4) non-interest-bearing checking account (the Municipal NOW account with SunTrust Bank). The rate applied for fee credit offsets for both checking accounts averaged 0.2% to 0.5% throughout the 12-month period. Actual returns/fee offsets were \$17,372.49. The total rate of return was 0.41% compared to the benchmark LGIP30D Index S&P US AAA & AA average rate (weighted 45% cash) of 0.33%.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: Investment Report Summary Document

INVESTMENT ACTIVITIES - MARCH, 2020 - FEBRUARY, 2021					
BANK ACCOUNTS		FEBRUARY 2021		AVERAGE MONTHLY BALANCE	ANNUAL EARNINGS
BUSINESS CHECKING					
Beginning Balance		\$ 658,320.20			
Ending Balance		\$ 200,233.79			
Average Balance		\$ 252,677.45		\$ 333,893.51	
Business Checking Interest Earned		\$ -			\$ -
MUNI NOW ACCOUNT					
Beginning Balance		\$ 1,155,878.86			
Ending Balance		\$ 895,006.47			
Average Balance		\$ 948,573.56		\$ 1,569,158.79	
Muni NOW Interest Earned		\$ -			\$ -
Combined Account Analysis Fee Credit Offset		\$ 184.30			\$ 5,758.73
STATE BOARD OF ADMINISTRATION (SBA) LOCAL GOVERNMENT SURPLUS FUNDS TRUST LGIP					
SBA LGIP-A Beginning		\$ 1,121,287.22			
SBA LGIP-A Ending		\$ 1,121,415.90			
SBA LGIP-A Average		\$ 1,121,351.56		\$ 1,144,723.25	
SBA LGIP-A Interest Earned		\$ 128.68			\$ 5,808.08
FLORIDA COOPERATIVE LIQUID ASSETS SECURITIES SYSTEM (FLCLASS) LGIP**					
FLCLASS Beginning		\$ 1,176,234.49			
FLCLASS Ending		\$ 1,176,341.78			
FLCLASS Average		\$ 1,176,293.25		\$ 1,191,963.24	
FLCLASS Interest Earned		\$ 107.29			\$ 5,805.68
TOTAL MONTHLY AVERAGE		\$ 3,498,895.82		\$ 4,239,738.79	
TOTAL ACTUAL RETURN		\$ 420.27			\$ 17,372.49
Actual Rate of Return Annualized		0.14%			0.41%
Benchmark - LGIP30D Index S&P US AAA & AA*		0.06%			0.33%
Benchmark - Weighted 45% Cash		0.03%			0.18%



Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: IX.D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of FY'21 Budget Amendment #6

Reason: This budget amendment will reallocate PL, SU, TD, FTA X014, and local funds to better align the budget with staff focus areas. This amendment also reallocates line items in the TD grant and local funds for minor cost overruns.

Summary/Key Information: This reallocation does not change the total budget.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: The budget amendment document and comparison agencywide budget are available under tab 1.

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :
FDOT No. :

FY 2021

6
M6

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 4/29/2021

(WHOLE DOLLARS ONLY)

<u>PROJECT</u>	<u>ELEMENT</u>	<u>CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>	
				<u>REVENUES</u>	<u>EXPENDITURES</u>
34021	421310	50000	Salaries		3,200
34021	421310	50500	Fringe Benefits		1,146
34021	421310	59700	Indirect Costs		700
34021	421310	60800	Graphic Printing & Binding		(750)
34021	421310	61200	Postage		(1,000)
34021	421310	61500	Rent		1,404
34021	421310	61600	Equipment Rent & Maint.		(2,000)
34021	421310	61700	Seminar & Conference Registration		(1,500)
34021	421310	61900	Travel Expenses		(2,400)
34021	421310	63400	Advertising/Public Notice		1,200
34321	321130	63000	Consultants		7,500
34321	321310	50000	Salaries		(8,895)
34321	321310	50500	Fringe Benefits		(2,995)
34321	321310	59700	Indirect Costs		(2,225)
34321	321330	50000	Salaries		6,600
34321	321330	50500	Fringe Benefits		2,800
34321	321330	59700	Indirect Costs		1,150
34321	321340	63000	Consultants		(3,935)
36020	620013	50000	Salaries		16,699
36020	620013	50500	Fringe Benefits		5,714
36020	620013	59700	Indirect Costs		4,247
36020	620022	50000	Salaries		(16,699)
36020	620022	50500	Fringe Benefits		(5,714)
36020	620022	59700	Indirect Costs		(4,247)
37021	721100	61100	Office Supplies		(2,600)
37021	721100	62000	Small Tools/Office Machinery		2,000
37021	721130	63400	Advertising/Public Notice		600
38021	821100	50000	Salaries		20,539
38021	821100	50500	Fringe Benefits		7,043
38021	821100	59700	Indirect Costs		3,342
38021	821120	50000	Salaries		(4,216)
38021	821120	50500	Fringe Benefits		(1,444)
38021	821120	59700	Indirect Costs		(1,071)
38021	821130	50000	Salaries		8,073
38021	821130	50500	Fringe Benefits		2,763
38021	821130	59700	Indirect Costs		2,052
38021	821200	50000	Salaries		5,930

FINANCE USE ONLY:

Approved Bd Mtg:
Agenda Item #:

Entered:

B E No. :
FDOT No. :

FY 2021

6
M6

38021	821200	50500	Fringe Benefits	2,029
38021	821200	59700	Indirect Costs	1,508
38021	821220	50000	Salaries	(20,000)
38021	821220	50500	Fringe Benefits	(7,500)
38021	821220	59700	Indirect Costs	(2,600)
38021	821300	50000	Salaries	(5,159)
38021	821300	50500	Fringe Benefits	(1,765)
38021	821300	59700	Indirect Costs	(1,312)
38021	821310	50000	Salaries	4,112
38021	821310	50500	Fringe Benefits	1,407
38021	821310	59700	Indirect Costs	1,046
38021	821320	50000	Salaries	714
38021	821320	50500	Fringe Benefits	245
38021	821320	59700	Indirect Costs	181
38021	821340	50000	Salaries	(10,898)
38021	821340	50500	Fringe Benefits	(3,729)
38021	821340	59700	Indirect Costs	(2,771)
38021	821340	63000	Consultants	1,481
999000	--	61500	Rent - Indirect	72,283
999000	--	62700	Interest Expense	(72,283)

TOTAL: \$ 0.00 0.00

REASON(S):

1) To reallocate PL, SU, TD, FTA X014, and local funds. There is no change to total grant budgets or total MPO budget. This modification moves staff hours to realign with current activities and adjusts line items for modest cost overruns.

Finance Director's Signature:

Jason S. Loschiavo

Executive Director's Signature:

Gary D. Huttman

REMARKS:

Revised 10/24/16

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2020/2021

REVENUES		BE5	BE6	Change
ACCOUNT		FY 2021	FY 2021	
CODE	DESCRIPTION			
40000	FEDERAL REVENUES			
	FHWA PL Planning Funds	2498737	2498737	0
	NEW FTA Sec 5305d Planning Funds X015	973106	973106	0
	Carryfwd from FTA X014	531577	531577	0
	Carryfwd from FTA X013	236129	236129	0
	SU (NEW) TSR & TSMO Position	3160130	3160130	0
	STIC Grant FHWA	\$ 100,000	\$ 100,000	0
	DOT - CPED Grant	\$ 294,492	\$ 294,492	0
	TOTAL FEDERAL REVENUES	\$ 7,794,171	\$ 7,794,171	\$ -
41000	STATE REVENUES			
	NEW FTA Sec 5305d Planning Funds X015	0	0	0
	Carryfwd from FTA X014	66447	66447	0
	Carryfwd from FTA X013	29516	29516	0
	Transportation Disadvantaged Planning Funds NEW	102286	102286	0
	TOTAL STATE REVENUES	\$ 198,249	\$ 198,249	\$ -
	LOCAL REVENUES			
42900	Orange Co. Assessment	\$ 520,938	\$ 520,938	0
43000	Osceola Co. Assessment	\$ 147,876	\$ 147,876	0
43100	Seminole Co. Assessment	\$ 183,087	\$ 183,087	0
43200	Altamonte Springs Assessment	\$ 22,647	\$ 22,647	0
43300	Kissimmee Assessment	\$ 37,400	\$ 37,400	0
43400	Orlando Assessment	\$ 145,900	\$ 145,900	0
43500	Sanford Assessment	\$ 30,135	\$ 30,135	0
44300	Apopka Assessment	\$ 26,202	\$ 26,202	0
43700	CFX	\$ 25,000	\$ 25,000	0
43800	Sanford Airport Authority	\$ 25,000	\$ 25,000	0
43900	GOAA	\$ 25,000	\$ 25,000	0
44000	LYNX	\$ 25,000	\$ 25,000	0
44100	Belle Isle	\$ 519	\$ 519	0
44110	Eatonville	\$ 165	\$ 165	0
44120	Edgewood	\$ 191	\$ 191	0
44130	Maitland	\$ 1,487	\$ 1,487	0
44140	Oakland	\$ 237	\$ 237	0
44150	Ocoee	\$ 3,354	\$ 3,354	0
44160	Windermere	\$ 209	\$ 209	0
44170	Winter Garden	\$ 3,330	\$ 3,330	0
44180	Winter Park	\$ 2,131	\$ 2,131	0
44190	St. Cloud	\$ 3,374	\$ 3,374	0
44200	Casselberry	\$ 2,117	\$ 2,117	0
44210	Lake Mary	\$ 1,230	\$ 1,230	0
44220	Longwood	\$ 1,115	\$ 1,115	0
44230	Oviedo	\$ 2,821	\$ 2,821	0
44240	Winter Springs	\$ 2,720	\$ 2,720	0
	TOTAL LOCAL ASSESSMENTS	\$ 1,239,185	\$ 1,239,185	\$ -
	OTHER REVENUES			
45000	Interest Income	60000	60000	0
47000	Reimbursement of Claims & Expenses	12500	12500	0
48900	Other Grant/Contribution Income (MPO Alliance)	25000	25000	0
49700	Cash Carryforward	383129	383129	0
	TOTAL LOCAL REVENUES (ASSESSMENTS + OTHER)	\$ 1,719,814	\$ 1,719,814	\$ -

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2020/2021

49800	Local Match Transfer Out for New FTA X015	\$	-	\$	-		
49800	Local Match Transfer Out for Rollover FTA X014	\$	66,447	\$	66,447		0
49800	Local Match Transfer Out for Rollover FTA X013	\$	29,516	\$	29,516		0
TOTAL LOCAL MATCH		\$	95,963	\$	95,963	\$	-
TOTAL REVENUES:		\$	9,808,197	\$	9,808,197	\$	-

EXPENDITURES

ACCOUNT

CODE	DESCRIPTION				
50000	Salaries, Leave & Car Allow.	1,850,760	1,850,760		0
50600	Fringe - FICA Employer	129,134	129,134		0
50700	Fringe - Unemployment Ins	10,000	10,000		0
50800	Fringe - Health Insurance Emplr.	276,861	276,861		0
50900	Fringe - Dental Insurance Emplr.	6,199	6,199		0
51000	Fringe - Life Insurance Emplr.	1,532	1,532		0
51100	Fringe - Long-Term Disability	2,331	2,331		0
51200	Fringe - Workers Comp Ins.	4,000	4,000		0
51300	Fringe Pension Fund ICMA 401	180,722	180,722		0
51500	Fringe - VisionCare Insurance	1,428	1,428		0
51600	Fringe - Short-Term Disability	0	0		0
51700	Fringe - Grant Carry Forward	0	0		0
59800	Local Match Transfer Out	95,963	95,963		0
60400	Audit Fees	41,500	41,500		0
60500	I-Computer Operations	99,636	99,636		0
60600	Dues and Memberships	20,579	20,579		0
60700	Equipment	242,000	242,000		0
60800	Graphic Printing & Binding	25,920	25,170		750
60900	Insurance	29,023	29,023		0
61000	Legal Fees	50,000	50,000		0
61100	Office Supplies	37,500	34,900		2600
61200	Postage	3,300	2,300		1000
61300	Books, Subscrips & Pubs	8,716	8,716		0
61400	Deferred Comp 457 Ex Dir	18,000	18,000		0
61500	I- Rent	250,665	324,352		-73687
61600	I-Equipment Rent & Maintenance	18,779	16,779		2000
61700	Seminars & Conf. Registration	41,640	40,140		1500
61800	I - Telephone	9,250	9,250		0
61900	Travel Expenses	47,289	44,889		2400
62000	Small Tools/Office Machinery	1,200	3,200		-2000
62100	HSA Employer Contribution	12,500	12,500		0
62200	Computer Software	5,000	5,000		0
62500	Contingency	15,831	15,831		0
62600	Contractual/Temporary Services	3,530	3,530		0
62700	Interest Expense	72,283	0		72283
62900	Pass-Through Expenses	1,274,531	1,274,531		0
63000	Consultants	4,777,000	4,782,046		-5046
63100	Repair & Maintenance	1,800	1,800		0
63400	Advertising/Public Notice	11,855	13,655		-1800
64100	Other Miscellaneous Expense	6,690	6,690		0
64300	Awards & Promotional Expense	8,000	8,000		0
64400	Contributions	100,950	100,950		0
64500	Educational Reimbursement	1,800	1,800		0
64600	Comm. Relations Sponsorships	12,500	12,500		0
64700	Grant Carry Forward - Indirect	0	0		0
TOTAL EXPENDITURES:		9,808,197	9,808,197		0



Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: IX.E. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Audit Contract with MSL, P.A. CPAs & Advisors

Reason: To provide Audits and Single Audits for MetroPlan Orlando

Summary/Key Information: Approval is requested to award a contract to MSL, P.A. CPAs & Advisors to be MetroPlan Orlando's Auditor for the next five fiscal years. The contract will be renewable at the discretion of the board after the initial five year contract.

A Request for Proposals (RFP) was advertised in March 2021 and the Finance Committee of the Board met and ranked the four proposals received. The scores from the Finance Committee, based on a predetermined scoring criteria, were used to rank the four proposers.

The ranking of the short-listed proposers was as follows.

1. MSL, P.A. CPAs & Advisors
2. Cherry Bekaert LLP CPAs & Advisors
3. Carr, Riggs & Ingram CPAs and Advisors
4. Sanson, Kline, Jacomino & Tandoc, LLP

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: None



Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: IX.F. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of the Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Agreement

Reason: This agreement must be reviewed or amended every five years

Summary/Key Information: Approval is requested to renew, with amendments, the Approval of the Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Agreement. The last amendment to this agreement was in March 2015. The agreement is a standing agreement between MetroPlan Orlando, the East Central Florida Regional Planning Council, transportation authorities in the region, and the Florida Department of Transportation. The agreement needs to be reviewed and amended or reaffirmed every five (5) years. The Florida Department of Transportation has issued a new template document and the Osceola County Expressway Authority has been removed. Staff and General Counsel have reviewed the agreement and its need for amendment.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommends approval

Supporting Information: The new agreement is located in Tab 1.

THIS INTERGOVERNMENTAL COORDINATION AND REVIEW AND PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT is made and entered into on this _____ day of _____, 2021, by and between the FLORIDA DEPARTMENT OF TRANSPORTATION (Department); the ORLANDO URBAN AREA METROPOLITAN PLANNING ORGANIZATION, d/b/a METROPLAN ORLANDO (hereinafter the “MPO” or the “Metropolitan Planning Organization”); the EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL(hereinafter the “Regional Planning Council”); the CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX (hereinafter the “Transit Authority”); the GREATER ORLANDO AVIATION AUTHORITY and the SANFORD AIRPORT AUTHORITY (hereinafter the “Aviation Authorities”); and the CENTRAL FLORIDA EXPRESSWAY AUTHORITY (hereinafter the “Expressway Authority”); collectively referred to as the Parties.

RECITALS

WHEREAS, the Federal Government, under the authority of 23 United States Code (USC) § 134 and 49 USC § 5303 and any subsequent applicable amendments, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated urbanized areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, 23 USC § 134, 49 USC § 5303, and Section 339.175, Florida Statutes (F.S.), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, 23 Code of Federal Regulations (CFR) § 450 requires that the State, the Metropolitan Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming;

WHEREAS, pursuant to Section 20.23, F.S., the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, as outlined in Section 334.044, F.S.;

WHEREAS, pursuant to 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175 F.S., the Orlando Urban Area Metropolitan Planning Organization, d/b/a METROPLAN ORLANDO, herein after referred to as the MPO, has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Planning Organization;

WHEREAS, pursuant to Section 339.175 F.S., the MPO shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Metropolitan Planning Area;

WHEREAS, the agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, pursuant to Section 186.505, F.S., the RPC is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S.;

WHEREAS, the RPC, pursuant to Section 186.507, F.S., is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the RPC statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the RPC is appropriately situated to assist in the intergovernmental coordination of the transportation planning process;

WHEREAS, pursuant to Section 186.509, F.S., the RPC has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the Parties hereto have determined that the voluntary dispute resolution process can be useful in resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to 23 CFR § 450 and Section 339.175, F.S., the MPO must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, it is in the public interest that the MPO, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Metropolitan Planning Area;

WHEREAS, the undersigned Parties have determined that this Agreement satisfies the requirements of and is consistent with 23 CFR § 450 and Section 339.175, F.S.; and

WHEREAS, the Parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a cooperative, and comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation, and other facilities will be located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the Parties desiring to be legally bound, do agree as follows:

ARTICLE 1
RECITALS AND DEFINITIONS

1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

- (a) **Agreement** means this instrument, as may be amended from time to time.
- (b) **Corridor or Subarea Study** means studies involving major investment decisions or as otherwise identified in 23 CFR § 450.
- (c) **Department** means the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, F.S.
- (d) **FHWA** means the Federal Highway Administration.
- (e) **Long Range Transportation Plan (LRTP)** means the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and, in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175, F.S.
- (f) **Metropolitan Planning Area** means the planning area as determined by agreement between the MPO and the Governor for the urbanized areas designated by the United States Bureau of the Census as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.
- (g) **Metropolitan Planning Organization (MPO)** means the Orlando Urban Area Metropolitan Planning Organization, d/b/a METROPLAN ORLANDO formed pursuant to Interlocal Agreement as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S. This may also be referred to as a Transportation Planning Organization (TPO).
- (h) **Regional Planning Council (RPC)** means the East Central Florida Regional Planning Council created pursuant to Section 186.504, F.S., and identified in Rule 29F-1, F.A.C.
- (i) **Transportation Improvement Program (TIP)** means the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §§ 134 and 450, 49 USC § 5303, and Section 339.175, F.S.
- (j) **Unified Planning Work Program (UPWP)** means a biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to

be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, as required by 23 CFR § 450.308(c), and Section 339.175, F.S.

ARTICLE 2

PURPOSE

2.01. Coordination with public transportation system operators. This Agreement is to provide for cooperation between the Parties in the development and preparation of the UPWP, the TIP, the LRTP, and any applicable Corridor or Subarea Studies.

2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the RPC for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, F.S., and reviewed by the Division of Community Development within the Florida Department of Economic Opportunity.

2.03. Dispute resolution. This Agreement also provides a process for conflict and dispute resolution through the RPC.

ARTICLE 3

COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS

3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

- (a) The MPO shall cooperate with the Transit Authority, the Aviation Authorities, and the Expressway Authority to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Metropolitan Planning Area.
- (b) The MPO shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Metropolitan Planning Area.
- (c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the MPO may include, but shall include if within a transportation management area, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, maritime ports, and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting or non-voting advisor status. In the Metropolitan Planning Area if authorities or agencies are created by law to perform transportation functions and are not under the jurisdiction of a general purpose local government represented on the MPO, the MPO may request the Governor to designate said authority or agency as a voting member of the MPO in accordance with the requirements of Section 339.175, F.S. If the new member would significantly alter local government representation in the MPO, the MPO shall propose a revised apportionment plan to the Governor to ensure voting membership on the MPO to be an elected official representing public transit authorities which have been, or may be, created by law.

The MPO shall ensure that representatives of ports, transit authorities, rail authorities, and airports within the Metropolitan Planning Area are provided membership on the MPO Technical Advisory Committee.

3.02. Preparation of transportation related plans.

- (a) Although the adoption or approval of the UPWP, the TIP, and the LRTP is the responsibility of the MPO, development of such plans or programs shall be viewed as a cooperative effort involving the Parties to this Agreement. In developing its plans and programs, the MPO shall solicit the comments and recommendations of the other Parties to this Agreement in the preparation of such plans and programs.
- (b) When preparing the UPWP, the TIP, or the LRTP, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall provide notice to all other Parties to this Agreement to advise them of the scope of the work to be undertaken and inviting comment and participation in the development process. The MPO shall ensure that the chief operating officials of the other Parties receive written notice at least 15 days prior to the date of all public workshops and hearings, or within the specified number of days per MPO bylaws or public participation plan, relating to the development of such plans and programs.
- (c) Local government comprehensive plans.
 - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO and Transportation Authorities shall review for consistency for each local government in the Metropolitan Planning Area:
 - (i) each comprehensive plan's future land use element;
 - (ii) the goals, objectives, and policies of each comprehensive plan; and
 - (iii) the zoning, of each local government in the Metropolitan Planning Area.
 - (2) Based upon the foregoing review and in consideration of other relevant growth management plans, the MPO and Transportation Authorities shall provide written recommendations to local governments in the Metropolitan Planning Area in the development, amendment, and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the RPC.
 - (3) The MPO agrees that, to the maximum extent feasible, the LRTP and the projects and project-phases within the TIP shall be consistent with the future land use element and the goals, objectives, and policies of each comprehensive plan of the local governments in the Metropolitan Planning Area. If the MPO's TIP is inconsistent with a local government's comprehensive plan, the MPO shall so indicate, and the MPO shall present, as part of the TIP, justification for including the project in the program.
- (d) Multi-modal transportation agency plans.
 - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall

analyze the master plans of the Transportation Authorities. Based upon the foregoing review and a consideration of other transportation related factors, the MPO, shall from time to time and as appropriate, provide recommendations to the other Parties to this Agreement as well as local governments within the Metropolitan Planning Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.

- (2) In developing or revising their respective master, development, or comprehensive plans, the Parties to this Agreement shall analyze the draft or approved UPWP, TIP, LRTP, or Corridor or Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation related factors, the Parties to this Agreement shall as appropriate, provide written recommendations to the MPO with regard to development, amendment, and implementation of the plans, programs, and studies.
- (3) The MPO agrees that, to the maximum extent feasible, the TIP shall be consistent with the affected growth management and other relevant plans of the other Parties to this Agreement.

ARTICLE 4

INTERGOVERNMENTAL COORDINATION AND REVIEW

4.01. Coordination with Regional Planning Council. The RPC shall do the following:

- (a) Within 30 days of receipt, the RPC shall review the draft TIP, LRTP, Corridor and Subarea studies, or amendments thereto, as requested by the MPO, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S., for counties and cities within the Metropolitan Planning Area and the adopted Strategic Regional Policy Plan.
 - (1) The Parties recognize that, pursuant to Florida law, the LRTP and the TIP of the MPO must be considered by cities and counties within the Metropolitan Planning Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the LRTP and the projects and project phases within the TIP are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Planning Area. Upon completion of its review of a draft TIP or LRTP, the RPC shall advise the MPO and each county or city of its findings;
 - (2) The RPC shall advise the MPO in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the RPC review identifies inconsistencies between the draft TIP or LRTP and local comprehensive plans; and
 - (3) Upon final adoption of the proposed TIP, LRTP, Corridor and Subarea studies, or amendments thereto, the MPO may request that the RPC consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted TIP, LRTP, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the RPC, the MPO will identify the change in the final adopted plan intended to resolve the adverse

comment, or alternatively, the MPO shall identify the reason for not amending the plan as suggested by the RPC.

- (b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 of this Agreement.

ARTICLE 5

CONFLICT AND DISPUTE RESOLUTION PROCESS

5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of a party to this Agreement with conflicts or disputes shall engage in conflict resolution.

5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials:

Department: District Director for Planning and Programs

MPO: Executive Director

RPC: Executive Director

Central Florida Regional Transportation Authority: Executive Director

Greater Orlando Aviation Authority: Executive Director

Sanford Airport Authority: President/Chief Executive Officer

Central Florida Expressway Authority: Executive Director

5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the officials listed on section 5.02 of this Agreement, with the exception of the Department's listed official, which for purposes of this section 5.03 shall be the District Secretary.

