



METROPLAN ORLANDO BOARD MEETING AGENDA

DATE: Wednesday, February 9, 2022

TIME: 9:00 a.m.

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

Wireless access available

Network = MpoGuest

Password = mpoaccess

Parking Garage: 25 W. South Street

VIRTUAL PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, use this link:

<https://us02web.zoom.us/j/81258342260?pwd=RE1mSGRnaHVETkhtZ3duaiszYVhFZz09>

Passcode: 606847

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

MetroPlan Orlando Board

COVID-19 Health & Safety Message

The MetroPlan Orlando offices, in response to the COVID-19 pandemic, are following guidelines for group gatherings by limiting physical 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. Virtual attendees can still make public comments (see public comment sections of this agenda for details).

MetroPlan Orlando offers tips for virtual meeting participation on our website:

- [How to get technically set up for the virtual meeting](#)
- [About virtual meetings - MetroPlanOrlando.org/VirtualMeetings](#)


Thank you for silencing your cell phones during the meeting.

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| I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE (Boardroom) | Chair Uribe |
| II. CHAIR'S ANNOUNCEMENTS | Chair Uribe |
| III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Gary Huttman |
| IV. FDOT REPORT | Mr. Jared Perdue |
| V. ROLL CALL AND CONFIRMATION OF QUORUM | Ms. Lisa Smith |
| VI. AGENDA REVIEW | Mr. Gary Huttman |
| VII. COMMITTEE REPORTS | |
| Municipal Advisory Committee | Council Member
Keith Trace |
| Community Advisory Committee | Mr. Jeffrey Campbell |
| Technical Advisory Committee | Ms. Lee Pulham |
| Transportation Systems Management & Operations Committee | Mr. Ramon Senorans |
| VIII. PUBLIC COMMENTS ON ACTION ITEMS | |
| <p>Public comments relating to Action Items may be submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org. Emailed comments will be provided to board members. Anyone attending virtually or in-person and wishing to speak during the meeting should complete an electronic speaker card. Each speaker has <i>two minutes</i> to address the board. The Chairperson will first recognize online attendees. Speakers should use the Raise Hand feature on the Zoom platform, and you will then be invited to unmute your microphone to speak. In-person speakers will be called next. Each speaker should state his/her name and address for the record. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XIII.</p> | |
| IX. CONSENT AGENDA | (Tab 1) |
| A. Minutes from December 8, 2021 Board meeting – page #5 | |
| B. Approval of Financial Report for November & December 2021 - page #13 | |
| C. Approval of Board Committee Appointments for 2022- page #18 | |
| D. Approval to Dispose of Fixed Assets – page #20 | |
| E. Approval to transfer contract for State Legislative Consultant Contract with Peebles, Smith & Matthews to Gray Robinson. The transfer is due to the acquisition of PSM by Gray Robinson effective January 1, 2022 – page #22 | |

X. OTHER ACTION ITEMS

- A. Approval of Support for Performance Measures & Targets (Tab 2)
Mr. Nick Lepp, MetroPlan Orlando Staff
- B. Approval of Goals & Objectives & Use of MetroPlan TMA Funds (Tab 3)
Mr. Nick Lepp, MetroPlan Orlando Staff

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 4)

- A. Executive Director's Report – page #46
- B. FDOT Monthly Construction Status Report, November & December 2021– page #48
- C. Best Foot Forward Annual Report, October 1, 2020-September 20, 2021
a.  [21.09 Annual Report FY21 MetroPlan Orlando.pdf](#)
- D. PD&E Tracking Report– page #53
- E. Letter from Congressman Soto to President Biden & Secretary Buttigieg re: SunRail – page #54
- F. FDOT Project Fact Sheet-Truck & Freight Alternative Site Analysis PD&E – page #55
- G. FDOT Project Fact Sheet-Intersection Improvements US 441 @ Clarcona Ocoee Road – page #56
- H. FDOT Project Fact Sheet-I-4 & Daryl Carter Parkway Improvements – page #57
- I. FDOT Project Fact Sheet-I-4 & Sand Lake Road Improvements – page #59
- J. FTE Project Fact Sheet-SR417 Resurfacing & Roadside Improvements, North of SR434 to North of Lake Mary Boulevard – page #61
- K. FTE Project Fact Sheet-SR429 Resurfacing & Roadside Improvements from Sinclair Road to Seidel Road – page #63
- L. Memorandum to the Board with Highlights of the 2021 Population Estimates – page #65
- M. Letter of Support for Orange County Shingle Creek Trail Phase IV – page #68
- N. Letter of Support for Healthy West Orange Trails Connection – page #69
- O. FDOT Letter for FY 2021/22 – 2025/26 TIP Modification – page #70
- FM #450409-1 – LYNX Southern Operations Base in Osceola County
 - FM #450488-1 – CARES Act Grant for LYNX
 - FM #450490-1 – CARES Act Grant for Osceola County Opportunity Center
- P. Competitive Infrastructure Funding Opportunities Fact Sheet – page #72
- Q. The Bipartisan Infrastructure Law Will Deliver for Florida – page #79

XII. OTHER BUSINESS/PRESENTATIONS

- A. 2022 Legislative Update– Ms. Virginia Whittington, MetroPlan Orlando staff
- B. 2023/2024 Unified Planning Work Program Presentation – Mr. Nick Lepp, MetroPlan Orlando staff
- C. Annual Report on Best Foot Forward – Ms. Emily Hanna, Executive Director Bike Walk Central Florida

XIII. PUBLIC COMMENTS (GENERAL)

Comments from the public, of a general nature, will be heard during this comment period. Each speaker has *two minutes* to address the board. Public comments submitted in advance of the meeting by email to Comment@MetroPlanOrlando.org will be **provided to board members**. People wishing to speak virtually or in-person during the 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. In-person speakers will be called next. Each speaker should state his/her name and address for the record.

XIV. BOARD MEMBER COMMENTS

Commissioner Uribe

XV. NEXT MEETING: Wednesday, March 9, 2022

XVI. 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, December 8, 2021

TIME: 9:00 a.m.

LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Viviana Janer, Board Chairperson, Presided

Members in attendance were:

Hon. Nicole Wilson for Hon. Emily Bonilla, Orange County
Hon. Lee Constantine, Central Florida Expressway Authority
Hon. Bob Dallari, Seminole County
Hon. Buddy Dyer, City of Orlando
Hon. Jim Fisher, City of Kissimmee
Hon. Maribel Gomez Cordero, Orange County
Mr. M. Carson Good, GOAA
Mr. Tom Green, Sanford Airport Authority
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Victoria Siplin, Orange County
Hon. Keith Trace, Municipal Advisory Committee
Hon. Mayra Uribe, Orange County
Hon. Art Woodruff, City of Sanford
Hon. Jay Zembower, Seminole County

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Advisors in Attendance

Ms. Sarah Elbadri, Community Advisory Committee
Mr. Nabil Muhaisen, Technical Advisory Committee
Secretary Jared Perdue, FDOT District 5

Members/Advisors not in Attendance:

Hon. Pat Bates, City of Altamonte Springs
Hon. Jerry L. Demings, Orange County
Hon. Tony Ortiz, City of Orlando
Mr. Thomas Kapp, Kissimmee Gateway Airport
Mr. Doug Jamison, Transportation Systems Management & Operations Committee

Others in Attendance :

Mr. John Tyler, FDOT
Ms. Catalina Chacon, FDOT
Mr. Todd Helton, FDOT
Ms. Anna Taylor, FDOT
Ms. Alison Stettner, FDOT
Ms. Kellie Smith, FDOT
Mr. Jeff Cicerello, FDOT
Ms. Jessica Ottaviano, FDOT
Ms. Carol Scott, Florida's Turnpike Enterprise

Staff in Attendance :

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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairwoman Janer called the meeting to order at 9:05 a.m. and welcomed everyone. Commissioner Mayra Uribe led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Chairwoman Janer welcomed Osceola County Commissioner Grieb back on to the MetroPlan Board. Commissioner Uribe reported on the November 18th TDLCB annual meeting. Chairwoman Janer highlighted several projects that have been completed and/or are underway.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Gary Huttman thanked Board members for their attendance, and he acknowledged Orange County Commissioner Nicole Wilson as an alternate for Commissioner Bonilla. Mr. Huttman included highlights of staff involvement with NARC and AMPO, an update on stimulus funding, reauthorization of the federal transportation bill, and the FDOT work program. Mr. Huttman, reported on the Washington Fly-In hosted by the Orlando Economic Partnership on November 17th and 18th, the opening of the City of Sanford Riverwalk project on November 15th, and the Florida AV Summit from November 29th-December 1st. Mr. Huttman reported on his December 3rd meeting with FDOT Secretary Thibault. Mr. Huttman recognized MetroPlan Orlando staff member(s) Lara Bouck for completing the 2021 Operations Academy Senior Management Program, and Eric Hill for his participation in the Emerald Coast Transportation Symposium held in Miramar, FL. Lastly, he called attention to information placed in the supplemental folders.

IV. FDOT REPORT

Secretary Perdue discussed the IJA Infrastructure Bill. He noted that there is much speculation and conversation about the bill, but a lot is still unknown. Secretary Perdue told Board members that there is an increase in the amount of formula funding that the state receives across all modes, and not just for the FDOT work program. He added that something else notable is an increase in the amount of discretionary grant programs from 13 in the previous bill to currently over 20. He said that many of them are still undefined, but the addition of the grant programs presents an opportunity for local communities to come together and speak with one voice as to which projects potentially come to Central Florida. Secretary Perdue noted that the Governor's proposed gas tax holiday will have no effect on the approved work program.

V. ROLL CALL AND CONFIRMATION OF QUORUM

Ms. Lisa Smith conducted the roll call and confirmed that a quorum was physically present.

VI. AGENDA REVIEW

Mr. Huttman reported that Eric Hill would be giving the TSMO Committee Report in place of Mr. Doug Jamison and that there were no other changes to the agenda.