5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to sections 5.01, 5.02, and 5.03 of this Agreement, the affected parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on the affected parties.

ARTICLE 6

MISCELLANEOUS PROVISION

6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the Parties. In addition, this Agreement does not relieve any of the Parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the Parties to this Agreement or any legal or administrative entity

created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all Parties hereto with the same formalities as the original Agreement.

6.03. Duration; withdrawal procedure.

- (a) Duration. This Agreement shall have a term of five (5) years and the Parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same in a timely manner. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.
- (b) Withdrawal procedure. With the exception of the MPO, any party to this Agreement may withdraw after presenting in written form a notice of intent to withdraw to the other Parties to this Agreement, at least ninety (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested, to the officials identified for each party in section 5.02 of this agreement.

A party may unilaterally change its address or addressee by giving notice in writing to the other Parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

6.05. Interpretation.

- (a) Drafters of Agreement. All Parties to this Agreement were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - (1) The singular of any word or term includes the plural;
 - (2) The masculine gender includes the feminine gender; and
 - (3) The word “shall” is mandatory, and “may” is permissive.

6.06. Attorney's Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney's fees in connection with such proceeding.

6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

6.08. Effective date. This Agreement shall become effective on the date last signed by the Parties hereto.

6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the Parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said Parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters as required.

6.10. Parties not obligated to third parties. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries to this Agreement.

6.11. Rights and remedies not waived. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

6.12 Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the Parties, excluding the Department, shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the MPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

IN WITNESS WHEREOF, the undersigned Parties have executed this Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement on behalf of the referenced legal entities.

[Every participant identified in this Agreement shall sign and date this Agreement with the appropriate witnesses]

**FLORIDA DEPARTMENT OF
TRANSPORTATION**

By: _____

Name: Enter text_____

Title: Enter text_____

Date: Enter text_____

East Central Florida Regional Planning Council

By: _____

Name: Enter text_____

Title: Enter text_____

Date: _____

MetroPlan Orlando

By: _____

Name: Enter text_____

Title: Enter text_____

Date: Enter text_____

Enter Applicable Authority Name

By: _____

Name: Enter text_____

Title: Enter text_____

Date: Enter text_____



Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: IX.G. (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of Board Committee Appointments for 2021	
Reason:	Board Committee membership is updated annually with changes in Board membership and to comply with our Board-approved Internal Operating Procedures.	
Summary/Key Information:	The Board Committee appointments were made in February. Since that time the CFX appointment to the MetroPlan Board has changed. The Board now needs a replacement member for three of the committees. Those include the Executive Committee, the Personnel Committee & the MPOAC.	
MetroPlan Budget Impact:	None.	
Local Funding Impact:	None.	
Committee Action:	CAC:	N/A
	TSMO:	N/A
	TAC:	N/A
	MAC:	N/A
Staff Recommendation:	Recommends approval	
Supporting Information:	Roster of Proposed 2021 Board Committee Appointments	

Proposed 2021 Board Committee Appointments

Executive Committee

Commissioner Viviana Janer (C)
Commissioner Mayra Uribe (VC)
Commissioner Bob Dallari (S/T)
Mayor Pat Bates
Mayor Demings
Mayor Dyer
Commissioner Jim Fisher

Personnel Committee

Commissioner Viviana Janer (C)
Commissioner Mayra Uribe (VC)
Commissioner Bob Dallari (S/T)
Commissioner Jay Zembower
Commissioner Jim Fisher

Finance Committee

Commissioner Viviana Janer (C)
Commissioner Mayra Uribe (VC)
Commissioner Dallari (S/T)
Commissioner Jay Zembower
Commissioner Jim Fisher
Mayor Bryan Nelson

Other Appointments:

Florida MPO Advisory Council

Primary Member: Commissioner Mayra Uribe
Alternate Member: Commissioner Maribel Gomez Cordero

Central Florida MPO Alliance

Designated Member

Commissioner Jay Zembower
Commissioner Christine Moore
Commissioner Ricky Booth

Alternate Member

Commissioner Bob Dallari
Commissioner Emily Bonilla
Commissioner Viviana Janer

Transportation Disadvantaged Local Coordinating Board

Commissioner Mayra Uribe, Chairwoman
Mayor Pat Bates
Commissioner Jim Fisher

C- Chairperson; VC- Vice-Chairperson; S/T- Secretary/Treasurer, IPC-Immediate Past Chairperson

TAB 2





Board Action Fact Sheet

Meeting Date: May 12, 2021

Agenda Item: X.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:	Two new projects are being added to the TIP with funding programmed in FY 2020/21.		
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• This amendment includes a total of nearly \$45,000,000 in federal and state funds in FY 2020/21 for the design, right-of-way and construction of the SunRail Phase II North project from DeBary to DeLand in Volusia County.• This project consists of constructing a 2nd stub track at the northern terminus of the route, a center platform directly east of the DeLand Amtrak Station, and a parking lot of approximately 90-100 spaces. Six additional miles of double track will be constructed to improve efficiency and allow greater flexibility in the schedule.• The amount of FTA matching funds for Phase II North was reduced from \$34 million to \$22.5 million due to value engineering.• Although this project is outside of the MetroPlan Orlando region, it must be included in MetroPlan Orlando's TIP since it is a districtwide project.• The amendment provides \$4.2 million in LF funds for design in FY 2019/20 and \$500,000 in federal SU funds and \$19.1 million in LF funds for right-of-way in FY 2020/21 for the 4-laning of Neptune Road from Partin Settlement Road to US 192 in Osceola County.• The addition of the SU funds will make the Neptune Road project eligible to receive additional federal funds in the future.• The amendment also provides \$1,008 in RHP funds to replace incandescent light bulbs with LED lenses at a railroad crossing on Hester Avenue near Sanford in FY 2020/21.		
MetroPlan Budget Impact:	None		
Local Funding Impact:	None		
Committee Action:	TSMO:	Reviewed on April 23, 2021	
	TAC:	Reviewed on April 23, 2021	
	CAC:	Reviewed on April 28, 2021	
	MAC:	To be reviewed on May 6, 2021	
Staff Recommendation:	Recommends approval		
Supporting Information:	These documents are provided at Tab 2:		
	FDOT letter dated April 1, 2021		
	Proposed Board Resolution No. 21-05		



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

April 1, 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.

DISTRICTWIDE-TIP MODIFICATION

FM#423446-1 CENTRAL FLORIDA COMMUTER RAIL SYSTEM PHASE II NORTH

Current TIP Status:

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

Proposed Modification:

Phase	Modified Funding Type	Modified Amount	Fiscal Year
Preliminary Engineering	DIH	\$10,000	2021
Preliminary Engineering	FTA	\$932,713	2021
Preliminary Engineering	SIBF	\$466,356	2021
Preliminary Engineering	NSTP	\$466,356	2021
Right of Way	FTA	\$165,716	2021
Right of Way	NSTP	\$82,858	2021
Right of Way	SIBF	\$82,858	2021
Construction	FTA	\$21,380,703	2021
Construction	NSTP	\$10,690,351	2021
Construction	SIBF	\$10,690,351	2021
	TOTAL	\$44,968,262	

Difference: Federal and state funds are being added in FY 2020/2021 for the preliminary engineering, design, and construction phases for the FDOT managed transit project.

Explanation: This modification will add the necessary funding for the SunRail Phase II North expansion for the Central Florida Commuter Rail System. The Central Florida Commuter Rail Commission

(CFCRC) and Volusia County Officials previously approved Option 2 that will extend the Districtwide project an additional 12 miles from the DeBary SunRail Station to the DeLand Amtrak Station. Value Engineering has resulted in a reduction of Federal (FTA) matching funds needed for design, right of way, and construction. Therefore, the original estimate of \$34 Million in FTA matching funds has been reduced to just under \$22.5 Million. A TIP Modification is required to reflect these changes.

OSCEOLA COUNTY

FM#445415-1 NEPTUNE RD. FROM PARTIN SETTLEMENT RD. TO US 192

Current TIP Status:

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

Phase	Funding Type	Amount	Fiscal Year
PE/ROW/CST	LF	\$39,448,000	2023
	TOTAL	\$39,448,000	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
PE	LF	\$4,260,294	2020
Right of Way	SU	\$500,000	2021
Right of Way	LF	\$19,098,800	2021
	TOTAL	\$23,859,094	

Difference: TIP must be updated to reflect new project and added funding.

Explanation: This project is in Osceola County and the funding will provide for the widening of Neptune Road to 4 lanes. This project also includes a bike lane and a multi-use trail. Federal funds are being added to the project to make the project federally eligible. This amendment will also update MetroPlan Orlando's TIP, moving the project from TIP Section X (Locally Funded Highway Projects) to TIP Section V (State Highway Projects).

SEMINOLE COUNTY

FM#448901-1 HESTER AVE AT RR CROSSING #621382M

Current TIP Status:


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

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Railroad and Utilities	RHP	\$1,008	2021
	TOTAL	\$1,008	

Difference: New Railroad and Utilities project with Phase 57 (Railroad Construction) funds added in FY 2020/2021. TIP must be updated to reflect new project and added funding.

Explanation: This project is located in the City of Sanford, and involves the replacement of the existing incandescent bulbs with LED Lenses at CSX Crossing #621382M/MP #AU-775.13 on Hester Ave. No dirt will be disturbed, and all work will be done in CSX right of way.

Sincerely, 
Anna Taylor, Government Liaison Administrator
District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT
Rakinya Hinson, MPO Liaison, FDOT
Jo Santiago, Transit Liaison, FDOT

Resolution No. 21-05

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:

Districtwide

- **FM #4234461 – SunRail Phase II North from Debary to DeLand - Funding consists of:**
 - \$10,000 in DIH funds for design in FY 2020/21
 - \$932,713 in FTA funds for design in FY 2020/21
 - \$466,356 in NSTP funds for design in FY 2020/21
 - \$466,356 in SIBF funds for design in FY 2020/21
 - \$165,716 in FTA funds for right-of-way in FY 2020/21
 - \$82,858 in NSTP funds for right-of-way in FY 2020/21
 - \$82,858 in SIBF funds for right-of-way in FY 2020/21
 - \$21,380,703 in FTA funds for construction in FY 2020/21
 - \$10,690,351 in NSTP funds for construction in FY 2020/21
 - \$10,690,351 in SIBF funds for construction in FY 2020/21

Osceola County

FM #4454151 – Neptune Road from Partin Settlement Road to East US 192 – Widen to 4 Lanes - Funding consists of \$4,260,294 in LF funds for design in FY 2019/20 and \$500,000 in SU funds and \$19,098,800 in LF funds for right-of-way in FY 2020/21;

Seminole County

- **FM #4489011 – Railroad Crossing Safety Project on Hester Avenue near Sanford - Funding consists of \$1,008 in RHP funds for replacing incandescent light bulbs with LED lenses in FY 2020/21; and**

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

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

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

Honorable Viviana Janer, Chairwoman

Attest:

Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: May 12, 2020

Agenda Item: X.B (Tab 3)

Roll Call Vote: No

Action Requested:

Replace Board Emphasis Areas with Goal Emphasis Areas

Reason:

Board Emphasis Areas (formally known as the Boards Priorities) established four years ago were recognized as a set of multi-year focus areas that would be advanced over an indefinite period of time. The adoption of the 2045 Metropolitan Transportation Plan included a new set of Goals and Objectives that align more with the boards emphasis areas.

Summary/Key Information:

After the presenting the “Tracking the Trends” annual assessment of the transportation system and trends. The MetroPlan Board will have the opportunity to provide emphasis weighting to the five goal areas adopted in the 2045 Metropolitan Transportation Plan to align the prioritization with current trend to achieve performance targets.

2045 Metropolitan Transportation Plan Goals:

- Health & Environment
- Safety & Security
- Reliability & Performance
- Access & Connectivity
- Investment & Economy

MetroPlan Budget Impact:

No Impact

Local Funding Impact:

None.

Committee Action:

CAC: N/A
TSMO: N/A
TAC: N/A
MAC: N/A

Staff Recommendation:

Recommends Support for Goal Emphasis Weighting and adopt weighting recommendations for prioritization.

Supporting Information:

Presentation on Emphasis Areas & 2045 MTP Goals with Performance Measures for each goal area.

2045 Prioritization Process & Sources [Microsoft Word - 2045MTP_TS6_PrioritizationProcess_September2020 \(metroplanorlando.org\)](#)

MetroPlan Orlando Board's Emphasis Areas



Emphasis Areas



Trail
Connectivity

Engage
Younger
Population

Complete
Streets

48

Safety

SunRail
Connectivity

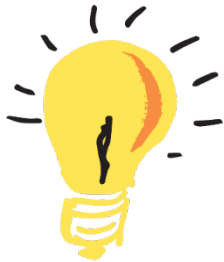
2045 MTP Goals



Health &
Environment



Safety &
Security



Reliability &
Performance








Access &
Connectivity



Investment &
Economy

2045 MTP Goals



		Safety	Trail Connectivity	Complete Streets	SunRail Connectivity	Engage Younger Population
	Health & Environment	✓	✓	✓	✓	✓
	Safety & Security	✓		✓		✓ 50
	Reliability & Performance		✓	✓	✓	
	Access & Connectivity	✓	✓	✓	✓	✓
	Investment & Economy		✓	✓	✓	✓

2045 MTP Performance Measures



Goal Area	Evaluation Criteria
Safety & Security	Crash Rate
	Fatal & Serious Injury Crash Rates
	Number of Pedestrian & Bicycle Crashes
	Evacuation Route Designation
Reliability & Performance	Travel Time Reliability (Automobiles)
	Travel Time Reliability (Trucks)
	Fiber Optic Presence along Roadway
	Segment Actively Monitors/Managed
	Relative Change: Future Congested Speeds
Access & Connectivity	Transit System Headways
	Population: ½ Mile of Transit
	Jobs: ½ Mile of Transit
	Food & Healthcare Locations: ½ Mile of Corridor
	Cultural & Recreational Locations: ½ of Corridor
	Centrality Analysis Score (Critical Sidewalk Need)

Goal Area	Evaluation Criteria
Health & Environment	Bicycle Level of Traffic Stress
	Residential Density: ¼ Mile of Multimodal Facility
	Non-Residential Density: ¼ Mile of Multimodal Facility
	Public Health Indicator Rates
	Intensity & Proximity: Environmental Justice Populations
	Relative Change: Vehicle Miles Traveled
Investment & Economy	Percentage of Commercial Vehicle Traffic (% Truck)
	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

2045 MTP Goals in Order of Importance



1	Investment & Economy	3.24
2	Health & Environment	3.13
3	Access & Connectivity	3.02
4	Reliability & Performance	2.95
5	Safety & Security	2.77

Less than a
half point
difference

2045 MTP Goals in Order of Importance



Pre-Pandemic

- 1 Access & Connectivity
- 2 Investment & Economy
- 3 Safety & Security
- 4 Reliability & Performance
- 5 Health & Environment

Post-Pandemic

- 1 Investment & Economy
- 2 Health & Environment
- 3 Access & Connectivity
- 4 Reliability & Performance
- 5 Safety & Security

Survey Example













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A REGIONAL TRANSPORTATION PARTNERSHIP

Ranking of Board Emphasis Areas

* 1. MetroPlan Orlando's 2045 Plan has five goals, which are listed below. Granting that everything on the list is important to some degree, please **rank the five factors from MOST to LEAST important to you**, where **1 is the most important** and **5 is the least**.



-   **Safety & Security** - A transportation system that reduces the frequency of crashes and resulting injuries and fatalities
-   **Reliability & Performance** - A transportation system that provides reliable travel times and uses technology to improve how the existing system operates
-   **Health & Environment** - A transportation system that supports public health and helps preserve the region's natural environment
-   **Investment & Economy** - A transportation system that supports the region's economy through well-maintained infrastructure
-   **Access & Connectivity** - A transportation system that ensures people can connect to the places they need to go

Ranking of Goal Area

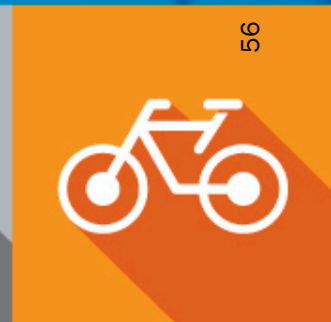
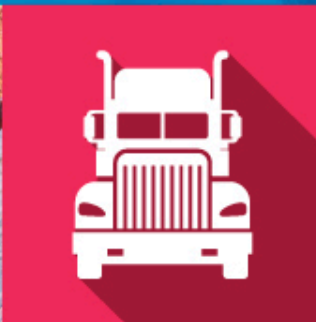


Goal Area	Evaluation Criteria
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Goal Area	Evaluation Criteria
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	Relative Change: Vehicle Miles Traveled
Investment & Economy	Percentage of Commercial Vehicle Traffic (% Truck)
	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

Thank You

MetroPlanOrlando.org | (407) 481-5672
250 S. Orange Ave., Suite 200, Orlando, FL 32801



TAB 4





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A REGIONAL TRANSPORTATION PARTNERSHIP

May 12, 2021

To: Commissioner Viviana Janer, Board Chairwoman
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I participate in the bi-weekly team calls with the Brightline staff
- I attended the AMPO Spring Policy Committee Series on March 11
- I attended the AMPO Legislative review on March 12 of new definitions for Metropolitan Statistical Areas and for Urban Areas
- I participated in a UCF Research project on Harm Reduction Strategies on March 12
- I continue to participate in weekly calls of the NARC Major Metros Executive Directors
- I met with the Orlando Economic Partnership's new chair of the Alliance for Regional Transportation on March 16 for a review of MetroPlan Orlando
- I conducted the annual review for two staff Directors
- I participated in a Regional Roundtable discussion on March 19 as part of a NCHRP Research project
- I participated in a discussion with FDOT on March 23 regarding COVID Relief Funding
- I met with Merchon Green on March 23. Ms. Green is the newly appointed Equity Official for the City of Orlando
- I participated in the FDOT monthly MPO Director's meeting on March 25
- I met with FDOT Secretary Perdue on March 29 to discuss Federal Project Funding
- I met with Jim Harrison from Lynx on March 30
- I met with FDOT on April 5 for the Annual Contract Implementation Review
- I met with staff from the City of Orlando, Osceola, Orange & Seminole Counties on April 6 regarding the Dangerous by Design Report
- I participated in a USDOT Briefing on the Presidents Jobs Plan on April 7
- I attended the Central Florida MPO Alliance meeting on April 9
- I participated in the NARC Executive Director's Council Discussion & Check In on April 9
- I met with FDOT Leadership on April 12
- I attended the Regional TSMO Working Group meeting on April 13
- I attended the Performance Based Planning Workshop on April 14
- I met with a Seminole County resident on April 15 to discuss the How Shall WE Grow Report
- I met with FDOT Central Office staff on April 20 to discuss the RAISE Funding opportunity

- I participated in the UCF Planning Advisory Board meeting on April 21
- I participated in the Finance Committee meeting on April 22
- I participated in the monthly FDOT MPO Director's meeting on April 27
- I participated in an FDOT discussion on the SIS Cost Feasible Plan on April 28
- I attended the CAC meeting on April 28
- I attended the CFCRC meeting on April 29
- I attended the MPOAC Staff Director's meeting on April 29
- I attended the MPOAC Governing Board meeting on April 29
- I met with FDOT Secretary Thibault on May 3
- I met with the FTE on May 4 to discuss improvements on the section including the Lake Jessup Bridge
- I met with Commissioner Uribe for an agenda review on May 5
- I met with Commissioner Dallari for an agenda review on May 6
- I attended the Four Corners Transportation Summit on May 6
- I met with Commissioner Janer for an agenda review on May 6
- I met with Commissioner Cordero for an agenda review on May 6
- I met with Mayor Demings for an agenda review on May 7
- I attended the Regional TSMO Working Group meeting on May 11
- NARC Major Metros Reauthorization Letter
- Provided Letter of Support – UCF Department of Civil, Environmental & Construction Engineering to U.S. DOE Vehicle Technologies Office
- Provided Letter of Support – UCF to the National Science Foundation Engineering Research Center for Smart Streetscapes
- Provided Letter of Support – Community Project Funding Request for Lynx Contactless Payment System
- Provided Letter of Support – Community Project Funding Request for Osceola County Neovation Way Project –
- Provided Letter of Support – Community Project Funding Request for Osceola County Neptune Road Project
- Provided Letter of Support – Community Project Funding Request for Seminole County E.E. Williamson Road Project
- Provided Letter of Support – Community Project Funding Request for Seminole County Wekiva Springs Road Project
- Provided Letter of Support – Community Project Funding Request for Orange County Pine Hills Trail Phase II Project
- Provided Letter of Support – Community Project Funding Request for Orange County Powers Drive at North Lane Project
- Provided Letter of Support – Community Project Funding Request for Orange County Tiny Road at Tilden Road Project
- Provided Letter of Support – Community Project Funding Request for Orange County University Boulevard at Dean Road Project
- Provided Letter of Support – Federal Transportation Reauthorization Bill Funding Request for Orange County International Drive/SR482 Pedestrian Bridge Project
- Provided Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Corrine Drive Complete Streets Project
- Provided Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Barack Obama Parkway Project
- Provided Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Orlando Econlockhatchee Trail Multimodal Corridor Improvements Project

- Provided Letter of Support – Federal Transportation Reauthorization Bill Funding Request for City of Oviedo SR427/CR419 Pine Avenue to Lockwood Boulevard Project

Corona Virus Response & Relief Supplemental Appropriations Act (CRRSAA)

- There is an additional \$470M coming to FDOT in the way of COVID relief
- \$89M of this will be suballocated to some of the MPOs in the state, including MetroPlan Orlando
- MetroPlan Orlando anticipates about \$11.2 million
- We received guidance on February 24 from the FHWA on the distribution and use of these funds
- MetroPlan staff will continue working with the FDOT to get these funds programmed
- MetroPlan prepared a list of 8 candidate projects, consistent with our adopted TIP, to receive funding under this program
- Funds must be obligated by September 30, 2024

General Appropriations Request for Projects

- General Appropriations requests, just as were told, were with a very short turn-around time
- Applications were due to our Congressional Representative office by April 1
- Each Representative then submitted their project list to the Appropriations Committee on April 28
- These projects were for relatively small improvements with an estimated cost of \$1M or less

Federal Transportation Reauthorization Bill Request for Projects

- Surface Transportation requests also included a very short turn-around time
- Applications were due to our Congressional Representative office by mid-April
- Each Congressional Representative was to submit a list of project(s) totaling \$15-20M

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE is formerly known as BUILD and TIGER

- These applications are due July 12
- We are working with FDOT and our partners on potential projects to be included

FDOT

- I continue regular meetings with FDOT leadership team

MPOAC Institute

- Commissioner Cordero attended the MPOAC Institute on March 19-20
- Commissioner Uribe attended the MPOAC Institute of April 23-24

NARC

- The Annual meeting, originally scheduled to be in Atlanta, will be virtual from June 14-17

Staff Announcements

- Alex Trauger has been appointed to the Statewide Freight Advisory Committee.
- This is a big deal for Alex and for MetroPlan Orlando to have a larger voice on statewide freight planning issues.
- Congratulations to Alex on that appointment
- The Florida Public Relations Association held their annual awards event on April 13
- Once again, Cynthia and her team brought some awards home
- First was the Image Award (best in category) for the Annual Report
- Image Award for the 2045 MTP Digital Public Participation
- And finally, the Grand All Image Award (top award in the entire competition) for the 2045 MTP Digital Public Information Program
- Congratulations Cynthia, MaryAnn and Leilani on that accomplishment

MetroPlan Office Operations

- The MetroPlan Office closed to public access near the end of March, 2020
- Staff members have been working from the office more frequently.
- We will continue to take the steps necessary to make it a safe work environment
- This will be monitored and modified as warranted
- The office will continue to be closed to the public

New AV Equipment

- Last fall the board authorized the purchase of new AV equipment for the board room
- We went through an extensive interview process with interested vendors and made that selection
- Installation started the week of March 16
- That new system will be used for the May 12 MetroPlan Board meeting

**Seminole/Orange/Osceola
County Project Status Update
as of March 31, 2021**

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the March cutoff. The next cutoff date is April 18, 2021. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming projects:

441036-1 & 439487-1 U.S. 441 (Kenansville Road) Resurfacing from Okeechobee County Line to S.R. 60 and S.R. 60 Widening from east of S.R. 15 (U.S. 441) to west of S.R. 91 (Florida Turnpike)

- Contract T5688
- Contractor: OHL USA INC
- Project Cost: \$4.7 Million
- Estimated Start: April 2021
- Estimated Completion: Fall 2021

441197-1 S.R. 426 (West Fairbanks Ave) from U.S. 17-92 to Ward Avenue turn lane extension, roadway resurfacing and sidewalk improvements

- Contract E53A6
- Contractor: Hubbard Construction Company
- Project Cost: \$320,200
- Estimated Start: June 2021
- Estimated Completion: Summer 2021

442088-1 S.R. 50 at Oberry Hoover Rd - Signals Installation

- Contract E54A0
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$606,000
- Estimated Start: April 2021
- Estimated Completion: Summer 2021

Current projects:

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

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Spring 2021
- Construction is essentially considered complete on the project. Contractor needs to review possible deficient areas and turn over certain documentation to the project team before the project can be considered complete.

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 paving and monitoring Phase 2 surcharge.

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

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Summer 2021
- Paving is continuing throughout the project. Crews are also installing permanent signs and working on storm drainage, signalization and lighting.

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: Spring 2021
- Project was partially accepted as complete on March 25. However, the contractor still has minor punch list items they are wrapping up, such as the completion of bridge lighting under Sand Lake Road over Shingle Creek, signal work, and final signal inspections by Orange County.

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

- Contract T5625
- Project Start: February 2019
- Estimated Completion: Early 2021
- Project completion pending

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

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Summer 2021
- Widening and sidewalk drill shafts activities. Currently no lane closures recently for this project.

436679-1, 436679-2, 436857-1 Resurfacing/Widening U.S. 17-92 from north of Lake Mary Boulevard to north of Airport Boulevard, along with intersection improvements at Airport Boulevard

- Contract T5686
- Project Start: March 2021
- Estimated Completion: Spring 2022
- Contractor will be installing signs and erosion control measures.

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: Summer 2021
- Crews are paving, striping and performing curb ramp removal/replacement at multiple intersections throughout the project.

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
- Project was completed 3/18/2021.

439235-1, 437544-1 Resurfacing along S.R. 551 (Goldenrod Road) from S.R. 426 (Aloma Avenue) to S.R. 50 (East Colonial Drive) and from S.R. 15 (Hoffner Avenue) to S.R. 552 (Curry Ford Road)

- Contract T5669
- Project Start: February 2020
- Estimated Completion: Spring 2021
- Project was completed 4/1/2021

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

- Contract E5Z93
- Project Start: March 2021
- Estimated Completion: Spring 2022
- Contractor is working on the median widening and signalization. There are also crews dedicated to sidewalk reconstruction in multiple locations on the project.

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Project Start: February 2021
- Estimated Completion: Spring 2021
- Contractor is installing load centers along U.S. 441 between Lancaster Road and 39th Street.

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Project Start: January 2021
- Estimated Completion: Spring 2021
- Contractor has begun installing light pole foundations and has completed installing bores and pull boxes.

439885-1 Osceola County Pedestrian Lighting Bundle A

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Spring 2021
- Contractor is working on remaining spread footers at various intersections along U.S. 192.

440821-1 Ped/Safe Greenway Development ITS Communication

- Contract T5639
- Project Start: September 2019
- Estimated Completion: Summer 2021
- No lane closures recently for this project.

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

- Contract E51A5
- Project Start: January 2021
- Estimated Completion: Fall 2021
- Contractor continues to work on drainage structures, curb ramps and signalization at intersections.

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

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

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

- Contract T5701
- Project Start: January 2021
- Estimated Completion: Fall 2021
- Contractor is resurfacing the intersection with overnight lane closures

FPID: 442627-1 Mainline and Beachline CV Development

What is it?

Florida's Turnpike Enterprise is deploying vehicle-to-infrastructure (V2I) communications along portions of the Turnpike Mainline and the Beachline Expressway. The V2I communications equipment will include 50 field sensors, or Roadside Units, at ½-mile spacings to provide complete coverage throughout the project limits.

Where Will the Pilot Be Conducted?

The limits of deployment include the Turnpike Mainline from Milepost (MP) 255-267 and Beachline Expressway from MP 0-8 (from I-4 to Sand Lake/McCoy Road).

What Is the Purpose?

The purpose of the pilot is to gather field data and develop applications that improve safety and mobility utilizing Connected-Vehicle (CV) technology. The safety and mobility applications for the pilot project will include:

- Wrong way driving detection and prevention
- Disabled and stopped-motorist alert and response
- Curve and queue warning alerts
- Construction and traffic incident management alerts

A key component to this project is the deployment of Infrastructure-to-Vehicle (I2V) components that will provide both near-term and lasting safety benefits for varying end-users. Connected vehicles will receive alerts through their On-board Unit (OBU) while non-connected vehicles will receive infrastructure-based alerts from the roadside signs and electronic message signs.

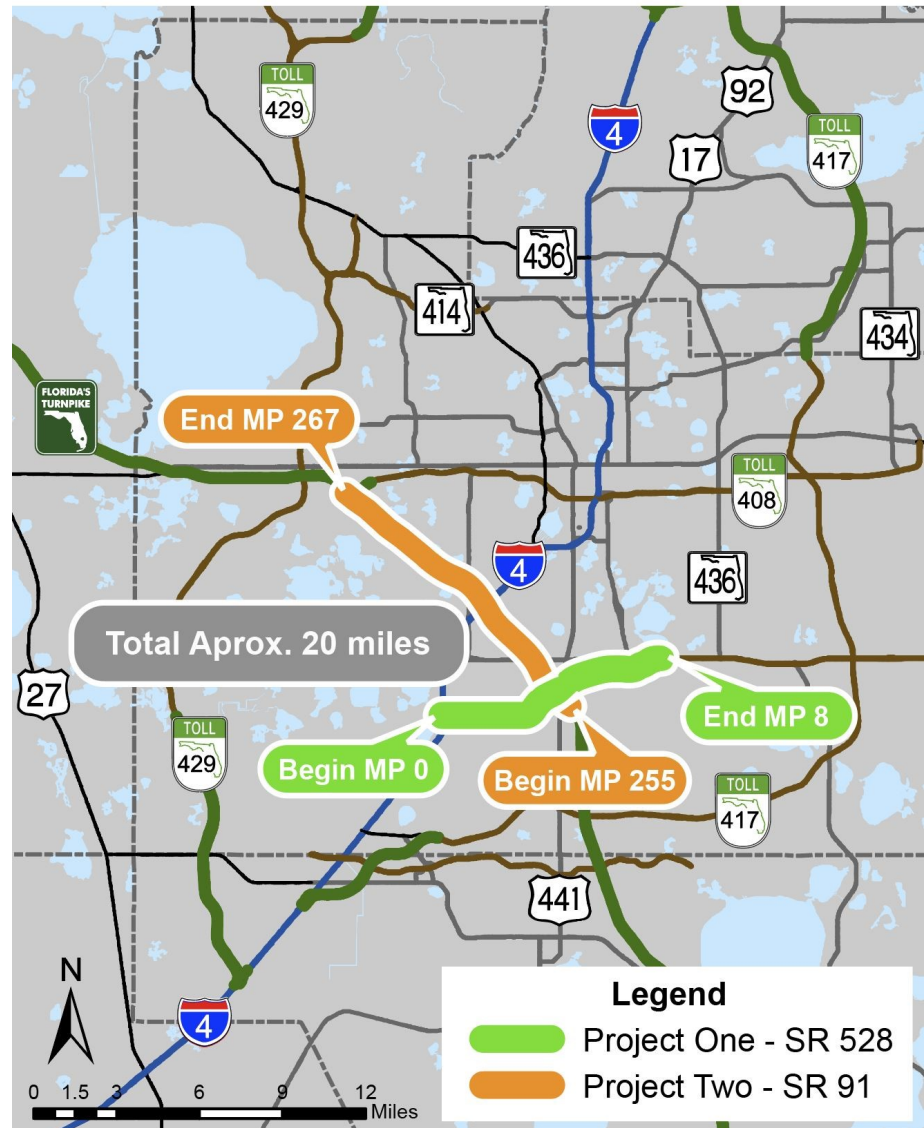
In addition, multiple message sets will be generated for testing, including:

- MAP – Roadway Geometry Information
- BSM – Basic Safety Messages
- TIM – Traveler Incident Management Messages

Schedule and Costs?

Design is currently underway under FPID 442627-1 with an estimated construction cost of \$2.6 million. The project is anticipated to be let for construction in May 2021 and FTE is planning to be under construction in August 2021.

Proposed SR 528 and SR 91 CV Projects



Infrastructure-to-Vehicle Applications

Queue Warning (Q-WARN) System – Alerting motorists of traffic stoppages and changes in road conditions to reduce high-speed rear-end crashes

This application is useful for freeways operating at high speeds and at the off-ramps where reduced speeds are needed. The system will utilize vehicle detection technologies such as Light Detection and Ranging (LiDAR) to identify back-ups and automatically post messages to alert motorists in real-time, whether using the OBU, or via electronic message signs/other applications.

This solution will be deployed at the following locations:

- SR 91 (TPK) SB Off Ramp at Consulate Drive.
- SR 528 EB Off Ramp at International Drive.

Curve Speed Warning (CSW) System – Informing and warning the driver of an upcoming curve while also providing curve speed advisory messages

This application utilizes vehicle dynamics and GPS or roadside sensors to detect location and current speed to determine if the vehicle is traveling at a rate that would be unsafe to enter the curve. Connected vehicles would receive MAP information and posted speed recommendations but success in mitigating curve-related crashes also requires incorporation of roadside infrastructure such as flashing beacons. This application is especially useful to heavy trucks.

This solution will be deployed at the following locations:

- SR 528 WB Off Ramp at Landstreet Road/Turnpike.
- SR 91 (TPK) SB Off Ramp at SR 408.
- SR 528 EB Off Ramp at International Drive – Value Add as Part of a Q-WARN Deployment.

Wrong Way Detection (WWD) System – Detecting wrong way driving incidents, notifying the TMC, alerting the driver and nearby vehicles

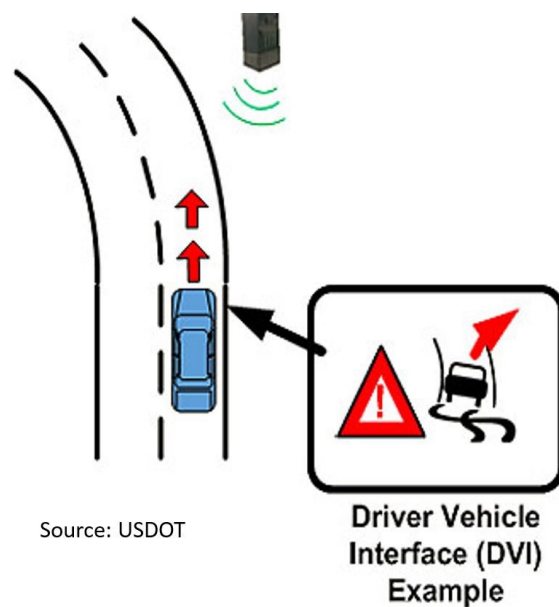
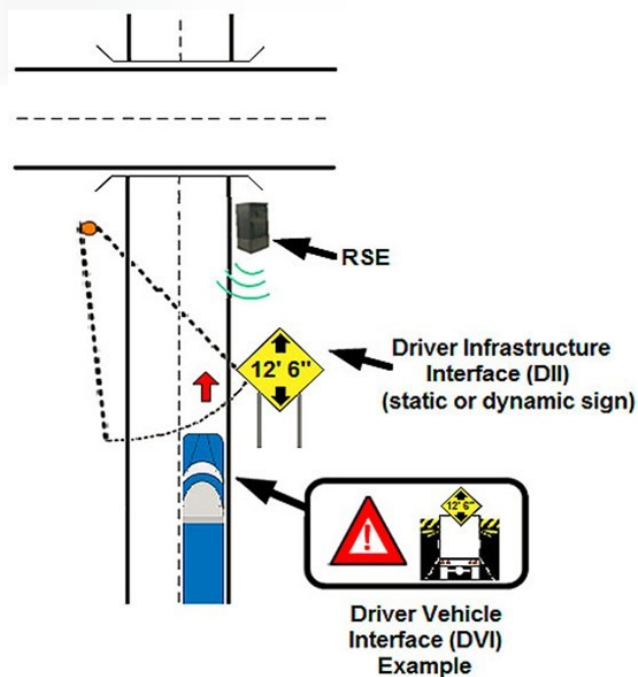
FTE will be evaluating WWD solutions as part of the pilot. These solutions will utilize the flashing beacon warning system, roadside sensors, monitoring software, communication with the FTE Traffic Management Center, emergency dispatch action, and deployment of CV wireless technologies to broadcast messages. The systems will utilize equipment from the Department's Approved Product List (APL) vendors.

This solution will be deployed at the following locations:

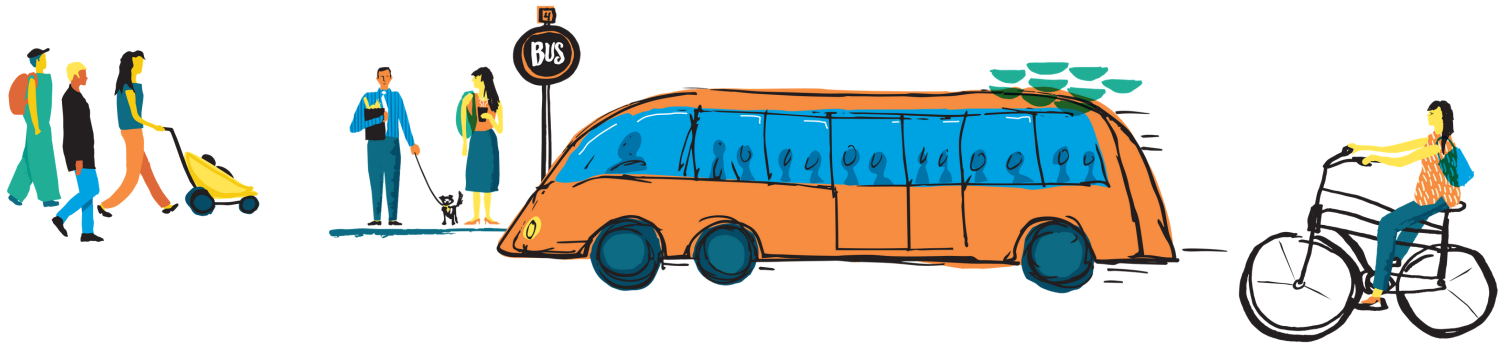
- SR 91 (TPK) NB Off Ramp at the Turkey Lake Service Plaza.
- SR 91 (TPK) SB Off Ramp at the Turkey Lake Service Plaza.

Future Applications

In addition to generating, validating, and evaluating the three (3) I2V applications noted above, as well as the end-user classes and basic CV message functionality, FTE engineers are currently evaluating additional applications to improve safety and identify congestion-related events for customers. As future CV applications are developed, they can provide greater safety value at all 50 Roadside Unit locations.

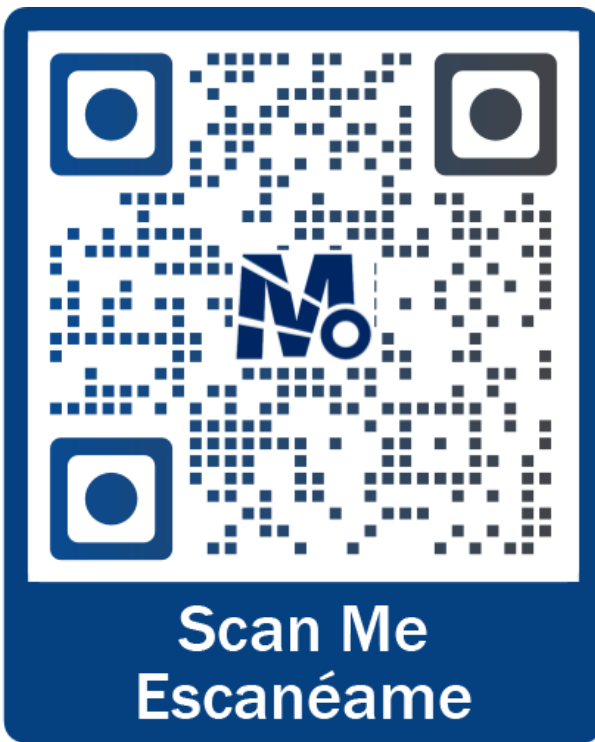


Source: USDOT



Help Us Move Ahead!

Share Your Opinions on Central Florida Transportation



*Participants can enter a
\$25 gift card drawing.*



*Los participantes pueden
ingresar un sorteo de tarjeta
de regalo de \$25.*



SCAN THE CODE TO TAKE OUR SURVEY

Tell us what you think about
technology, safety, public
transit, and more.

ESCANEA EL CÓDIGO PARA TOMAR NUESTRA ENCUESTA

Cuéntenos lo que piensas sobre el
transporte, tecnología, seguridad,
transporte público y más.

Take the survey online, May 3-23: bit.ly/mposurvey21

Learn more at MetroPlanOrlando.org/research

March 19, 2020

The Honorable Tom Carper
Chairman, Environment and Public Works
United States Senate
Washington, DC 20510

The Honorable Shelley Moore Capito
Ranking Member, Environment and Public Works
United States Senate
Washington, DC 20510

The Honorable Sherrod Brown
Chairman, Banking, Housing, and Urban Affairs
United States Senate
Washington, DC 20510

The Honorable Patrick J. Toomey
Ranking Member, Banking, Housing, and Urban Affairs
United States Senate
Washington, DC 20510

The Honorable Peter DeFazio
Chair, Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Sam Graves
Ranking Member, Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

Dear Chairmen Carper, Brown and DeFazio and Ranking Members Capito, Toomey and Graves:

On behalf of the undersigned regional organizations representing local governments and tens of millions of residents across major U.S. metropolitan areas, we applaud your efforts to enhance the ability of major metropolitan regions in delivering local transportation projects.

As Congress considers the next surface transportation reauthorization bill, we urge you to provide major metropolitan regions the tools and flexibility needed to ensure national performance goals are being met at the local level in an efficient, transparent, and performance-based manner. Metropolitan planning organizations (MPOs) are uniquely setup to bring together government officials from across entire regions to prioritize projects and ensure federal funding is being obligated in a timely manner as the nation begins to build back better post-COVID.

Prior surface transportation reauthorizations have increased the federally mandated role that MPOs play in identifying where transportation investments are needed most within their jurisdiction. As you know, we are responsible for establishing performance targets for traffic safety, bridge and pavement condition, air quality, freight movement, system reliability, and transit state of good repair. We also set performance measures to track the progress in meeting those targets. While performance measures have increased accountability and transparency at the programmatic level, MPOs do not have sufficient resources to link performance measures and targets to project-level funding decisions.

Increased flexibility and direct access to federal funding and financing will allow MPOs to better address a host of issues facing major metropolitan regions, such as: congestion reduction, greenhouse gas emissions stemming from regional transportation networks, ensuring vital public transit systems are supported, increased fatality rates on our roadways across modes, and equity in transportation investments. Major metropolitan regions have the capacity to deliver direct and timely results and make improvements in these critical areas.

The next surface transportation reauthorization will have a significant impact on how quickly major metropolitan regions are able to meet national performance goals and federally-mandated performance measures. The following recommendations would give major metropolitan regions the tools needed to meet these challenges in a way that is efficient, transparent, and will enhance local project delivery:

- A full suballocation (or 100 percent) of existing programs like the Surface Transportation Block Grant (STBG) program and the Congestion Mitigation and Air Quality Improvement (CMAQ) program.
- Guaranteeing that any new formula programs, particularly those dealing with resilience and climate change suballocate funding to major MPOs.
- Update the core federal formula programs to make eligible both traditional and natural infrastructure investments that improve resiliency and address climate change.
- Providing direct access to funding in the form of a sub apportionment to major MPOs to make local programming decisions, including the flexibility to make the determination when funds can be used outside of urbanized area boundaries, but within the MPO region. Major MPOs should have the ability to assume responsibility of these funds in consultation with the state department of transportation and on concurrence with the affected facility owner.

We look forward to working with you as Congress continues to consider transportation reauthorization in the coming months. We commend your leadership as you work on legislation that will provide near-term relief to communities across the country and will improve the nation's transportation networks in the long-term. We welcome the opportunity to discuss this issue further with you or your staff.

If you would like to discuss this further, please contact Erin Aleman, Executive Director, Chicago Metropolitan Agency for Planning at ealeman@cmap.illinois.gov.

Sincerely,

Atlanta Regional Commission (Atlanta, GA)

Chicago Metropolitan Agency for Planning (Chicago, IL)

Delaware Valley Regional Planning Commission (Philadelphia, PA)

Houston-Galveston Area Council (Houston, TX)

Maricopa Association of Governments (Phoenix, AZ)

MetroPlan Orlando (Orlando, FL)

Metropolitan Transportation Commission (San Francisco, CA)

Mid-Ohio Regional Planning Commission (Columbus, OH)

Northeast Ohio Areawide Coordinating Agency (Cleveland, OH)

Sacramento Area Council of Governments (Sacramento, CA)

Southeast Michigan Council of Governments (Detroit, MI)

Southeastern Wisconsin Regional Planning Commission (Milwaukee, WI)

March 26, 2021

Zhaomiao Guo, Ph.D.
Assistant Professor
University of Central Florida (UCF)
Department of Civil, Environmental and Construction Engineering
Orlando, FL 32816

Subject: Letter of Support

Dear Dr. Guo:

This letter outlines MetroPlan Orlando's commitment to work with and support UCF Department of Civil, Environmental and Construction Engineering's proposal (Control Number 2420-1558) to U.S. Department of Energy Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity (DE-FOA-0002420) entitled, "Deploying and Evaluating Interoperable Multi-modal Mobility Systems for Accessibility and Sustainability in Orlando Metropolitan Area."

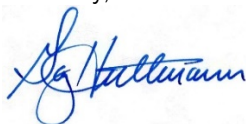
The MetroPlan Orlando and UCF teams have worked closely over many years on multiple initiatives and projects important to not only Central Florida, but the entire state. The Smart and Safe team, under the leadership of Dr. Aty, has a fruitful partnership with MetroPlan Orlando and our Transportation Systems Management and Operations Department. This work has resulted in the implementation of various technologies in East Orlando as part of the ATCMTD FHWA project. We have also worked to develop numerous technologies using image recognition, OBU emulators, big data, etc. The MetroPlan Orlando and UCF teams also lead in other important initiatives including the Central Florida Automated Vehicles Partnership (CFAVP). We have great confidence that this joint team will continue to innovate in the areas of safety, data, analytics, and be a driving force to many safety solutions at the state and national level.

MetroPlan Orlando commits to work closely with and support your team after the proposal receives an award. This may include in-kind match, bi-monthly meetings, advice and technical assistance and knowledge transfer, including presentations to our Committees.

As the Metropolitan Planning Organization for the Orlando Urbanized Area, we are considered a leader in innovation and use of information, communication and technology in transportation. An award for your proposal will be complementary to our recently adopted 2045 Metropolitan Transportation Plan and enhance our effort to build a safe and efficient multimodal transportation system.

Let me know if you have any questions or comments.

Sincerely,



Gary Huttman, AICP
Executive Director

March 30, 2021

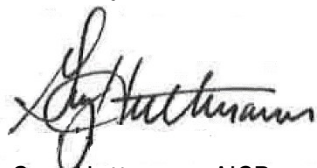
National Science Foundation
2415 Eisenhower Avenue
Alexandria, Virginia 22314

Re: Columbia University proposal in response to NSF 20-553: Gen-4 Engineering Research Centers (ERC) – Convergent Research and Innovation through Inclusive Partnerships and Workforce Development

Dear NSF Review Panel:

If the proposal submitted by Dr. Andrew Smyth entitled ***NSF Engineering Research Center for Smart Streetscapes (CS3)*** is selected for funding by the National Science Foundation, it is my intent to collaborate with the project team and to share ideas and expertise for the ultimate success of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Huttman". The signature is stylized with a large initial "G" and a long, sweeping underline.

Gary Huttman, AICP
Executive Director
Metro Plan Orlando



April 15, 2021

The Honorable David Price
Chairman
House Appropriations Subcommittee on
Transportation, Housing and Urban Development
2358A Rayburn House Office Building
Washington, D.C. 20515

The Honorable Mario Diaz-Balart
Ranking Member
House Appropriations Subcommittee on
Transportation, Housing and Urban Development
1016 Longworth House Office Building
Washington, D.C. 20515

Re: Surface Transportation Appropriations - Electronic Contactless Payment System, Orlando, FL

Dear Chairman Price and Ranking Member Diaz-Balart:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I am writing to express my support for the Central Florida Regional Transportation Authority's (LYNX) request for the 2021 Surface Transportation Authorization Legislation to support the "Central Florida Regional Transportation Electronic Contactless Payment System" project. LYNX operates the public transportation system in our three-county region, providing critical connections for residents in the community and helping to alleviate congestion on Central Florida's roadways.

The project funding being requested by LYNX would be used to upgrade their fareboxes on buses to allow for "no touch" payment options for passengers using smart cards, mobile application tickets and credit/debit card payments. This contactless payment method would help to address passenger concerns related to COVID-19, but also has additional benefits to the community.

By implementing this project, LYNX is providing safer, more convenient and efficient payment options for passengers who rely on public transit to get to work, school and other essential destinations. Public transit is critical to reducing congestion, increasing mobility and improving the air quality in our region. This project helps to improve LYNX's passenger services and helps to attract new riders, which benefits the entire community.

This project is consistent with the 2045 Metropolitan Transportation Plan, but not currently identified in the Transportation Improvement Program (TIP); however MetroPlan Orlando commits to amending our TIP if this regional priority is identified to receive funding.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman, AICP
Executive Director



April 1, 2021

The Honorable Darren Soto
United States House of Representatives
2353 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Soto:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Osceola County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$750,000 will contribute to advance final design efforts for the construction of NeoVation Way, the southern portal to the county's emerging NeoCity technology district. This 0.59 mile long project is proposed to be a four-lane divided roadway with sidewalks on both sides and a shared use trail. The entire facility will be constructed within existing County-owned right-of-way.

This project is currently not included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) as Osceola County has been advancing the project with local funds. However, the project is consistent with the 2045 Metropolitan Transportation Plan and by way of this letter of support, Metroplan Orlando will amend the TIP at the request of Osceola County to include NeoVation Way if federal funding is made available through this appropriations process.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Darren Soto
United States House of Representatives
2353 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Soto:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Osceola County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$3,000,000 will contribute to advance Right of Way needed to reconstruct and widen from two- to four-lanes an existing 3.9-mile segment of Neptune Road. The Project will link rural and suburban areas of the region to new high-tech job opportunities, improve freight mobility on adjacent thoroughfares and expand the existing pedestrian trail and sidewalk network. The Project will improve safety, promote healthier transportation alternatives, and provide more expedient access to transit connections in the downtown Kissimmee metropolitan core.

This project is currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Stephanie Murphy
United States House of Representatives
1710 Longworth HOB
Washington, D.C. 20515

Dear Congresswoman Murphy:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Seminole County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$5,251,932 will fully fund the efforts needed to construct a 10-foot wide trail (shared used path facility) and related infrastructure improvements to E.E. Williamson Road. The 2.6 mile project will connect the Seminole Wekiva Trail to Woodlands Elementary School and to Lake Emma Road. Seminole County understands safe access to schools and regional trails are important to encourage residents to walk or safely ride their bicycle. This provides opportunities for exercise and social interaction, while reducing the number of vehicles on the road. This project will enhance access and safety for students walking or riding bicycles to Woodlands Elementary School and to Rock Lake Middle School.

This project is currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 6, 2021

The Honorable Stephanie Murphy
United States House of Representatives
1710 Longworth HOB
Washington, D.C. 20515

Dear Congresswoman Murphy:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Seminole County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$1,850,000 will fully fund the safety improvements on Wekiva Springs Road. The 0.3 mile section of the road has three intersections within close proximity causing significant delays with over 90 crashes in a three year period. This project will provide safety and operational improvements to reduce queue lengths and crashes. Residents and the traveling public will once again be able to safely travel along Wekiva Springs Road any time of the day without severe delays.

This project is currently not included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) as Seminole County has been advancing the project with local funds. However, the project is consistent with the 2045 Metropolitan Transportation Plan and by way of this letter of support, Metroplan Orlando will amend the TIP at the request of Seminole County to include the Wekiva Springs Road Intersection Improvements once federal funding is made available through this appropriations process.

Should you have any questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Val Demings
United States House of Representatives
217 Cannon HOB
Washington, D.C. 20515

Dear Congresswoman Demings:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Orange County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$500,000 will contribute to advance design of the Pine Hills Trail gap between Silver Star Road and Clarcona-Ocoee Road. The Project will bring the MetroPlan Orlando Regional Trail system one step closer to connecting the West Orange Trail, the Shingle Creek Trail and the Seminole-Wekiva Trail into one system. The Trail will also provide a valuable and safe multimodal connection for the residents of the area to shopping and employment destinations on Silver Star Road.

This project is currently included in MetroPlan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan. MetroPlan also has Federal TMA funds available in Fiscal Year 2023/24 to advance construction if the project is identified for Community Project Funding

Should you have any questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Val Demings
United States House of Representatives
217 Cannon HOB
Washington, D.C. 20515

Dear Congresswoman Demings:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Orange County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$1,000,000 will help advance construction of the Intersection improvement needed on Powers Drive at North Lane. The Project will improve overall safety and operations in an area of Orange County with an excessive number of pedestrian crashes. The intersection has no stop control on Powers Drive and creates an unsafe crossing location for pedestrians. The intersection also has significant congestion with excessive queues on North Lane.

This project is currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan.

Should you have any questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Gary Huttman', is positioned below the word 'Sincerely,'.

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Val Demings
United States House of Representatives
217 Cannon HOB
Washington, D.C. 20515

Dear Congresswoman Demings:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Orange County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$1,000,000 will help advance construction of the Intersection improvement at Tiny Road at Tilden Road. The Project will improve overall safety and operations in the high growth area of West Orange County. The intersection is currently controlled by stop signs only, creating safety and travel time reliability issues for the residents of the area.

This project is currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan.

Should you have any questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Gary Huttman', is placed over a faint, light blue circular stamp. The signature is fluid and cursive.

Gary Huttman
Executive Director
Metroplan Orlando



April 5, 2021

The Honorable Stephanie Murphy
United States House of Representatives
1710 Longworth HOB
Washington, D.C. 20515

Dear Congresswoman Murphy:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Orange County and their Community Project Funding request from the Transportation, Housing and Urban Development (T-HUD) Account. If approved, the funding request of \$1,000,000 will help advance construction of the Intersection improvement at University Boulevard and Dean Road. The Project will improve overall safety and traffic operations in the area.

This project is currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP) and is consistent with the 2045 Metropolitan Transportation Plan.

Should you have any questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Gary Huttman', is positioned below the word 'Sincerely,'.

Gary Huttman
Executive Director
Metroplan Orlando



April 15, 2021

The Honorable Val Demings
United States House of Representatives
217 Cannon HOB
Washington, D.C. 20515

Dear Congresswoman Demings:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support Orange County and their request for the 2021 Surface Transportation Authorization Legislation to support the Pedestrian Bridge for the International Drive at Sand Lake Road (SR 482) intersection. If approved, the funding request of \$7,000,000 will contribute to the construction of this critical pedestrian safety improvement for a region ranked poorly in pedestrian safety. The Project will serve as a pedestrian/bicycle crossing and an aesthetic gateway within the International Drive District. The overpass will benefit pedestrians and bicyclists by providing access and safe passage between each of the four corners of the intersection while limiting their interaction with motor vehicles.

This project is consistent with the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) but is not currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP). However, MetroPlan Orlando has committed to amend the TIP if funding from this request is awarded.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 15, 2021

The Honorable Stephanie Murphy
United States House of Representatives
1710 Longworth HOB
Washington, D.C. 20515

Dear Congresswoman Murphy:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support the City of Orlando and their request for the 2021 Surface Transportation Authorization Legislation to support the completion of the Corrine Drive Complete Streets Project. If approved, the funding request of \$6,900,000 will contribute to the completion of the design and construction of the recommended alternative to the Corrine Drive corridor. The new construction would make Corrine Drive a pleasant place for everyone to safely and comfortably enjoy the street with features that make it safer for cyclists and pedestrians, while supporting safe vehicular travel.

This project is consistent with the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) and is currently included in MetroPlan Orlando's 5-year Transportation Improvement Plan (TIP).

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Gary Huttman', is placed over a faint, light blue circular background.

Gary Huttman
Executive Director
Metroplan Orlando



April 15, 2021

The Honorable Val Demings
United States House of Representatives
217 Cannon HOB
Washington, D.C. 20515

Dear Congresswoman Demings:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support the City of Orlando and their request for the 2021 Surface Transportation Authorization Legislation to support the extension of President Barack Obama Parkway. If approved, the funding request of \$8,360,000 will contribute to the construction of this critical multimodal improvement for the neighborhood and region. The Project will provide a valuable parallel corridor to a congested and constrained Kirkman Road that will include a multimodal path to provide a safer route for bicycles and pedestrians.

This project is consistent with the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) but is not currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP). However, MetroPlan Orlando has committed to amend the TIP if funding from this request is awarded.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 15, 2021

The Honorable Darren Soto
United States House of Representatives
2353 Rayburn HOB
Washington, D.C. 20515

Dear Congressman Soto:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support the City of Orlando and their request for the 2021 Surface Transportation Authorization Legislation to support the extension of Econlockhatchee Trail Multimodal Corridor Improvements. If approved, the funding request of \$8,193,500 will contribute to the construction of this critical multimodal improvement for the region. The Project will widen a congested two lane corridor and improve travel time reliability with the addition of two traffic lanes and a 12 foot multiuse trail for improved bicycle and pedestrian safety.

This project is consistent with the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) but is not currently included in Metroplan Orlando's 5-year Transportation Improvement Plan (TIP). However, MetroPlan Orlando has committed to amend the TIP if funding from this request is awarded.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



April 15, 2021

The Honorable Stephanie Murphy
United States House of Representatives
1710 Longworth HOB
Washington, D.C. 20515

Dear Congresswoman Murphy:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Seminole and Osceola Counties, I want you to know that we actively support the City of Oviedo and their request for the 2021 Surface Transportation Authorization Legislation to support the completion of the widening project of State Road 427/County Road 419 from Pine Avenue to Lockwood Boulevard. If approved, the funding request of \$18,000,000 will contribute to the completion of the design and right of way needed for the construction of two additional lanes. The Project is needed to support travel time reliability issues on a critical east / west corridor in the City.

This project is consistent with the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) and is currently included in MetroPlan Orlando's 5-year Transportation Improvement Plan (TIP). Construction funds for the project have not been programmed. The 2045 MTP includes a new off-system widening program designed specifically for local government projects that have planning, design and right of way phases complete and will be eligible for not only federal construction funding, but state funding through the Transportation Regional Incentive Program (TRIP). The TRIP program provides up to 50% of the construction cost.

Should you have any additional questions, or if I may be of any further assistance, please don't hesitate to contact me.

Sincerely,

Gary Huttman
Executive Director
Metroplan Orlando



Owner-Operator Independent Drivers Association

National Headquarters: 1 NW OOIDA Drive, Grain Valley, MO 64029
Tel: (816) 229-5791 Fax: (816) 427-4468

Washington Office: 1100 New Jersey Ave. SE, Washington, DC 20001
Tel: (202) 347-2007 Fax: (202) 347-2008

March 16, 2021

The Honorable Ron Wyden
Chairman
Senate Committee on Finance
219 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Mike Crapo
Ranking Member
Senate Committee on Finance
219 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Wyden and Ranking Member Crapo,

On behalf of the more than 150,000 members of the Owner-Operator Independent Drivers Association (OOIDA), we write to share our opposition to any proposal that would impose a new and unproven truck-only vehicle miles traveled (VMT) tax as a means to provide greater revenue for the Highway Trust Fund (HTF). We are disappointed that this controversial and discriminatory proposal has resurfaced, as our industry has consistently supported increasing HTF revenue through equitable increases to existing user fees. The inclusion of such a divisive policy in the next surface transportation reauthorization would instantly eliminate our support for the bill and likely destroy any hope for its passage.

Proponents of a truck-only VMT have insinuated that truckers don't pay their fair share into the HTF. This is preposterous. Not only is the trucking industry currently paying more than its fair share, a report by the Congressional Budget Office (CBO) found HTF revenues derived from motor carriers through the heavy-vehicle and tire taxes will increase over the next decade.¹ Between the current diesel tax and these supplemental taxes that other highway users do not pay, the trucking industry is estimated to **increase its contributions to the HTF over the same period of time**. Clearly, our industry is not the problem.

Between 2019 and 2029, revenue from the gasoline tax is expected to drop by 11%, meaning passenger vehicles will remain largely responsible for ongoing funding shortfalls.² We believe it makes no sense to single out an industry that already has a stable funding mechanism in place. If Congress would like to properly address diminishing HTF returns, it must be honest about the driving force behind them. Rather than singling out trucks, you should start by ensuring passenger vehicles are also providing stable and reliable revenue for our highway infrastructure.

While this reason alone should be enough to dismiss a truck-only proposal, we would also like to dispel the notion that a truck-only VMT should be pursued because it would be ready and easy to

¹ CBO, Issues and Options for a Tax on Vehicle Miles Traveled by Commercial Trucks (2019).

² Ibid.

implement. Proponents of a truck-only tax have claimed that because many trucks are already required to be fitted with an electronic logging device (ELD), it would be simple to have these devices also report miles driven. Current law prohibits ELDs from being used for anything other than monitoring hours of service. Furthermore, many trucks are not required to use ELDs either because of industry or operational exemptions – some of which were put in place by Congress. Therefore, to implement a truck-only VMT, Congress would need to dramatically increase the mandated use and scope of ELDs, which would also be a very controversial undertaking. Small-business truckers have already borne a significant and disproportionate cost for complying with the ELD mandate, and utilizing ELDs for VMT would create new costs and greater privacy issues for our members.

As our country is beginning to see a way out of the economic downturn caused by COVID-19, small-business truckers are still uncertain about their future. Many of our members saw a significant drop in their business over the last year and are still figuring out how to make ends meet. If lawmakers support a truck-only VMT, it would devastate America's truckers. Many lawmakers in Washington have been rightfully commending professional drivers for their tireless work keeping the nation healthy and safe during COVID. Saddling them with a discriminatory, disproportionate and unproven new tax system is a terrible way to demonstrate your support and appreciation.

We understand that because many elected officials lack the courage to raise necessary revenue through equitable increases to existing user fees, there is a strong interest in shifting all of the burden to our industry. Truckers have always been willing to pay more into the system, but they refuse to be singled-out. Make no mistake, the Senate's embrace of a truck-only VMT in the next highway bill will be the legislation's ruin.

Sincerely,



Todd Spencer
President & CEO
Owner-Operator Independent Drivers Association, Inc.

Cc: Senator Maria Cantwell, Chair, Committee on Commerce, Science, and Transportation
Senator Roger Wicker, Ranking Member, Committee on Commerce, Science, and Transportation
Senator Tom Carper, Chairman, Committee on Environment and Public Works
Senator Shelley Moore Capito, Ranking Member, Committee on Environment and Public Works
Members of the United States Senate



Florida Greenways & Trails Foundation

FGTF.org • © Florida Greenways & Trails Foundation, Inc.

The Honorable Valerie Demings
US Representative, 10th Congressional District
217 Cannon House Office Building
Washington, DC 20512

April 6, 2021

Re: Federal Infrastructure Funding for Wildlife and Trail Bridge over SR 528, Florida

Dear Representative Demings:

On behalf of the Florida Greenways & Trails Foundation, I am writing to inform you and seek your support for a transportation related project in Orange County, Florida – a bridge for migratory wildlife and people over SR 528.

Built in the early 1970s to facilitate traffic between Orlando International Airport and the Kennedy Space Center, SR 528 (the “Bee-line” or “Beachline”) Expressway is a major barrier for wildlife as well as pedestrians and bicyclists seeking to travel north/south in eastern Orange County. We realized the seriousness of this obstacle while working to re-route a segment of the Florida National Scenic Trail (FNST) – a Congressionally designated corridor in Florida similar to the Appalachian Trail or Pacific Crest Trail.

With the support and cooperation of the Central Florida Expressway (CFX) Authority, a series of proposed bridges over SR 528 have been conceptually developed to address this barrier. One design is for a 150-foot “land bridge” to reconnect a major environmental corridor from the conservation lands in Osceola County to other conservation lands in Orange, Seminole and Brevard Counties.

Around the United States communities are re-establishing wildlife corridors and connecting trails for walkers and bicyclists. I have enclosed a copy of an article from a 2019 National Geographic magazine that documents the value and utility of these land bridges. Given the highly visible location for this proposed land bridge, this project could serve as the “next generation” of transportation projects for people and the environmental.

In addition to connecting public lands on both sides of SR 528, the proposed land bridge for the Florida National Scenic Trail and migratory wildlife in central Florida will also connect the two Congressional Districts of Representative Darren Soto (9th) and Representative Bill Posey(8th). This is truly a bipartisan opportunity to highlight transportation, public safety and the environment.

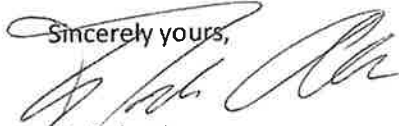
Finally, Metroplan of Orlando evaluated the need for such a project during the summer of 2020 and included a bridge over SR 528 in the 2045 Transportation Plan for the metropolitan area as part of the regional Multi-modal Transportation Needs. This “official” project is now seeking funds for construction.

To this end, we are requesting that Congress appropriate \$10 million in 2021 as the Federal share of this proposed "land bridge". Please know that we will also be seeking equal amounts of funding from both state and local government sources.

This proposal has the support of major conservation organizations in Florida including the Nature Conservancy and the Florida Greenways & Trails Foundation as well as most outdoor advocacy organizations such as the Florida Trail Association and Bike Walk Central Florida.

We appreciate your support and interest in this project.

Sincerely yours,



W. Dale Allen
Florida Greenways & Trails Foundation
850-591-7646
Wm.dale.allen@gmail.com

Cc. Representative Darren Soto
Representative Bill Posey
Mayor Jerry Demings, Orange County
Commissioner Maribel Cordero, Orange County
Commissioner Emily Bonilla, Orange County
Commissioner Brandon Arrington, Osceola County
Gary Huttman, Executive Director, Metroplan of Orlando
Lauren Kelly, Executive Director, CFX
Royce Gibson, Executive Director, Florida Trail Association
Emily Hanna, Executive Director, Bike Walk Central Florida
Greg Knecht, Deputy Executive Director, The Nature Conservancy
Clint Beaty, Senior VP, Tavistock
Linda Chapin
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FHWA Awards \$18.7 Million to Eight Projects to Explore New Highway Funding Methods

Tuesday, March 16, 2021

FHWA 06-21

Contact: Nancy Singer

Tel.: (202) 366-0660

WASHINGTON — The U.S. Department of Transportation's Federal Highway Administration (FHWA) today awarded \$18.7 million in "Surface Transportation System Funding Alternatives" (STSFA) grants to eight projects, led by six state Departments of Transportation and two transportation coalitions, to test new user-based funding methods for highways and bridges. The program helps states explore innovative new ways to provide long-term support for the Highway Trust Fund.

"The pilot projects under the STSFA program allow states to learn more about potential new user fees structures that can complement traditional funding sources that states rely on to build and improve the nation's highway and bridge infrastructure," said Acting Federal Highway Administrator Stephanie Pollack.

Since its creation in 2016, the STSFA grant program has provided \$73.7 million to 37 projects in states across the nation. It funds projects that test the design, implementation and acceptance of user-based systems, such as a mileage-based fee. They also support outreach by transportation officials to help the public understand these new methods.

The "Fixing America's Surface Transportation" (FAST) Act directs the FHWA to establish the STSFA grant program to let states demonstrate new fee-based revenue mechanisms that could supplement the Highway Trust Fund. Among other things, the STSFA program requires applicants to address equity concerns, such as the fees' impacts on differing income groups and geographic areas. It recognizes that a mileage-based, road-user charge system may potentially redistribute cost burdens among different users.

Recent reports and evaluations of active STSFA grant program demonstrations have outlined key lessons learned and identified several important factors for implementing road-user charge programs including -- data security, interoperability among multiple states, program administrative costs and public acceptance.

STSFA Grant Selections 2020

Award Recipient	Project Name and Description	Amount
California Department of Transportation (Caltrans)	Road Charge Pilots Program: Caltrans will test the viability of current global positioning system technology to determine which roads are part of a public network and may be subject to a fee.	\$2,150,000
Delaware Department of Transportation/ Eastern Corridor Coalition (formerly I-95 CC)	Testing Implementation Paths for Mileage Based User Fees (MBUF): The Coalition will demonstrate and test paths for MBUF in the DC metro area and seven states -- DE, MD, ME, NC, NJ, PA and VA.	\$4,670,000
Hawaii Department of Transportation	Digital Mapping Data, Distance-Precision, and Transportation Taxation: Hawaii DOT will investigate the current state and completeness of digital mapping data to determine which roads are part of a public network and may be subject to a fee.	\$250,000
Kansas/Minnesota Departments of Transportation	RUC Demonstration Project: Kansas DOT will lead a joint effort working with Minnesota DOT to explore the impacts of RUC implementation in the Midwest, with focus on rural and agricultural populations and intrastate and interstate commercial freight and supply chain operators.	\$3,250,000
Ohio Department of Transportation	Alternative User Based Revenue Initiative: Ohio DOT will obtain data for a large-scale outreach program geared towards educating the public about RUC.	\$2,000,000

Award Recipient	Project Name and Description	Amount
Oregon Department of Transportation/ RUC West	Road Usage Charge Summit: RUC West will host a conference that will explore opportunities and barriers to interoperability, expand knowledge about RUC and foster new partnerships.	\$134,875
Texas Department of Transportation	Demonstration of Smartphone-Based Alternative to Current Gas Tax Structure: Dallas-Fort Worth will assess the feasibility and technological capability of utilizing smartphone technology to understand travel patterns and the development of an accounting framework.	\$5,000,000
Utah Department of Transportation	RUC Customer Service Optimization: Utah DOT will develop and validate RUC-specific customer service improvements designed to enhance public acceptability and attract more voluntary participants.	\$1,250,000
TOTAL		\$18,704,875

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

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The Washington commute could return by fall for many workers. It won't be the same as before.

By **Luz Lazo**

March 13, 2021 at 6:00 a.m. EST

Most Washington-area residents who have spent the past year teleworking because of the coronavirus pandemic could be back to their commutes by fall, but it might not resemble the commute they left behind in early 2020.

Labor Day has become a target date among many employers eyeing the return of workers to the office, according to surveys, business leaders and public officials. A study led by the Greater Washington Partnership, an alliance of the region's top chief executives, found employers expect 75 percent of their workforce to return by the end of fall.

Prospects for a return were improved this month when President Biden's administration announced that vaccines would be available for all adults by the end of May, although business groups and other experts say the transition to widespread in-person office work should be gradual and telecommuting is likely to remain an option for many workers.

"Most employers are going to start to go to a more hybrid model where folks are in the office a couple of days a week," said Joe McAndrew, vice president of transportation at the Greater Washington Partnership, which surveyed nearly 200 Washington-area employers. "This all kind of rests on our ability to both vaccinate the population at a scale needed for herd immunity and to reopen the supporting services that enable folks to be able to get to the office."

Chief among those services are the availability of child care and the full reopening of schools — plans that some school districts have announced in recent days. Despite a rocky vaccine rollout across the region, progress has been made.

operations, although questions remain about whether agencies can lure back riders. Recent polls and research suggest commuters might be skeptical of using trains, buses and carpools, and they could turn to personal vehicles to get to work.

“Everything seems to be pointing to the fact that we’re going to see solo-occupancy vehicle trips increase,” said D.C. Council member Charles Allen (D-Ward 6). “It’s going to be a while until we are all packed into the train car again, right next to each other.”

Any increase in driving during the recovery period could be offset by the continuation of high levels of teleworking. Transportation planners say they expect to see a transition period in which commuters try new ways to get to work, including more biking and walking for those closer to their offices. Some employers are discussing how to allow for variable work schedules so employees can commute outside of traditional rush hours.

As people return to offices, there might be temporary changes in the number of people driving, riding transit and carpooling, said Kanti Srikanth, the Metropolitan Washington Council of Governments’ deputy executive director for metropolitan planning.

Still, there is no indication that an office return around Labor Day will resemble the “terrible traffic Tuesdays” of the past — the day after the holiday when summer vacations ended, schools were opened and Washington commuters faced an utterly frustrating commute.

“It could be a little messy in the early days,” especially after a year of relatively light traffic on the region’s roadways and transit systems, McAndrew said. “But I don’t think it will be cataclysmic.”

He said the number of people working from home during this transition period and post-pandemic is expected to rise above pre-pandemic numbers. Before the pandemic, about 10 percent of Washington-area workers were telecommuting on any given day.

Some transportation experts are projecting at least 20 percent of the region could work remotely at any given time after the pandemic subsides. Research shows there’s support among workers for keeping the option. In a survey of more than 2,400 residents commissioned by the Metropolitan Washington Council of Governments, more than 91 percent of telecommuting workers said they would like to continue doing so at least one day a week when the pandemic is over.

Of the Washington region’s 3.2 million jobs, 60 percent, or about 1.9 million, are telework-capable, according to Council of Governments estimates.

“We should expect there will be more telecommuting in a post-pandemic period,” said Srikanth. The Washington workforce has demonstrated that working remotely is possible under difficult circumstances, said Srikanth.

Another report commissioned by the Council of Governments found nearly 30 percent of managers reported increased worker productivity as employees work from home, and 75 percent of workers said they were glad to avoid a commute.

Ryan Drysdale, 33, a D.C. resident who works for a civic engagement nonprofit downtown, said he misses his bike ride to the office and interactions with colleagues, but working from home has given him flexibility to explore his neighborhood, spend more time with loved ones instead of commuting and work from anywhere when traveling.

based off of those [telecommuting] policies, and for companies to save on rent and folks to save on commuting and lunch downtown.”

In the pandemic recovery period, commuters also might encounter more walking and biking as the pandemic accelerates support for bus lanes, bike lanes and wider sidewalks.

These changes in travel patterns and work habits present an opportunity for transit to reinvent itself, Metro General Manager Paul J. Wiedefeld said recently. The transit agency — which has seen ridership and revenue plummet in the past year — is looking at flattening service levels, in which train frequencies are less tied to traditional peak hours. Periods of peak travel have become less pronounced during the pandemic, he said.

“We may be traveling at different times,” Wiedefeld said. “Why don’t we run that level of service all day to meet that demand?”

More immediately, Metro is working with business and tourist groups to ensure the region is prepared for a surge in commuters and visitors this summer. The agency is planning marketing campaigns and exploring incentives for commuters to return to Metro, Wiedefeld said at a meeting of the Northern Virginia Transportation Commission this month.

Still, he said Metrorail isn’t expecting a mass return of passengers any time soon.

“They’re not coming back until they feel this thing is in the rearview mirror,” Wiedefeld said at another recent meeting with transportation leaders. “They are not taking any risk.”

Metrorail ridership remains 90 percent below normal, creating a financial hurdle for an agency that gets 80 percent of its revenue from rail.

Biden’s announcement this month that there will be enough vaccine doses for “every adult in America” by the end of May is likely to accelerate the return to the office, said Jeffrey C. McKay (D-At Large), chairman of the Fairfax County Board of Supervisors.

“We should be looking at that date that the president has put out, working backward from that and saying, ‘How long do we need to market it, ramp up our messaging to get people back on the train?’ ” he said, urging Metro to take steps to bring back riders.

He continued: “We expect a lot of businesses — federal government and others — to reopen. And I think a lot of these people who have been staying at home have forgotten how bad traffic can be. And they’re going to reckon with that pretty quickly.”

Government restrictions resulting from the public health emergency — along with continued shifts in travel and telecommuting — have abated traffic jams in the Washington area. The region saw traffic delays drop by 77 percent last year, more than any other major metro area in the nation, according to data by traffic analytics firm Inrix.

Traffic congestion — especially rush-hour, bumper-to-bumper nightmares — has plummeted, with trips to downtown Washington slumping 60 percent.

will return to previous levels. Data indicates there are changes in traffic patterns, in which employees with more flexible work schedules are timing their trips differently. Meanwhile, midday travel has increased in recent months, Pishue said.

“It’s hard to predict the future with where things are right now, but we expect relatively slow increases in traffic congestion as things kind of come back online,” he said. “It’s not going to come back all at once.”

Some commuters said they are eager to return to their commutes, although their confidence relies heavily on vaccine rollout progress.

“I’m immunocompromised, so the idea of going back too early and not having everyone vaccinated or having safety protocols in place, that makes me nervous,” said Cate Bonacini, 33, of Takoma Park, a transit rider who works at an international organization downtown.

Bonacini’s employer is considering a reopening this year. When that happens, Bonacini said, she most likely will drive, and then will return to transit — with double-masking — when she and people close to her are vaccinated and she feels safe. For now, she said, she’s looking forward to getting back her commute and using the time to read, catch up on news or connect with friends.

“I just miss that time in between work and home,” she said. “It was a place to process and think and reflect on the day and what went well and what didn’t. I’m just missing those opportunities.”

Correction: A previous version of this article incorrectly cited a statistic that 80 percent of managers saw increased productivity in employees. The number is almost 30 percent. The article has been updated.

Updated March 18, 2021

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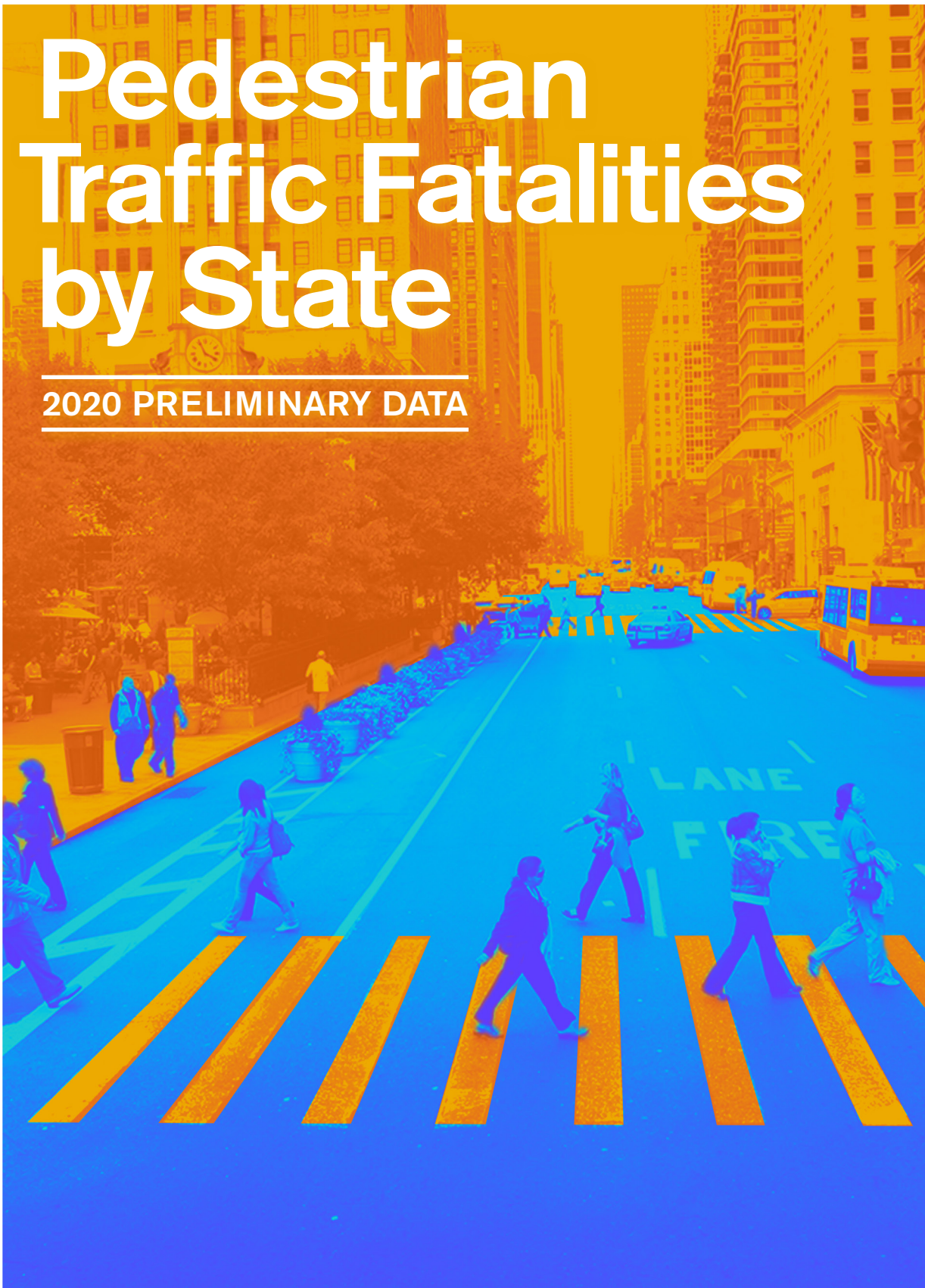
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Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA



Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

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ACKNOWLEDGMENTS

Richard Retting, Sam Schwartz Consulting, researched and provided data analysis for the report.

Editorial direction and review was provided by GHSA staff.

Creative by Tony Frye Design

Published March 2021

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

EXECUTIVE SUMMARY

In 2019, the number of U.S. pedestrian deaths declined about 1% compared to 2018. This small but welcome decline followed an unprecedented 55% increase in pedestrian deaths from 2009 to 2018. Despite this small recent decrease, pedestrian fatalities recorded in 2018 and 2019 have not been this high since 1990.

For the first six months of 2020, preliminary data from all 50 states and the District of Columbia (D.C.) indicate 2020 deaths are largely on pace with the high levels of 2019, despite large reductions in motor vehicle travel associated with the COVID-19 pandemic. Key findings from analysis of this preliminary data found that:

- For the first six months of 2020, GHSA projects 2,957 pedestrian fatalities, which closely mirrors the number of pedestrian fatalities reported for the first six months of 2019 (2,951).
- In addition, GHSA projects a pedestrian fatality rate of 1.9 per 100,000 population for January through December 2020, which would be a slight reduction from the 2019 pedestrian fatality rate of 2.0 per 100,000 population.
- On a mileage driven basis, however, GHSA projects a 20% increase in the pedestrian fatality rate per one billion vehicle miles traveled (VMT) for the first half of 2020 compared with the first half of 2019.
- States reported a range of changes in the number of pedestrian fatalities in the first half of 2020 compared with the same period in 2019:
 - ◆ 27 states had increases in pedestrian fatalities
 - ◆ 20 states and D.C. had decreases
 - ◆ 3 states had no change
- States differ widely in fatality numbers:
 - ◆ The projected number of pedestrian deaths for the first half of 2020 ranged from one in Vermont to 485 in California.
 - ◆ Seven states – Arizona, California, Florida, Georgia, New York, North Carolina and Texas – accounted for more than half (54%) of all pedestrian deaths.
 - ◆ New Mexico had the highest rate of pedestrian deaths per resident population, while Vermont had the lowest.
- States use various combinations of engineering, enforcement and education countermeasures to address pedestrian safety, including focused enforcement in conjunction with public outreach and education.

Many factors outside the control of state and local traffic safety officials contribute to annual changes in the number of pedestrian fatalities, including the economy, population growth, demographic changes, weather, fuel prices, vehicle miles traveled (VMT), the amount of time people spend walking and the overall resources available to support highway safety programs.

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

The increasing shift in U.S. vehicle sales away from passenger cars to light trucks (with light trucks generally causing more severe pedestrian impacts than cars) is also a factor. Although passenger cars are more likely to be involved in fatal pedestrian crashes, from 2010 to 2019 the number of pedestrian fatalities involving SUVs increased at a faster rate compared to passenger cars – 69% versus 46%.

Increases in pedestrian fatalities are occurring largely at night. During the 10-year period 2010 to 2019, the number of nighttime pedestrian fatalities increased by 54%, compared to a 16% increase in daytime pedestrian fatalities.

Warmer temperatures could be a contributing factor as well. Warmer weather can encourage more nighttime outdoor activity (including walking) and is associated with increased alcohol consumption, which increases the risk of fatal pedestrian collisions.

A comparison of pedestrian fatalities by race and population data for 2015-2019 found that Black, Indigenous and People of Color (BIPOC) accounted for a larger proportion of pedestrian fatalities than expected based on their respective share of the population.

Despite the lack of reduction in pedestrian deaths, there is some good news in the 2020 preliminary data:

- Pedestrian fatalities during the first half of 2020 declined in 20 states and D.C. compared with the same period in 2019.
- Nine states – Alabama, Florida, Hawaii, Kentucky, Massachusetts, New York, Oklahoma, Pennsylvania and South Carolina – are projected to have double-digit percentage and numeric declines in pedestrian fatalities compared to the same six-month period in 2019.
- Based on analysis of data for January through June 2017-2020, Arizona is projected to have two consecutive years of declining pedestrian fatalities, while Delaware and Kentucky are projected to have three consecutive years of declining pedestrian deaths.

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

INTRODUCTION

Walking is the most basic, inexpensive and environmentally friendly form of transportation. Walking provides essential connections between residential, retail and commercial land use as well as access to public transit, especially in urban and suburban areas. Unfortunately, walking has become increasingly risky in recent years, whether walking the dog, traveling to work or school, exercising or simply taking a stroll.

During the 10-year period 2010-2019, the number of U.S. pedestrian fatalities increased by 46%, from 4,302 in 2010 to an estimated 6,301 deaths in 2019 (Table 1 and Figure 1). This translates to approximately 2,000 additional pedestrian deaths in 2019 compared to 2010. This increase in pedestrian deaths is even more concerning considering that all other traffic deaths increased by just 5% during this same period.

Table 1 Pedestrian Fatalities and Percent of Total Traffic Fatalities, 2010-2019

Year	Pedestrian Fatalities	All Other Traffic Fatalities Combined	Total Traffic Fatalities	Pedestrian Deaths as a Percentage of Total Traffic Fatalities
2010	4,302	28,697	32,999	13%
2011	4,457	28,022	32,479	14%
2012	4,818	28,964	33,782	14%
2013	4,779	28,114	32,893	15%
2014	4,910	27,834	32,744	15%
2015	5,494	29,990	35,484	15%
2016	6,080	31,726	37,806	16%
2017	6,075	31,398	37,473	16%
2018	6,374	30,461	36,835	17%
2019	6,301*	30,107*	36,408*	17%
% Change from 2010 to 2019	+ 46%	+ 5%	+ 10%	

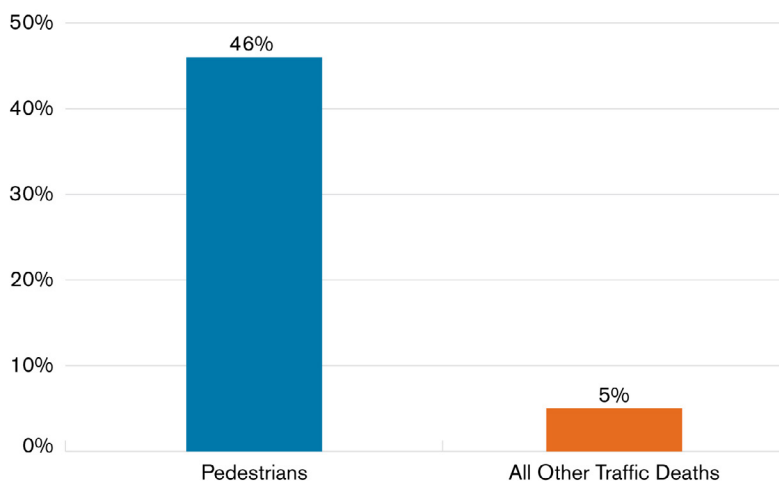
Source: National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS)

* Note: The number of pedestrian fatalities reported by NHTSA's first FARS data release (6,205) was increased by 1.7%, to 6,301, to account for historical underreporting in the first release. All Other Traffic Fatalities were adjusted by 0.9% based on the same analysis of historical underreporting in the FARS first data release.

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Figure 1 Percent Increase in Number of Traffic Deaths, 2010 to 2019



Source: FARS

Along with the increase in the number of pedestrian fatalities, pedestrian deaths as a percentage of total motor vehicle crash deaths increased from 13% in 2010 to 17% in both 2018 and 2019. The last time pedestrians accounted for 17% of total U.S. traffic deaths was in 1982. The increasing proportion of pedestrian fatalities is due to the simultaneous trends of increasing numbers of pedestrian deaths and general declines in the number of occupant fatalities. Declines in vehicle occupant deaths are attributed in part to steady enhancements in vehicle crashworthiness and crash avoidance technology. By contrast, pedestrians remain just as susceptible to sustaining serious or fatal injuries when struck by a motor vehicle.

EARLY ESTIMATES OF 2020 PEDESTRIAN FATALITY DATA

The disturbing number of pedestrian fatalities in recent years prompted GHSA to carefully examine pedestrian fatality data for the first half of 2020. Using the same methods as in prior pedestrian fatality studies, State Highway Safety Offices (SHSOs), which are tasked with addressing behavioral safety issues that contribute to traffic crashes, were asked to provide preliminary counts of pedestrian deaths that occurred in the first half of 2020. These numbers provide an early look at 2020 projections many months before the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) data are available. (Annual FARS data are typically released near the end of the following calendar year.) The reported state data used for this analysis are preliminary and, in some cases, incomplete. All 50 states and D.C. provided information.

For all 50 states and D.C. combined, the number of pedestrian fatalities for the first six months of 2020 is projected to be essentially unchanged from the same period in 2019 (Table 2). Table 3 shows the same data as Table 2 but is sorted by the percent change from 2019 to 2020. Based on the preliminary data, 27 states had increases in pedestrian fatalities, 20 states, and DC had decreases, and 3 states had no change. These data are then sorted by number of fatalities (from highest to lowest) on Table 4.

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Sorted by State

Table 2

Pedestrian Fatalities by State, Jan-June 2019 & 2020

Sources: State Highway Safety Offices and GHSA data analysis

State	Jan-June 2019	Jan-June 2020 (Preliminary Adjusted)	Change from 2019 to 2020	
			#	%
Alabama	52	42	-10	-19%
Alaska	3	4	1	33%
Arizona	110	106	-4	-4%
Arkansas	30	35	5	17%
California	460	485	25	5%
Colorado	31	39	8	26%
Connecticut	21	31	10	48%
Delaware	6	5	-1	-17%
DC	14	13	-1	-7%
Florida	385	332	-53	-14%
Georgia	109	113	4	4%
Hawaii	25	12	-13	-52%
Idaho	4	4	0	0%
Illinois	70	75	5	7%
Indiana	35	45	10	29%
Iowa	10	11	1	10%
Kansas	7	27	20	286%
Kentucky	34	24	-10	-29%
Louisiana	59	64	5	8%
Maine	7	3	-4	-57%
Maryland	49	60	11	22%
Massachusetts	32	17	-15	-47%
Michigan	65	68	3	5%
Minnesota	19	20	1	5%
Mississippi	31	38	7	23%
Missouri	48	48	0	0%
Montana	8	7	-1	-13%
Nebraska	7	6	-1	-14%
Nevada	39	42	3	8%
New Hampshire	4	8	4	100%
New Jersey	79	80	1	1%
New Mexico	42	45	3	7%
New York	121	101	-20	-17%
North Carolina	109	121	12	11%
North Dakota	5	3	-2	-40%
Ohio	60	67	7	12%
Oklahoma	36	23	-13	-36%
Oregon	39	33	-6	-15%
Pennsylvania	77	63	-14	-18%
Rhode Island	3	10	7	233%
South Carolina	83	72	-11	-13%
South Dakota	3	5	2	67%
Tennessee	65	67	2	3%
Texas	309	335	26	8%
Utah	12	11	-1	-8%
Vermont	1	1	0	0%
Virginia	58	55	-3	-5%
Washington	44	47	3	7%
West Virginia	12	11	-1	-8%
Wisconsin	13	22	9	69%
Wyoming	6	2	-4	-67%
Total	2,951	2,957	6	0.2%

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Sorted by Percentage Change

Table 3

Pedestrian Fatalities by State, Jan-June 2019 & 2020

Sources: State Highway Safety Offices and GHSA data analysis

State	Jan-June 2019	Jan-June 2020 (Preliminary Adjusted)	Change from 2019 to 2020	
			#	%
Kansas	7	27	20	286%
Rhode Island	3	10	7	233%
New Hampshire	4	8	4	100%
Wisconsin	13	22	9	69%
South Dakota	3	5	2	67%
Connecticut	21	31	10	48%
Alaska	3	4	1	33%
Indiana	35	45	10	29%
Colorado	31	39	8	26%
Mississippi	31	38	7	23%
Maryland	49	60	11	22%
Arkansas	30	35	5	17%
Ohio	60	67	7	12%
North Carolina	109	121	12	11%
Iowa	10	11	1	10%
Louisiana	59	64	5	8%
Texas	309	335	26	8%
Nevada	39	42	3	8%
Illinois	70	75	5	7%
New Mexico	42	45	3	7%
Washington	44	47	3	7%
California	460	485	25	5%
Minnesota	19	20	1	5%
Michigan	65	68	3	5%
Georgia	109	113	4	4%
Tennessee	65	67	2	3%
New Jersey	79	80	1	1%
Idaho	4	4	0	0%
Missouri	48	48	0	0%
Vermont	1	1	0	0%
Arizona	110	106	-4	-4%
Virginia	58	55	-3	-5%
DC	14	13	-1	-7%
Utah	12	11	-1	-8%
West Virginia	12	11	-1	-8%
Montana	8	7	-1	-13%
South Carolina	83	72	-11	-13%
Florida	385	332	-53	-14%
Nebraska	7	6	-1	-14%
Oregon	39	33	-6	-15%
New York	121	101	-20	-17%
Delaware	6	5	-1	-17%
Pennsylvania	77	63	-14	-18%
Alabama	52	42	-10	-19%
Kentucky	34	24	-10	-29%
Oklahoma	36	23	-13	-36%
North Dakota	5	3	-2	-40%
Massachusetts	32	17	-15	-47%
Hawaii	25	12	-13	-52%
Maine	7	3	-4	-57%
Wyoming	6	2	-4	-67%
Total	2,951	2,957	6	0.2%

Percentage Change Up

Percentage Change Down

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Table 4

Pedestrian Fatalities by State, Jan-June 2020

*Source: State Highway
Safety Offices and
GHSA data analysis*

Sorted by Number of Fatalities

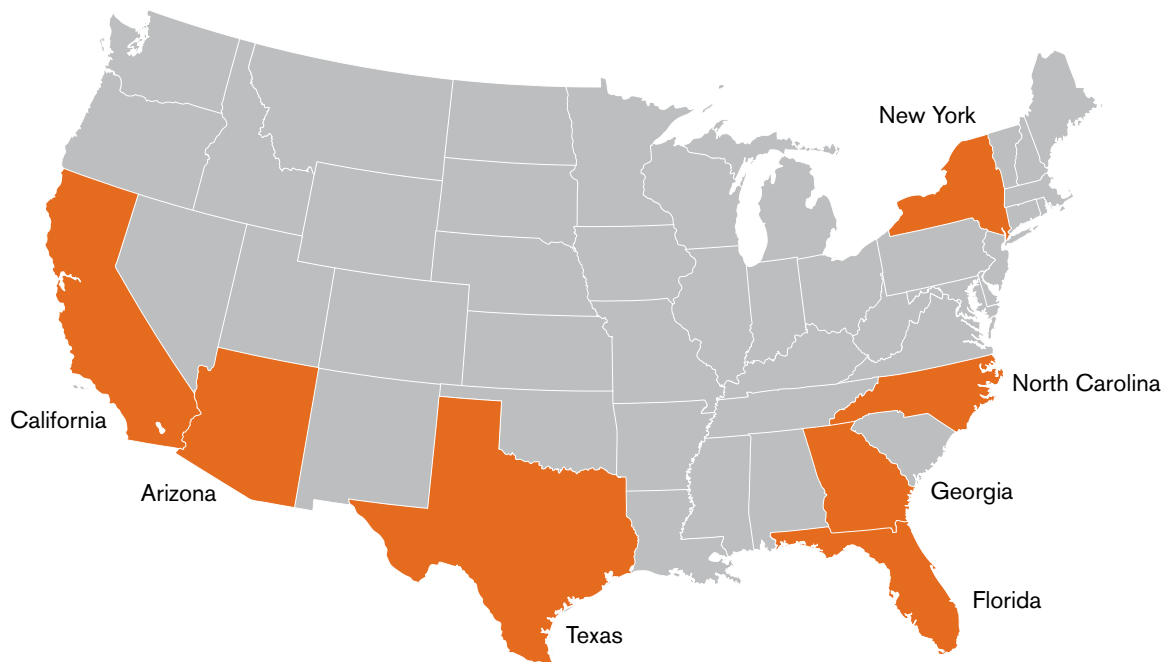
State	Pedestrian Fatalities (Preliminary Adjusted)
California	485
Texas	335
Florida	332
North Carolina	121
Georgia	113
Arizona	106
New York	101
New Jersey	80
Illinois	75
South Carolina	72
Michigan	68
Tennessee	67
Ohio	67
Louisiana	64
Pennsylvania	63
Maryland	60
Virginia	55
Missouri	48
Washington	47
Indiana	45
New Mexico	45
Alabama	42
Nevada	42
Colorado	39
Mississippi	38
Arkansas	35
Oregon	33
Connecticut	31
Kansas	27
Kentucky	24
Oklahoma	23
Wisconsin	22
Minnesota	20
Massachusetts	17
District of Columbia	13
Hawaii	12
West Virginia	11
Iowa	11
Utah	11
Rhode Island	10
New Hampshire	8
Montana	7
Nebraska	6
South Dakota	5
Delaware	5
Idaho	4
Alaska	4
Maine	3
North Dakota	3
Wyoming	2
Vermont	1
Total	2,957

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

As illustrated in Figure 2, seven states – Arizona, California, Florida, Georgia, New York, North Carolina and Texas – accounted for more than half (54%) of all pedestrian deaths during the first six months of 2020. By comparison, these seven states represented approximately 42% of the U.S. population, according to the 2020 U.S. Census.

Figure 2 ■ 7 States Account for 54% of Pedestrian Deaths, Jan.-June 2020



Source: State Highway Safety Offices

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Table 5

Pedestrian Fatalities by State Per 100,000 Population, Jan-June 2020

Sources: State Highway Safety Offices and U.S. Census Bureau

Table 5 shows the rate of pedestrian fatalities per 100,000 population by state for the first six months of 2020.

- The pedestrian fatality per 100,000 population for all 50 states and D.C. combined for January through June 2020 was 0.90, which was unchanged from 2019.
- New Mexico had the highest pedestrian fatality rate (2.12), while Vermont had the lowest (0.18).
- Thirteen states had pedestrian fatality rates of 1.0 or higher per 100,000 population, compared to 15 states in 2019.

Sorted by State

State	Pedestrian Fatalities Per 100K Population
Alabama	0.86
Alaska	0.51
Arizona	1.43
Arkansas	1.15
California	1.23
Colorado	0.68
Connecticut	0.87
Delaware	0.49
District of Columbia	1.89
Florida	1.53
Georgia	1.06
Hawaii	0.85
Idaho	0.24
Illinois	0.59
Indiana	0.66
Iowa	0.34
Kansas	0.92
Kentucky	0.53
Louisiana	1.38
Maine	0.22
Maryland	0.99
Massachusetts	0.25
Michigan	0.68
Minnesota	0.36
Mississippi	1.29
Missouri	0.77
Montana	0.65
Nebraska	0.31
Nevada	1.34
New Hampshire	0.59
New Jersey	0.90
New Mexico	2.12
New York	0.52
North Carolina	1.14
North Dakota	0.39
Ohio	0.57
Oklahoma	0.58
Oregon	0.77
Pennsylvania	0.49
Rhode Island	0.98
South Carolina	1.38
South Dakota	0.56
Tennessee	0.98
Texas	1.14
Utah	0.33
Vermont	0.18
Virginia	0.63
Washington	0.61
West Virginia	0.60
Wisconsin	0.37
Wyoming	0.39
Total	0.90

Sorted by Fatality Rate

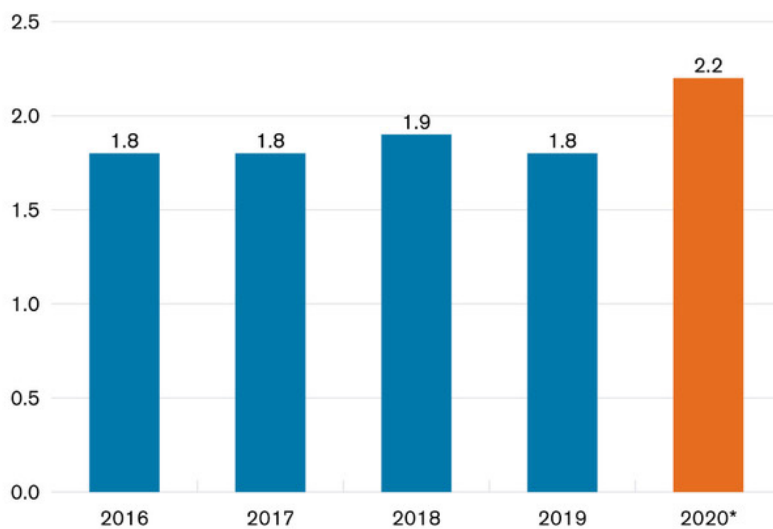
State	Pedestrian Fatalities Per 100K Population
New Mexico	2.12
District of Columbia	1.89
Florida	1.53
Arizona	1.43
South Carolina	1.38
Louisiana	1.38
Nevada	1.34
Mississippi	1.29
California	1.23
Arkansas	1.15
North Carolina	1.14
Texas	1.14
Georgia	1.06
Maryland	0.99
Rhode Island	0.98
Tennessee	0.98
Kansas	0.92
New Jersey	0.90
Connecticut	0.87
Alabama	0.86
Hawaii	0.85
Missouri	0.77
Oregon	0.77
Colorado	0.68
Michigan	0.68
Indiana	0.66
Montana	0.65
Virginia	0.63
Washington	0.61
West Virginia	0.60
Illinois	0.59
New Hampshire	0.59
Oklahoma	0.58
Ohio	0.57
South Dakota	0.56
Kentucky	0.53
New York	0.52
Alaska	0.51
Pennsylvania	0.49
Delaware	0.49
North Dakota	0.39
Wyoming	0.39
Wisconsin	0.37
Minnesota	0.36
Iowa	0.34
Utah	0.33
Nebraska	0.31
Massachusetts	0.25
Idaho	0.24
Maine	0.22
Vermont	0.18
Total	0.90

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Figure 3 shows the projected pedestrian fatality rate per one billion vehicle miles traveled (VMT) for the first six months 2020 compared with the four previous years. The pedestrian fatality rate of 2.2 per one billion VMT in 2020 represents a 20% increase over the rate of 1.8 in 2019. This increase is the result of a reported 16.5% reduction in VMT for the first six months of 2020 compared with 2019 with no corresponding reduction in pedestrian deaths.

Figure 3 Pedestrian Fatalities per 1 Billion Vehicle Miles Traveled (VMT), Jan-June 2016-2020



Sources: SHSOs, GHSA data analysis and Federal Highway Administration
* Projected

Pedestrian Traffic Fatalities by State

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2019 PEDESTRIAN FATALITY DATA

In addition to analyzing preliminary pedestrian fatality data for the first six months of 2020, GHSA also examined pedestrian fatality data for the most recent complete calendar year (2019), as published by NHTSA through FARS. The following crash factors were examined:

- Population
- Race
- Light Condition
- Roadway Location
- Alcohol Impairment
- Vehicle Type

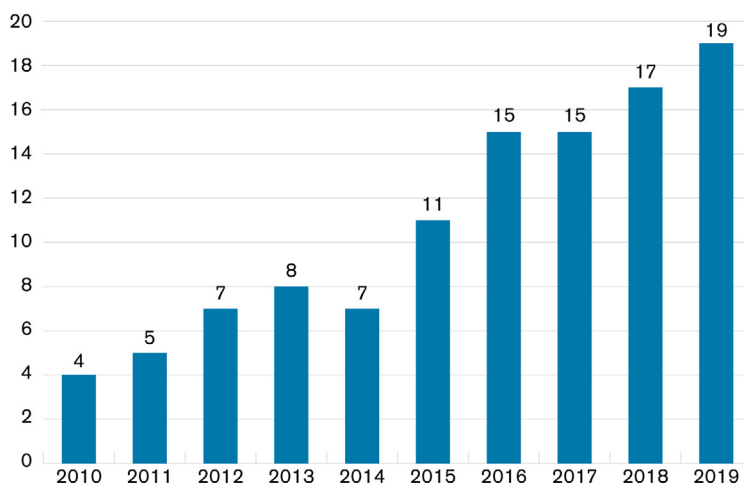
Table 6 and Figures 4 through 20 provide analyses of the most recent pedestrian fatality data available from FARS.

Population

Table 6 shows the rate of pedestrian fatalities per 100,000 population by state for 2019 based on the number of pedestrian fatalities reported by FARS and U.S. Census population data:

- New Mexico had the highest pedestrian fatality rate at 4.0, while Vermont and Kansas had the lowest at 0.5.
- Nineteen states had pedestrian fatality rates per 100,000 population greater than or equal to 2.0 in 2019 (Figure 4). By comparison:
 - ◇ 17 states had fatality rates this high in 2018.
 - ◇ 15 states had fatality rates this high in 2016 and 2017.
 - ◇ 11 states had fatality rates this high in 2015.
 - ◇ Eight or fewer states had fatality rates this high from 2010 through 2014.

Figure 4 Number of States with Fatality Rates ≥ 2.0 Per 100,000 Population 2010-2019



Sources: State Highway Safety Offices & U.S. Census Bureau

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Table 6

Pedestrian Fatalities by State Per 100,000 Population, Jan-Dec 2019

Sources: State Highway Safety Offices and U.S. Census Bureau

Sorted by State

State	Pedestrian Fatalities Per 100K Population - 2019
Alabama	2.4
Alaska	0.8
Arizona	2.9
Arkansas	2.0
California	2.5
Colorado	1.3
Connecticut	1.5
Delaware	3.3
District of Columbia	1.3
Florida	3.3
Georgia	2.2
Hawaii	2.5
Idaho	0.7
Illinois	1.4
Indiana	1.1
Iowa	0.7
Kansas	0.5
Kentucky	1.6
Louisiana	2.5
Maine	1.2
Maryland	2.0
Massachusetts	1.1
Michigan	1.4
Minnesota	0.8
Mississippi	2.2
Missouri	1.8
Montana	1.6
Nebraska	1.0
Nevada	2.0
New Hampshire	0.7
New Jersey	2.0
New Mexico	4.0
New York	1.4
North Carolina	2.0
North Dakota	0.7
Ohio	1.1
Oklahoma	2.1
Oregon	1.9
Pennsylvania	1.1
Rhode Island	0.8
South Carolina	3.1
South Dakota	0.8
Tennessee	2.2
Texas	2.2
Utah	1.2
Vermont	0.5
Virginia	1.4
Washington	1.3
West Virginia	1.7
Wisconsin	1.0
Wyoming	1.9
Total	1.9

Sorted by Fatality Rate

State	Pedestrian Fatalities Per 100K Population - 2019
New Mexico	4.0
Florida	3.3
Delaware	3.3
South Carolina	3.1
Arizona	2.9
Hawaii	2.5
Louisiana	2.5
California	2.5
Alabama	2.4
Texas	2.2
Georgia	2.2
Mississippi	2.2
Tennessee	2.2
Oklahoma	2.1
Maryland	2.0
Arkansas	2.0
Nevada	2.0
North Carolina	2.0
New Jersey	2.0
Oregon	1.9
Wyoming	1.9
Missouri	1.8
West Virginia	1.7
Kentucky	1.6
Montana	1.6
Connecticut	1.5
Virginia	1.4
Michigan	1.4
New York	1.4
Illinois	1.4
Washington	1.3
District of Columbia	1.3
Colorado	1.3
Maine	1.2
Utah	1.2
Pennsylvania	1.1
Massachusetts	1.1
Indiana	1.1
Ohio	1.1
Nebraska	1.0
Wisconsin	1.0
Minnesota	0.8
Alaska	0.8
South Dakota	0.8
Rhode Island	0.8
New Hampshire	0.7
Idaho	0.7
Iowa	0.7
North Dakota	0.7
Kansas	0.5
Vermont	0.5
Total	1.9

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

Race

Figure 5 shows the percent of total pedestrian fatalities for the five-year period 2015-2019 by race and total population by race. Persons classified as other or unknown were excluded from Figure 5.

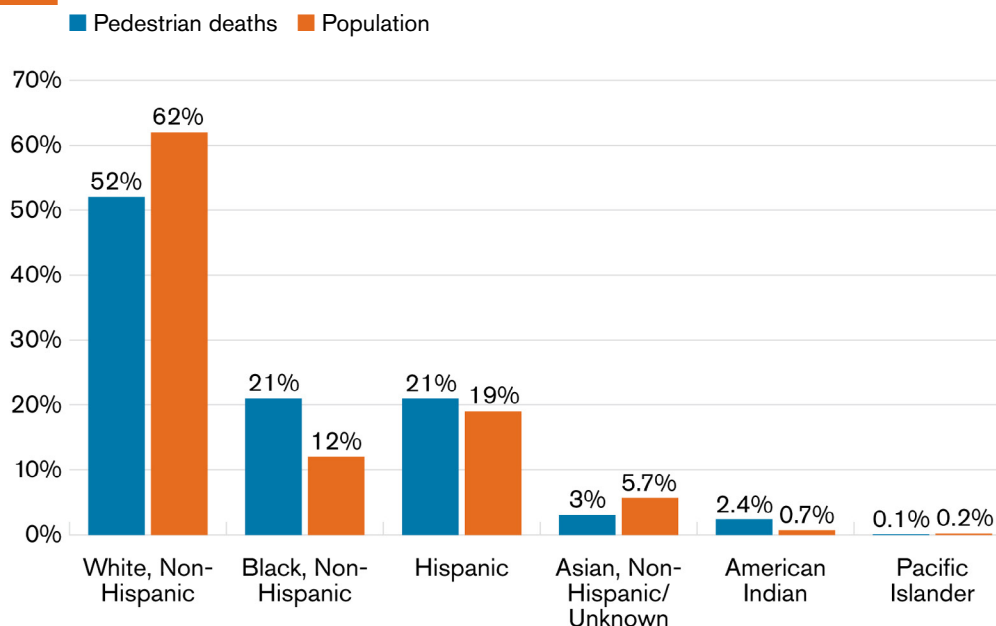
It is important to note that FARS reports race and Hispanic origin for fatal crash victims based on information obtained from death certificates. The following race categories are included in FARS using Office of Management and Budget (OMB) guidelines:

- American Indian, Non-Hispanic/Unknown
- Asian, Non-Hispanic/Unknown
- Black, Non-Hispanic
- Hispanic
- Pacific Islander, Non-Hispanic/Unknown
- White, Non-Hispanic
- All Other Non-Hispanic or Race
- Multiple Races, Non-Hispanic/Unknown

In addition, persons of Hispanic origin may be of any race; all other racial/ethnic groups are considered non-Hispanic.

Population estimates for these same race/Hispanic origin categories were obtained from the Kaiser Family Foundation's (KFF) analysis of population and demographic data. KFF's analysis is based on the U.S. Census Bureau's American Community Survey (ACS), which is restricted to the civilian, non-institutionalized population for whom ACS collects and reports poverty information. The ACS data covers more than 97% of the total U.S. population as reported by the Census Bureau. KFF data were obtained for each year during this five-year period and averaged.

Figure 5 Percent of Total Pedestrian Fatalities and Population by Race, 2015-2019



Sources: FARS & Kaiser Family Foundation

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

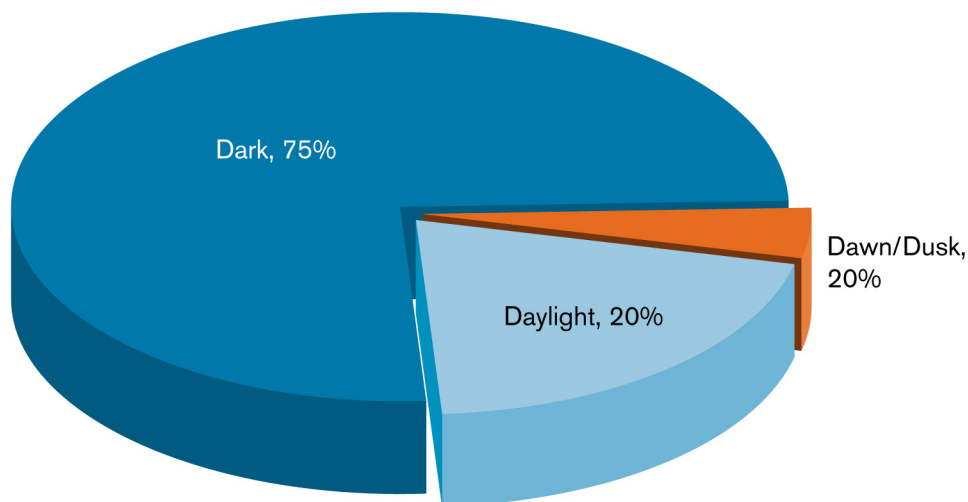
People classified as white/Non-Hispanic accounted for a considerably smaller proportion of pedestrian fatalities than expected based on their respective share of the population. Black, Indigenous, and People of Color (using OMB guidelines for race) accounted for a larger proportion of pedestrian fatalities than expected based on their respective share of the population.

Socioeconomic status (SES) — in particular, poverty — is another strong risk factor for pedestrian crashes. For example, Canadian researchers analyzed the influence of SES levels on rates of death from unintentional injury among Canadian children from 1971 to 1998 and found that for each unit change in income quintile, from highest to lowest, the risk of death from pedestrian collisions increased by 13%.¹ A California study found that pedestrian crashes are four times more frequent in poor neighborhoods and that neither age of the population, education, English language fluency or population density explained the effect of poverty.²

Light Condition

Darkness poses an especially high risk for those traveling by foot. Nationwide, three out of every four (75%) pedestrian fatalities in 2019 occurred after dark (Figure 6).

Figure 6 Pedestrian Fatalities by Light Condition, 2019



Source: FARS

¹ Birken, C.S., Parkin, P.C., To, T., & Macarthur, C. (2006). Trends in rates of death from unintentional injury among Canadian children in urban areas: Influence of socioeconomic status, 175(8).

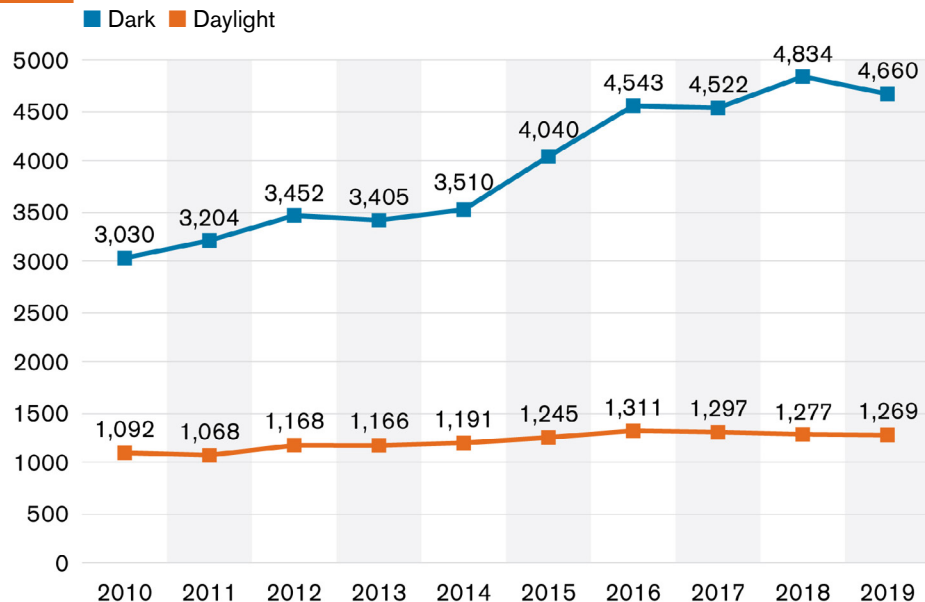
² Chakravarthy, B., Anderson, C.L., Ludlow, J., Lotfipour, S., & Vaca, F.E. (2010). The relationship of pedestrian injuries to socioeconomic characteristics in a large southern California county. *Traffic Injury Prevention*, 11:5.

Pedestrian Traffic Fatalities by State

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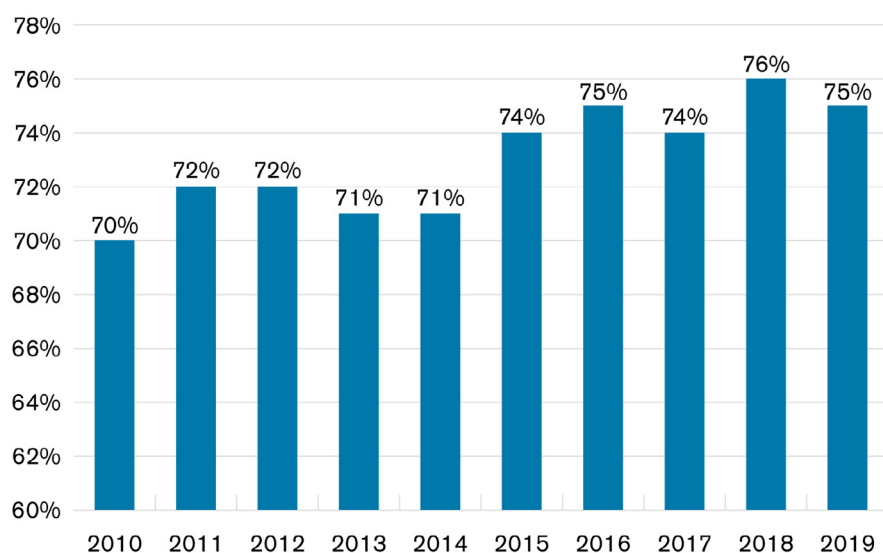
Figures 7 and 8 show trends in the numbers of pedestrian fatalities that occurred during daylight and darkness. From 2010 to 2019, the number of pedestrian fatalities that occurred in the dark increased by 54%, while the number of daylight pedestrian fatalities increased 16%.

Figure 7 Number of Pedestrian Fatalities by Light Condition, 2010-2019



Source: FARS

Figure 8 Percentage of All Pedestrian Fatalities that Occurred in the Dark, 2010-2019



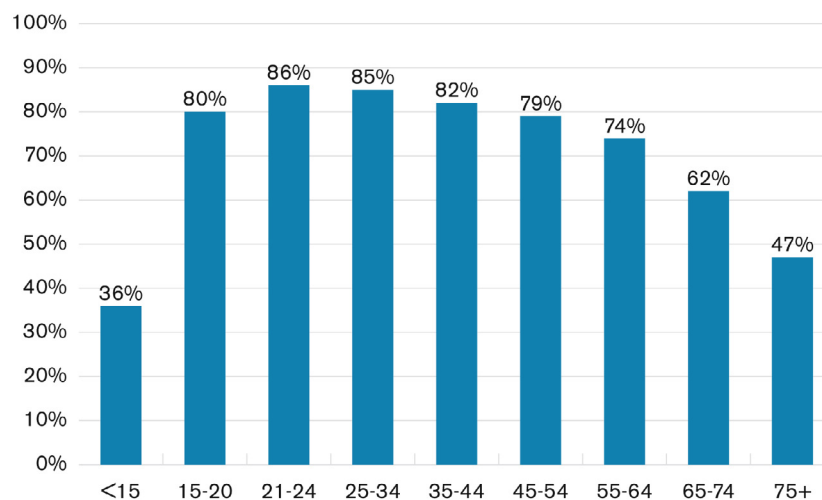
Source: FARS

Pedestrian Traffic Fatalities by State

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Figure 9 shows the percent of total pedestrian fatalities that occurred in the dark by pedestrian age. From 2010-2019, the percent of total pedestrian fatalities that occurred in the dark was highest for 21- to 24-year-olds (86%) and declined for all older age groups. Children under 15 years of age had the lowest percent of total pedestrian fatalities that occurred in the dark.

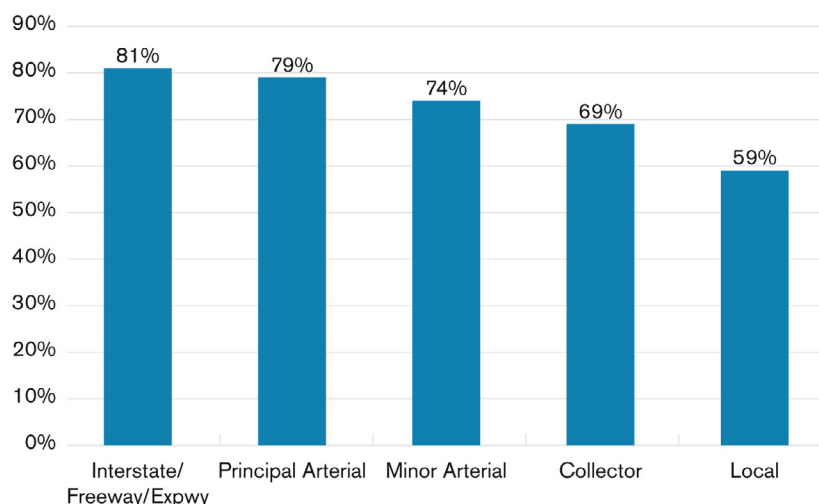
Figure 9 Percent of Total Pedestrian Fatalities that Occurred in the Dark by Pedestrian Age, 2010-2019



Source: FARS

Figure 10 shows the percent of pedestrian fatalities that occurred in the dark by roadway function class from 2010-2019. The percent of pedestrian fatalities that occurred in the dark was highest for the Interstate/Freeways/Expressways category (81%) and declined for all lower roadway function classes.

Figure 10 Percent of Pedestrian Fatalities in the Dark by Roadway Function Class, 2010-2019



Source: FARS

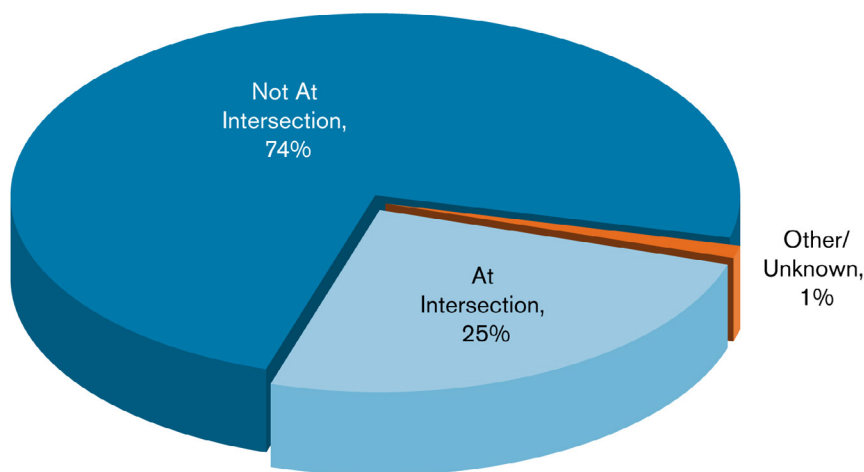
Pedestrian Traffic Fatalities by State

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Roadway Location

Most pedestrian fatalities in 2019 (74%) occurred at non-intersection locations. About 25% of pedestrian fatalities occurred at intersections or were intersection-related (Figure 11).

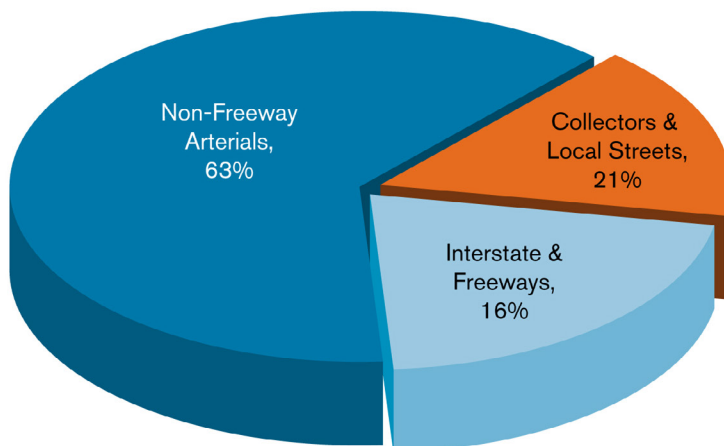
Figure 11 Pedestrian Fatality Locations, 2019



Source: FARS

As illustrated in Figure 12, more than half of all pedestrian fatalities in 2019 (63%) occurred on Non-Freeway Arterials, which are the main roads that carry local and regional traffic through communities. The second largest category was Collectors & Local Streets (21%), which typically serve residential areas and downtown traffic. A surprisingly large number of pedestrian fatalities — 16% — occurred on Freeways, which include Interstates. Some of the pedestrian fatalities that occur on Freeways involve motorists who were struck while standing outside of their cars due to mechanical issues or minor crashes.

Figure 12 Pedestrian Fatalities by Roadway Function Class, 2019



Source: FARS

Pedestrian Traffic Fatalities by State

2020 PRELIMINARY DATA

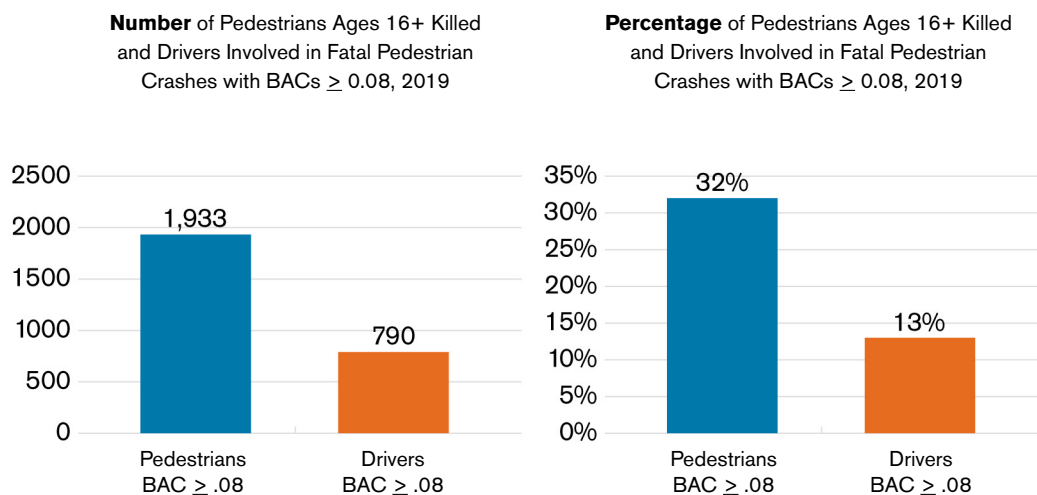
Alcohol Impairment

Alcohol impairment — for the driver and/or pedestrian — was reported in about half of traffic crashes that resulted in pedestrian fatalities in 2019. Approximately one-third (32%) of fatally injured pedestrians ages 16 and older with known test results had a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher. Almost 2,000 pedestrians killed in 2019 had BACs of 0.08 or higher.

Alcohol impairment — for the driver and/or pedestrian — was reported in about half of traffic crashes that resulted in pedestrian fatalities in 2019. An estimated 13% of drivers involved in fatal pedestrian crashes with known test results had a BAC of 0.08 or higher. Approximately one-third (32%) of fatally injured pedestrians ages 16 and older with known test results had a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher. Almost 2,000 pedestrians killed in 2019 had BACs of 0.08 or higher (Figure 13).

Even in cases where the pedestrian or driver's alcohol consumption may not be identified by police as a contributing factor to the crash, a driver or pedestrian with a BAC of 0.08 or higher has diminished capabilities that could impact judgment, decision-making and reaction time and, for the pedestrian, make their walk home particularly perilous on unsafe roadways that may be poorly lit.

Figure 13 Drivers and Pedestrians Involved in Fatal Pedestrian Crashes with BACs \geq 0.08, 2019



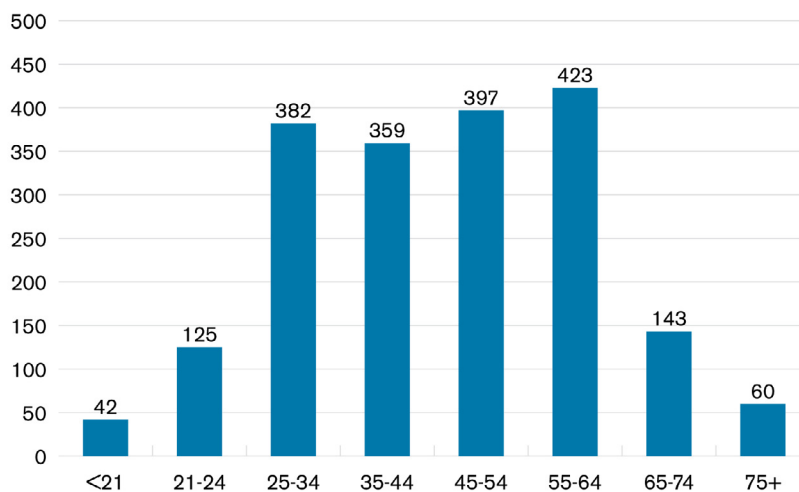
Source: FARS

Pedestrian Traffic Fatalities by State

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Figure 14 shows the number of pedestrians killed in traffic crashes by age group with a known BAC of 0.08 or higher in 2019. The number of fatally injured pedestrians with BACs greater than or equal to 0.08 was highest for those in the 55-64 age group, followed by the 45-54 age group.

Figure 14 Number of Pedestrian Fatalities with Known BAC \geq 0.08 by Age, 2019

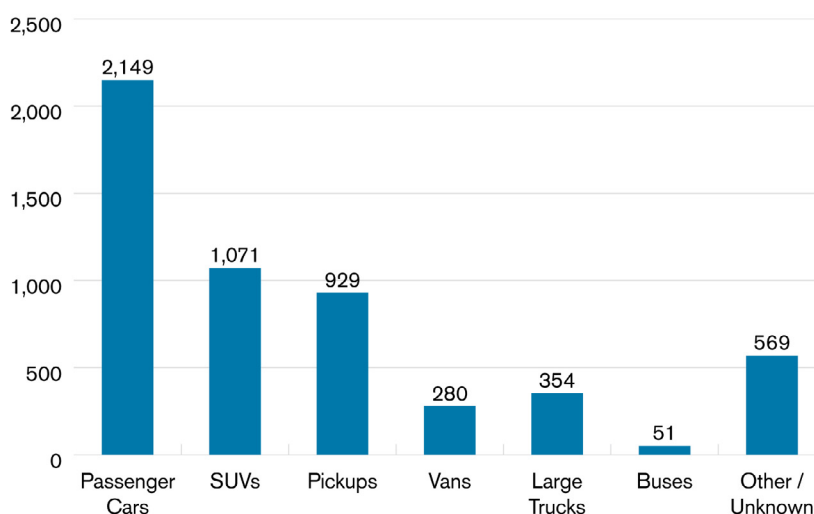


Source: FARS

Vehicle Type

Figure 15 shows the number of pedestrians killed in single-vehicle crashes by vehicle type in 2019. The largest category of striking vehicle was passenger cars, accounting for 40% of the total.

Figure 15 Number of Pedestrians Killed in Single-Vehicle Crashes by Vehicle Type, 2019



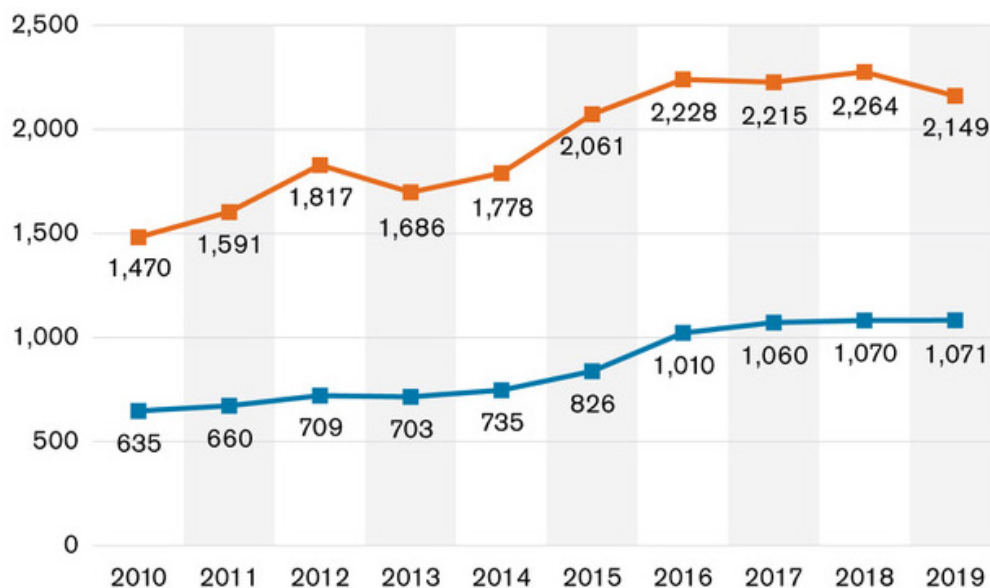
Source: FARS

Pedestrian Traffic Fatalities by State

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Figure 16 shows the trend in the numbers of pedestrians killed in single-vehicle crashes involving passenger cars and SUVs from 2010 to 2019. Although passenger cars accounted for a larger number of pedestrian deaths, the number of pedestrian fatalities involving SUVs increased at a greater rate (69%) during this 10-year period compared to fatalities involving passenger cars (46%).

Figure 16 Number of Pedestrians Killed in Single-Vehicle Crashes Involving Passenger Cars and SUVs, 2010-2019 ■ Passenger Cars ■ SUVs



Source: FARS

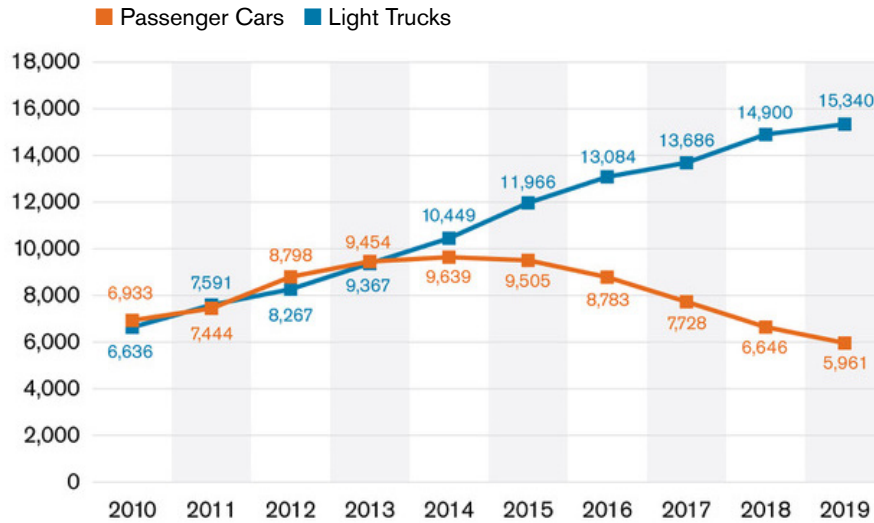
Pedestrian Traffic Fatalities by State

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Figure 17 shows U.S. retail sales (in thousands) of passenger cars and light trucks from 2010 to 2019, indicating a sharp increase in sales of light trucks (which includes SUVs) and a general decline in sales of passenger cars.

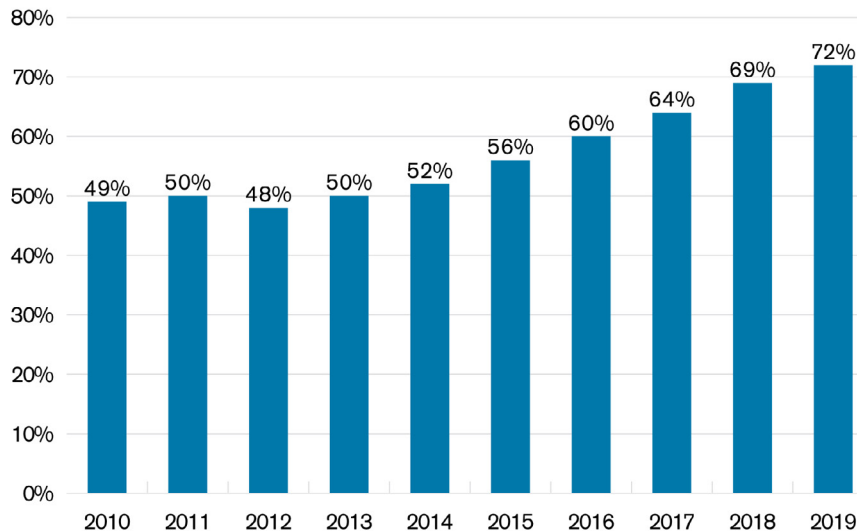
Figure 18 shows a correspondingly steady increase in light trucks as a percent of total light vehicle sales from 2010 to 2019.

Figure 17 Light Vehicle Sales & Leases (in Thousands), 2010-2019



Source: Bureau of Transportation Statistics

Figure 18 Light Trucks as a Percent of Total Light Vehicle Sales, 2010-2019



Source: Bureau of Transportation Statistics

Pedestrian Traffic Fatalities by State

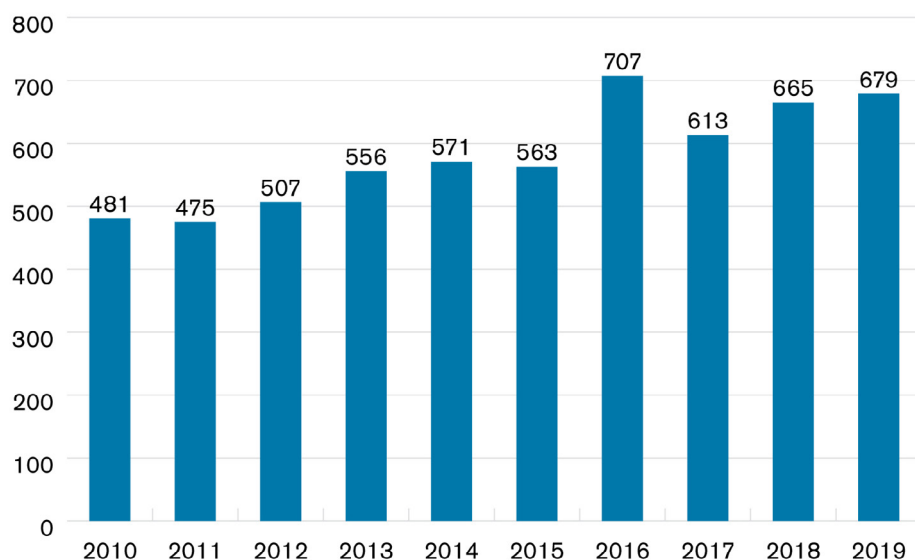
2020 PRELIMINARY DATA

WHAT ABOUT CITIES?

Because most pedestrian fatalities occur in urban areas, GHSA also examined changes in the number of pedestrian fatalities for the 10 most populous U.S. cities: Chicago, Dallas, Houston, Los Angeles, New York, Philadelphia, Phoenix, San Antonio, San Diego and San Jose.

The total number of pedestrian fatalities for these cities increased by 2% from 2018 to 2019, and by 41% from 2010 to 2019 (Figure 19).

Figure 19 Pedestrian Deaths in the 10 Largest U.S. Cities, 2010-2019



Source: FARS

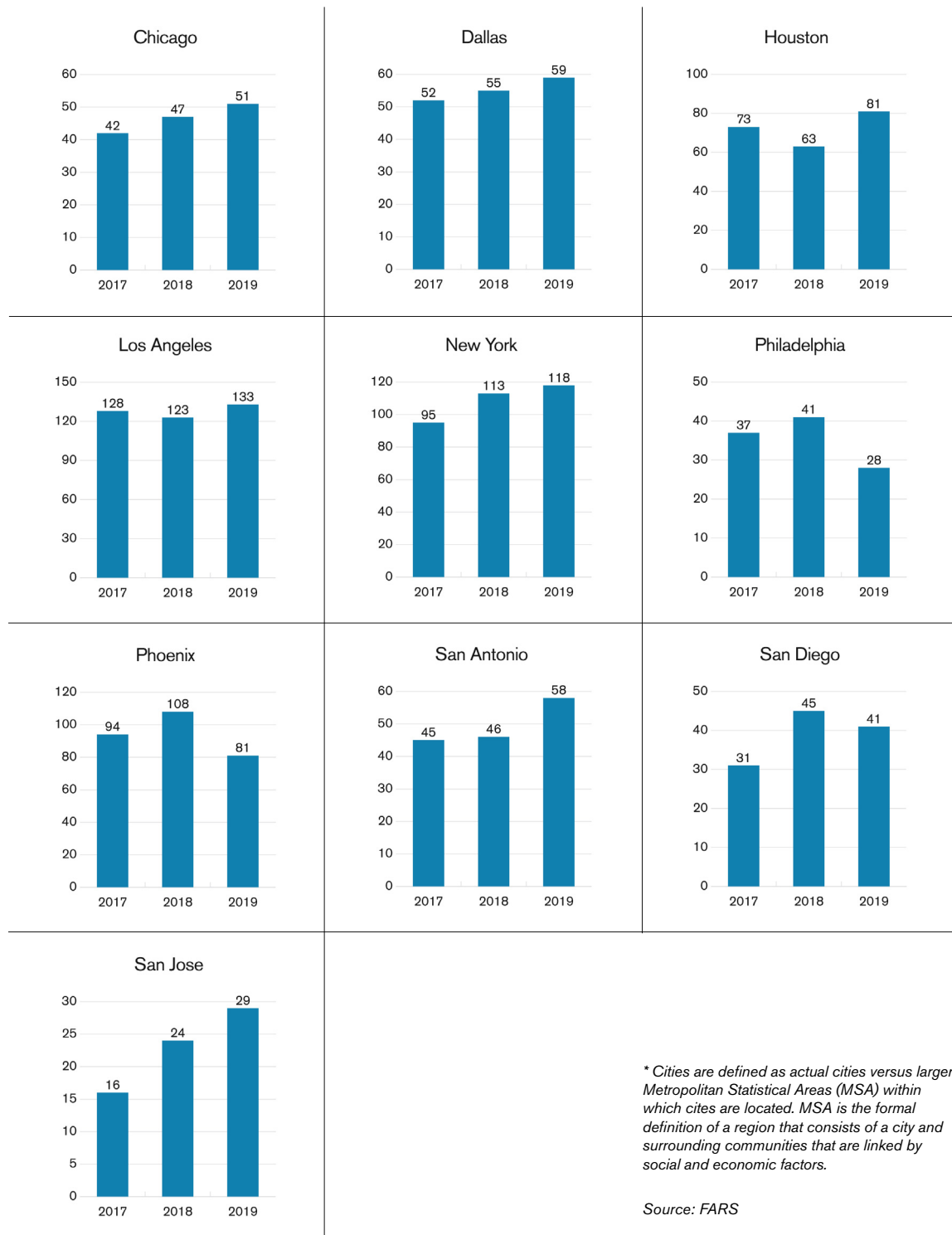
Figure 20 shows trends in the number of pedestrian fatalities for each of the 10 largest U.S. cities during the past three years of available FARS data (2017-2019). The number of pedestrian fatalities during the past three years:

- Trended up in five of the ten cities – Chicago, Dallas, New York, San Antonio and San Jose.
- Increased and then decreased in the other five cities – Houston, Los Angeles, Philadelphia, Phoenix and San Diego.

Pedestrian Traffic Fatalities by State

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Figure 20 Pedestrian Deaths in 10 Largest U.S. Cities, 2017-2019*



HOW CAN WE REDUCE PEDESTRIAN FATALITIES AND INJURIES?

Many factors that contribute to pedestrian crashes are outside the control of SHSOs, which fund behavioral safety countermeasures. For example, traffic engineering considerations such as roadway and traffic signal design, sidewalk construction and street lighting fall under the purview of the engineering divisions of state and local Departments of Transportation (DOTs). These are significant strategies that can enhance pedestrian safety and have been supported by GHSA and others in the behavioral highway safety community for many years. Many highway safety advocates have also brought attention to the fact that much of the country still lacks, and desperate needs, more safety infrastructure to protect non-motorized travelers.

SHSOs are committed to improving the safety of all road users by focusing on behavioral issues that contribute to traffic crashes, such as impaired, distracted and aggressive driving; seat belt use; child passenger safety; pedestrian, bicyclist and motorcyclist safety; and teen and older driver issues. SHSOs leverage federal highway safety grants (under U.S.C. Title 23 Sections 402 and 405) to address these issues through education and enforcement. In addition, in some states, SHSOs are responsible for traffic records coordination and Safe Routes to School (SRTS) programs. SHSOs are located in state DOTs in about half of the states or work with their state DOT counterparts to align behavioral solutions with engineering efforts.

Achieving robust and sustained progress toward reducing – and ideally eliminating – pedestrian fatalities and injuries requires a comprehensive approach that includes five E's: Enforcement, Engineering, Education, Emergency Medical Response and Equity. The final E, Equity, is essential and cannot be separated from the other E's. Take infrastructure programs, for example, which have prioritized the movement of motor vehicles over walking and bicycling for many years. Equitable investment must be made in engineering initiatives that ensure cities, communities and neighborhoods are safe and accessible for all modes and all people.

At the same time, states must develop and implement public education and outreach programs with community input – using appropriate language, images and media – to be delivered by trusted leaders and spokespersons that look and sound like the audience with whom they are attempting to engage. States must continually examine traffic safety laws and their enforcement to ensure they are not disproportionately burdening BIPOC communities. States should also place emphasis on addressing unsafe motorist behaviors that pose the greatest risk to people outside of vehicles. More must be done to address the gaps in emergency medical services (EMS) – particularly in rural and underserved areas – to ensure that a pedestrian seriously injured in a motor vehicle crash has the greatest chance of survival.

Evidence-based research has identified numerous engineering, enforcement, education and EMS countermeasures that are effective at reducing pedestrian crashes. Each are addressed below and as noted above, should be viewed carefully through the equity lens to ensure transportation safety for all people regardless of age, race, gender, ability, income, background and other personal characteristics.

Engineering

Speed management appears to offer the greatest potential for pedestrian injury prevention. Slower speeds give motorists more time to react and can lessen injuries when crashes do occur. In terms of crash reduction, states and communities should consider:

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- Installation of modern **roundabouts** in place of conventional intersections was identified as the most effective speed control intervention.³ European studies indicate that, on average, converting conventional intersections to roundabouts can reduce the rate of pedestrian crashes by about 75%. Single-lane roundabouts have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals. Like other states, Indiana is constructing roundabouts in place of traditional intersections to improve pedestrian safety. [Indiana](#) has more than 256 roundabouts, including more than 125 in the City of [Carmel](#). Public involvement is essential, combined with an [education](#) and communication strategy that addresses their use.
- **Traffic calming** techniques such as lane narrowing, adjustments in roadway curvature, pedestrian refuge islands and speed humps have been shown to reduce speeds and crashes. A study of “extensive” area-wide traffic calming measures, involving a before-after design without controls, reported that pedestrian-vehicle crashes decreased by 25%.⁴ The City of Cambridge, Massachusetts, which is held up as a national model, provides examples of traffic calming techniques on its [webpage](#).
- **Automated traffic enforcement** (speed and red-light cameras) included as a component of a broader traffic safety and speed management program is also effective in areas with a demonstrated need.⁵ The use of speed cameras has been shown to reduce motorist speed and crashes, which is critical for reducing pedestrian deaths and injuries. A [NHTSA-funded review](#) of well-controlled studies suggested injury crash reductions relating to speed cameras are likely to be in the range of 20 to 25% at conspicuous, fixed camera sites.⁶ Chicago’s [Children’s Safety Zone Program](#) protects children, pedestrians and other vulnerable roadway users by reminding motorists to slow down and obey speed limits – especially near schools and parks. The program’s comprehensive toolbox includes enhanced signage, pavement markings, pedestrian refuge islands and speed enforcement cameras, as well as education and encouragement. Automated enforcement is also used to address speeding in school zones in New York City. The [program](#), which began in 2014 with 140 speed cameras, was legislatively expanded to allow for the installation of 750 devices by the end of 2020.
- **Pedestrian refuge islands**, which are located in the medians of two-way streets, allow pedestrians to cross in two stages, simplifying the crossing task. This is especially helpful for pedestrians who walk at slower speeds. There are significantly lower pedestrian crash rates on multilane roads with raised medians than on those without such medians.⁷
- Increased intensity of **street lighting** can improve pedestrian visibility at night, when 75% of all fatal pedestrian crashes occur. Increased intensity of roadway lighting at pedestrian crossings has been associated with significant reductions in nighttime pedestrian crashes.⁸

3 Retting, R.A., Ferguson, S.F., & McCartt, A. (2003). A review of evidence-based traffic engineering measures to reduce pedestrian-motor vehicle crashes. *American Journal of Public Health* 93/9: 1456-1463.

4 Brilon, W., & Blanke, H. (1993). Extensive traffic calming: Results of the accident analyses in six model towns. In: Proceedings of the 63rd Annual Meeting of the Institute of Transportation Engineers, 119-123 Washington, DC: Institute of Transportation Engineers.

5 Richard, C. M., Magee, K., Bacon-Abdelmoteleb, P., & Brown, J. L. (2018). Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, Ninth edition (DOT HS 812 478). Washington, DC: National Highway Traffic Safety Administration.

6 Decina, L. E., Thomas, L., Srinivasan, R., & Staplin L. (2007). Automated enforcement: A compendium of worldwide evaluations of results (DOT HS 810 763). Washington, DC: National Highway Traffic Safety Administration.

7 Zegeer, C. V., Stewart, J. R., Huang, H., & Lagerwey, P. (2001). Safety effects of marked versus unmarked crosswalks at uncontrolled locations, 1723:56–68. Washington, DC: Transportation Research Board

8 Pegrum, B. V. (1972). The application of certain traffic management techniques and their effect on road safety. In: Proceedings of the National Road Safety Symposium, 277-286. Perth, Western Australia: Dept of Shipping and Transport.

Pedestrian Traffic Fatalities by State

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- A comparative analysis of intersections with and without [exclusive pedestrian signal phasings](#) – which stops all vehicle traffic for part or all of the pedestrian crossing signal – reported that the risk of pedestrian-vehicle crashes at intersections with exclusive timing was approximately half that at intersections with standard pedestrian signals.⁹
- Adequately timed yellow and all-red **clearance traffic signals** are necessary to ensure that drivers have enough time to clear the intersection before indicating a pedestrian may proceed. One study showed that combined changes in the duration of yellow and all-red signal timing reduced the risk of pedestrian and bicycle crashes at intersections by 37% relative to control sites.¹⁰
- [Complete Streets policies](#) direct state and local transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability or mode of transportation. To date, more than 1,600 Complete Streets policies have been passed in the U.S.¹¹ [Cleveland Heights](#), Ohio was recently recognized in a national competition as having the best Complete Streets policy in the country.
- Light trucks – as well as passenger cars – can be made safer by installing [automatic emergency braking systems](#) that can detect and brake for pedestrians. This technology uses information from forward-looking sensors to automatically apply or supplement the brakes when the system determines a pedestrian is in imminent danger of being struck. A recent [study](#) found that automatic emergency-braking technology installed by one vehicle manufacturer was associated with a 35% reduction in the rate of pedestrian-related insurance claims.¹² As of December 2020, ten automakers have voluntarily equipped nearly all their light model vehicles with this technology ahead of a 2022-23 target, while another three have exceeded the 90% threshold.¹³

Enforcement of Motorist Laws

This is an area where SHSOs play a key role, as they fund numerous enforcement activities along with education and outreach to address speeding, impaired and distracted driving, pedestrian safety and other issues. The South Carolina Office of Highway Safety and Justice Programs, for example, works with the state's 16 [Law Enforcement Networks](#), which encompass all state, local and federal agencies in the state's 46 counties, to conduct training and promote education and enforcement efforts. In Florida, the Highway Patrol and partnering agencies developed the "[Arrive Alive](#)" data-driven traffic safety initiative, which utilizes a combination of law enforcement, education and engineering efforts in "hot spots" identified through the [Data-Driven Approaches to Crime and Traffic Safety](#) model.

Although not entirely focused on pedestrian safety, reducing the incidence of impaired driving is an important consideration given the role of alcohol in fatal pedestrian crashes and the propensity for

9 Zegeer, C.V., Opiela, K.S., & Cynecki, M.J. (1982). Effect of pedestrian signals and signal timing on pedestrian accidents. *Transportation Research Record*, 847: 62–72.

10 Retting, R.A., Chapline J.F., & Williams A.F. (2002). Changes in crash risk following re-timing of traffic signal change intervals. *Accident Analysis and Prevention*, 34:215–220.

11 Smart Growth America: [Complete Streets Policies](#)

12 Insurance Institute for Highway Safety. (2018, May). Subaru crash avoidance system cuts pedestrian crashes. *Status Report*, 53(3).

13 Automotive World. (2020, Dec.). 10 automakers fulfill automatic emergency braking pledge ahead of schedule. <https://www.automotiveworld.com/news-releases/10-automakers-fulfill-automatic-emergency-braking-pledge-ahead-of-schedule/>

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these deaths to occur at night. When it comes to impaired driving, GHSA has suggested SHSOs do more to ensure their programs are comprehensive and take an [individualized approach](#) to each offender to help reduce recidivism. NHTSA, meanwhile, has identified four strategies to reduce impaired driving crashes that guide the work of the SHSOs and their law enforcement partners:¹⁴

- **Deterrence** - Enact, publicize, enforce and adjudicate laws prohibiting impaired driving so that people choose not to drive impaired.
- **Prevention** - Reduce drinking and drug use and keep impaired drivers from driving.
- **Communications and outreach** - Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.
- **Alcohol and drug treatment** - Reduce alcohol dependency or addiction among drivers.

Education

Pedestrian safety education can help change crossing behavior, but studies to assess the safety impact of pedestrian education programs have been inconclusive.¹⁵ Therefore, pedestrian safety education campaigns should be developed and implemented in combination with enforcement, engineering and/or emergency medical response. SHSOs support high visibility enforcement coupled with public outreach and education, a proven countermeasure for creating deterrence and change unlawful motorist behavior. In addition, GHSA encourages SHSOs to partner with DOTs to educate road users about the engineering improvements addressed previously in this section.

The one caveat when it comes to pedestrian education programs are children. Because young children have limited traffic experience and may not fully appreciate the risks associated with crossing streets, they are a prime audience for pedestrian safety education. To meet this need, NHTSA developed [Child Pedestrian Safety Curriculum](#) that teaches and encourages pedestrian safety for students in Kindergarten through 5th Grade.

Other examples of pedestrian safety programs that include a strong education component along with enforcement and/or engineering include:

- North Carolina's "[Watch for Me NC](#)" program and New Jersey's "[Street Smart](#)," aim to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education, community engagement and high visibility law enforcement. Both programs have been evaluated and shown to be effective in changing motorist and pedestrian behavior.
- The Georgia Office of Highway Safety (GOHS) has awarded grants to implement education programs in cities with significant increases in pedestrian fatalities and where walking is the primary mode of transportation. This is one of a number of educational strategies identified in the state's five-year, multidisciplinary [Pedestrian Safety Action Plan](#) that are designed to work in consort with engineering, enforcement and EMS strategies.

¹⁴ Richard, C. M., Magee, K., Bacon-Abdelmoteleb, P., & Brown, J. L. (2018). Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, Ninth edition (DOT HS 812 478). Washington, DC: National Highway Traffic Safety Administration.

¹⁵ Duperrex, O., Bunn, F., & Roberts, I. Safety education of pedestrians for injury prevention: a systematic review of randomized controlled trials. *BMJ*. 2002 May 11; 324(7346): 1129.

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- The Michigan Office of Highway Safety Planning's (MI OHSP) statewide campaign, "[Everybody's Road, Everybody's Rules](#)," includes education and enforcement activities. Last October during the nation's first observance of Pedestrian Safety Month, MI OHSP partnered with 12 law enforcement agencies in 12 cities to educate and engage with motorists and pedestrians. They focused on motorists making illegal turns, failing to stop at a signal or crosswalk and not yielding to pedestrians, and spoke with pedestrians about using sidewalks where provided or walking against traffic on a roadway without a sidewalk. The MI OHSP also launched "[Stay in Your Car](#)," a campaign to remind motorists involved in a roadside emergency to stay in their vehicle until help arrives. Between 2014-2018, 10% of the state's pedestrian deaths involved a roadside emergency.

Emergency Medical Response

When pedestrian crashes do occur, timely and high-quality emergency medical response is essential to increase the chance of survival. Emergency Medical Services (EMS) refers to an integrated system of trained personnel, facilities and services such as ambulances, medivac helicopters, emergency medical technicians and trauma care centers. NHTSA's Office of EMS maintains a comprehensive [website](#) with a range of EMS resources. In October 2020, the agency released a multi-language public service announcement (PSA) in conjunction with the first national observance of Pedestrian Safety Month. The PSA urges bystanders to "[Stop. Call. Stay.](#)" at the scene of a pedestrian-vehicle crash until EMS arrives. Because every moment counts when it comes to emergency medical response, the website "[You Are the Help Until Help Arrives](#)," which is maintained by a conglomerate of federal agencies, provides important information for bystanders while waiting for trained medical personnel to arrive.



Delaware Making Gains in Driving Down Pedestrian Deaths

As noted earlier this report, Delaware is one of two states (along with Kentucky) projected to have achieved three consecutive years of declining numbers of pedestrian fatalities. Although definitive reasons for these declines are not known, some of the measures recently implemented or supported by the Delaware Highway Safety Office in combination with engineering and other efforts to improve pedestrian safety include:

- Summer beach pedestrian high visibility enforcement and education mobilizations that address safe walking by the many tourists visiting Delaware Beaches.
- Updated pedestrian information on the "[Arrive Alive DE](#)" website.
- Pedestrian safety outreach conducted by Delaware Rapid Transit Bus Street Teams along high crash routes.
- A new focus on visibility messaging to address the high incidence of pedestrian fatalities occurring after dark.

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Multidisciplinary Approaches

Pedestrian safety zones can increase the cost-effectiveness of interventions by using education, enforcement and engineering measures aimed at specific audiences in geographic areas where a significant number of pedestrian crashes occurred.¹⁶ USDOT developed the [Zone Guide for Pedestrian Safety](#) that describes multidisciplinary measures and systematic improvements to enhance pedestrian safety. Results of implementing [four pedestrian safety zones](#) in Miami-Dade County, Florida showed at the peak of the program effects in 2003 and 2004, pedestrian crash rates were reduced by 8.5% to 13.3%. This translated into approximately 180 fewer pedestrian crashes annually.

Florida includes pedestrian safety action items in its **Strategic Highway Safety Plan (SHSP)** that is implemented by a multidisciplinary pedestrian safety team led by the SHSO pedestrian coordinator. The five-year plan, dubbed "[Alert Today Alive Tomorrow](#)," is well on its way to being fully implemented thanks to regular conference calls and quarterly meetings that include accountability checks coupled with guidance and support.

¹⁶ National Highway Traffic Safety Administration. (2008). Zone guide for pedestrian safety (DOT HS 808 743). Washington, DC.

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DISCUSSION

In recent years, pedestrian fatalities in the U.S. have risen at an alarming and unprecedented rate. Many factors outside the control of highway safety officials contribute to the observed year-to-year changes in the number of pedestrian fatalities, including the economy, population growth, demographic change, weather, fuel prices, vehicle miles traveled, the amount of time people spend walking and overall resources available to support highway safety programs.

Travel monitoring data published by the Federal Highway Administration (FHWA) estimate that motor vehicle travel on all roads and streets increased by about 1% in 2019 compared to 2018.¹⁷ Although comparable exposure data for nationwide pedestrian activity is not available, the U.S. Census Bureau collects information regarding walking and public transit use (which is linked to walking) through the American Community Survey.¹⁸ The Census Bureau reported:

- A 1.5% increase in the number of workers 16 years of age and older who walked to work in 2019 compared with 2018.
- A 3.6% increase in the number of workers 16 years of age and older who took public transportation to work in 2019 compared with 2018.

Other factors contributing to the recent rise in the overall number of pedestrian fatalities could include the increasing shift in U.S. vehicle sales away from passenger cars to light trucks (with light trucks generally causing more severe pedestrian impacts than cars) and warmer weather.

For 2020, FHWA travel monitoring data estimate that motor vehicle travel on all roads and streets decreased by 16.5% compared to the same period in 2019.¹⁹ It is, therefore, surprising and disappointing that preliminary data from all 50 states and D.C. indicate no decline in the number of pedestrian fatalities for the first six months of 2020 despite reductions in motor vehicle travel associated with the COVID-19 pandemic. The combination of stable numbers of pedestrian fatalities and reduced motor vehicle travel resulted in a 20% increase in the pedestrian fatality rate per one billion VMT. Had the fatality rate for the first half of 2020 stayed the same as the first half of 2019, about 600 fewer lives would have been lost in pedestrian traffic crashes based on the reported amount of VMT during the first half of 2020. This estimate does not account for any potential increase in pandemic-related pedestrian activity.

SHSOs in all 50 states and territories are actively engaging with their partners to implement a wide range of educational and enforcement programs, in combination with state DOT-led engineering initiatives aimed at reducing the number of pedestrian fatalities and serious injuries. Along with critical funding support provided through federal partners, states continue to focus their efforts on effective countermeasures to reverse the trend of increasing pedestrian fatalities.

There is quite a bit of variation at the local level as some communities have seen a rise in pedestrian activism and pedestrian-centered safety planning, such as [Vision Zero](#) initiatives and the preparation of a Pedestrian Safety Action Plan (PSAP), while other communities lack this type of coordinated advocacy or planning. State and local efforts can utilize guidance contained in the recently

¹⁷ https://www.fhwa.dot.gov/policyinformation/travel_monitoring/19dectvt/page2.cfm

¹⁸ <https://data.census.gov/cedsci/table?q=s0801&tid=ACST1Y2019.S0801&hidePreview=true>

¹⁹ https://www.fhwa.dot.gov/policyinformation/travel_monitoring/20juntvt/page2.cfm

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released USDOT PSAP, which aims to reduce pedestrian deaths and serious injuries by taking a comprehensive approach that encompasses improvements to the roadway and surrounding environment, increased education on the shared responsibility of both pedestrians and motorists along with enforcement and adjudication of pedestrian safety laws.

The national footprint of pedestrian safety is not uniform, and there are many reasons for differing pedestrian fatality rates among states, including land use patterns, roadway designs, vehicle speeds, population density and demographics, and differing levels of investment in highway safety. The physical environment in which pedestrians walk has a profound influence on safety outcomes, and roadway design practices have been evolving over time to increasingly accommodate pedestrians, including those with disabilities. There is a significant time lag, however, in achieving roadway design improvements through roadway construction and land development projects. Data also suggest that BIPOC and those in low-income communities are at greater risk as pedestrians, and more highway safety investment is needed to address these disparities.

Although this pedestrian fatality analysis has focused on statewide data, pedestrian safety problems must also be considered on the local level, where pedestrian fatalities and serious injuries occur. States, along with their local/regional partners, should engage in robust data analyses and field assessments to identify high-risk corridors, allocate resources where they are most needed and implement evidence-based pedestrian safety improvements on a systemic and equitable basis. States should continue to work with local law enforcement partners to address chronic driver violations that contribute to pedestrian crashes such as speeding and impaired and distracted driving.

For SHSOs and their partners tasked with improving pedestrian safety, investing resources in developing and implementing data-driven, targeted programs that are rigorously evaluated offer the greatest potential for changing behavior. The programs should combine education, enforcement and engineering, and encourage community engagement and ownership. While SHSOs typically do not fund engineering countermeasures, partnering with state and county DOTs, metropolitan planning organizations and municipal public works departments to identify infrastructure improvements that support education and enforcement is recommended. Many low-cost infrastructure improvements — such as restriping crosswalks, repairing or replacing pedestrian signals, inspecting, and repairing broken sidewalks, trimming trees that impede walking or block sight lines or increasing illumination at intersections — can impact how the community reacts to stepped up enforcement and messages that call on motorists and pedestrians to adopt key safety behaviors.



All Articles

What Cities Need to Know as Congress Ramps Up Community Prioritized Investments



BY:

Brittney D. Kohler

MARCH 23, 2021



Infrastructure

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Congress is getting ready to take suggestions on worthy city projects ready for investment, but the opportunity to submit them is going to move quickly. Before the end of April, the House Appropriations Committee is requesting Community-Based Project requests and the Transportation Committee is taking Local Transportation Priorities from Members that may be used in the upcoming transportation reauthorization bill this spring. Additionally, the traditional collection of programmatic and language changes by Appropriations subcommittees is also moving forward.

Earmarks are Back

This type of Congressionally directed project spending was discontinued for several years, but both the House Democratic majority and House Republican minority made changes to their rules to allow for the new version of “earmarks” to return. This move is meant to encourage bipartisan cooperation and ensure that Congress was not over delegating their investment authority to unelected Administration officials. Here’s what city leaders need to know to engage in this process.

Every Member of Congress Gets to Pick and Rank Community Projects

Your Member of Congress will get to rank and submit only ten Community Project Funding requests across all Subcommittee areas and only a handful may actually be funded. Each Member of Congress is responsible for identifying their office’s own preliminary process and submission timelines, and many of your Members of Congress will have deadlines coming up in late March and early April.

If city leaders want to participate in sharing a project with your Member of

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Committee on submitting Community Project Funding requests is [here](#) and all the subcommittee instructions are [here](#). The earlier that your city can provide input, the earlier that the Members can review your input and catch any issues before they hopefully move forward with submitting your priority project.

Members Have Three Ways to Support Local Priorities

In addition to projects, Members can add programmatic and language across all Subcommittees. These changes to programs can be very effective in ensuring strong programs for local governments. Here are some [transportation examples from the THUD Subcommittee](#):

- ◇ **Community Project Request:** a funding request for a specific governmental entity or non-profit organization to carry out a specific community project.
 - ◇ Example: Provide \$100,000 for capital improvements to a community center in City, County, State.
- ◇ **Programmatic Request:** a request to fund a specific program in the bill at a specified level.
 - ◇ Examples: Provide \$100,000,000 for the Low and No Emission Bus program; Support highest possible funding for Community Development Block Grants.
- ◇ **Language Request:** a request to include specific bill or report language that does not direct funding to a particular entity but encourages, urges, or directs some type of action by an agency.
 - ◇ Example: The Committee encourages the U.S. Department of Transportation to integrate considerations of the impacts of climate change into all aspects of the Department's

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transportation planning and into competitive grant and formula programs.

Every Member of Congress Gets to Submit and Rank Highway and Transit Projects

The Transportation Committee has announced preliminary details for Members of Congress to submit highway and transit transportation requests as part of the process for the FAST Act federal transportation reauthorization. The formal process will be announced later this month. The Committee has strongly encouraged Members to begin gathering this information now and working directly to get your city and MPOs project requests.

In addition to basic project information, the Committee will require all submissions to include the following information for each project requested:

- ❖ Documentation that the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable
- ❖ Sources of funding for the full share of the cost of the project beyond the amount requested
- ❖ Letter(s) of support from the State department of transportation, or local government, transit agency, or other non-Federal sponsor
- ❖ A description of the process that has been or will be followed to provide an opportunity for public comment on the project
- ❖ Project phase (e.g. Planning, Final Design, Construction)
- ❖ NEPA category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)

- ◇ Whether the project has received Federal funding previously, and if so, the source and amount
- ◇ Certification that the Member, their spouse, and other immediate family members do not have a financial interest in the project

Check back for additional information on their website [here](#).

Community Support is Required

The Committees have made it a requirement that community engagement and support is crucial in determining which projects are worthy of federal funding. Only projects with demonstrated community support will be considered.

As a city, you can provide evidence of community support such as:

- ◇ Letters of support from elected community leaders (e.g. mayors or other officials);
- ◇ Press articles highlighting the need for the requested Community Project Funding;
- ◇ Support from newspaper editorial boards;
- ◇ Projects listed on State intended use plans, community development plans, or other publicly available planning documents; and/or
- ◇ Resolutions passed by city councils or boards.

Projects Can Have Two Congressional Supporters

If your project is lucky enough to have two or even more Congressional champions, it's possible for everyone to show their support. According to the Committee, if Member #1 wishes to sign onto a letter of Community Support that Member #2 intends to submit as part of a formal request, Member #1 should take the extra time to also include a financial disclosure

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Resources:

- ◇ [House Appropriations Committee](#)
- ◇ [House Transportation Committee](#); [Press release](#)

Congressional Briefing

NLC is planning to host a Congressional briefing as more information is available. If you would like to receive a direct invitation to this upcoming briefing, please fill out this form.

SUBMIT FORM

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