VII. COMMITTEE REPORTS

Advisory Committee reports from the August and September meetings were presented by the Municipal Advisory Committee, Community Advisory Committee, Technical Advisory Committee chairpersons. Mr. Eric Hill, MetroPlan Orlando staff, provided the TSMO committee report in the absence of its committee chairperson.

VIII. PUBLIC COMMENTS ON ACTION ITEMS

Joanne Counelis, commented on the need for bus shelters at certain sites in Seminole County.

IX. CONSENT AGENDA

- A. Minutes from November 10, 2021 Board meeting
- B. Approval of Financial Report for October 2021
- C. Approval of Graphic Design Services Contract Award
- D. Approval of Video Production Services Contract Award
- E. Authorization of Board and Committee Member travel in 2022
- F. Authorization of NARC Travel in 2022 for Commissioner Dallari
- G. Authorization of NARC Travel in 2022 for Commissioner Constantine
- H. Approval of contribution to the University of Central Florida Foundation for the Urban & Regional Planning Program's Distinguished Lecture Series

MOTION: Commissioner Dallari moved approval of the consent agenda, items A through H. Commissioner Moore seconded the motion, which passed unanimously.

X. OTHER ACTION ITEMS

A. Approval of the Amendments to the 2045 MTP (Roll Call Vote)

Mr. Alex Trauger, MetroPlan Orlando staff, presented the request to amend the 2045 MTP to include the Hicks Avenue (formerly Terry Avenue) Extension located in the Griffin Park Historic District of the City of Orlando for an off system complete streets project. Mr. Trauger explained that the project was originally included in the I-4 Ultimate project but is now a stand-alone project and I-4 ramps have been relocated allowing access to the area. The project was developed by the City of Orlando in cooperation with FDOT and is

supported by the Parramore Community Engagement Council. Detailed information on this request was provided in the agenda package.

MOTION: Mayor Dyer moved approval of the amendment to the 2045 Metropolitan Transportation Plan (MTP). Commissioner Fisher seconded the motion. A roll call vote was conducted. Motion carried unanimously.

B. Approval of the FDOT Amendments to the 2021/22 - 2025/26 TIP (Roll Call Vote)

Mr. Keith Caskey, MetroPlan Orlando staff, requested that the FY 2021/22 - 2025/26 TIP be amended to include the following projects:

FM #432193-5 – Hicks Avenue Extension from Gore Street to Anderson Street

FM #445303-1 – SR 436 from north of Old Cheney Highway to south of University Park Drive

FM #447090-1 – Conway Road from Devonshire Lane to Lake Underhill Road

FM #448789-1 – SR 526/Robinson Street from US 441 to I-4

FM #448914-1 – I-4 from east of SR 535 to west of SR 535

FM #448915-1 – I-4 from east of SR 528 to west of SR 528

FM #242592-6 – I-4 from Rinehart Road south of CR 46A to Rinehart Road north of CR 46A

FM #242592-8 – US 17/92 from Central Florida Zoo to I-4 westbound ramps

FM #449771-1 – I-4 from west of SR 536 to west of Daryl Carter Pkwy.

FM #450274-1 – LYNX Capital Grant for Osceola County Opportunity Center

FM #449472-1 – Railroad Crossing Safety Project at Silver Meteor Road

FM #449763-1 – John Young Pkwy. from SR 408 to Shader Road

A letter from FDOT staff explaining the amendment requests was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution. Mr. Caskey provided background information on the amendment. He noted a correction on the SR526 project West of I-4 is Washington Street, not Robinson.

MOTION: Commissioner Dallari moved approval of the amendments to the FY 2021/22-2025/26 TIP. Commissioner Uribe seconded the motion. A roll call vote was conducted. Motion carried unanimously.

C. Election of Board Officers for 2022

Mr. Jay Small, MetroPlan Orlando Legal Counsel

Mr. Jay Small, General Counsel, reviewed the rules pertaining to Board Officers (Chairperson, Vice-Chairperson and Secretary-Treasurer), and conducted elections for the period January 1, 2022 - December 31, 2022. A copy of the history of past Chairs was provided.

Office of Chairperson

MOTION: Commissioner Janer nominated Commissioner Uribe for the office of Chairperson. Commissioner Moore seconded the motion, which passed unanimously.

MOTION: Commissioner Dallari moved nominations cease. Commissioner Fisher seconded the motion, which passed unanimously.

Commissioner Uribe was declared Chairperson by acclamation.

Office of Vice-Chairperson

MOTION: Commissioner Uribe nominated Commissioner Dallari for the office of Vice-Chairperson Commissioner Janer seconded the motion, which passed unanimously.

MOTION: Commissioner Fisher moved nominations cease. Mayor Woodruff seconded the motion, which passed unanimously.

Commissioner Dallari was declared Vice-Chairperson by acclamation.

Office of Secretary/Treasurer

MOTION: Commissioner Janer nominated Commissioner Grieb for the office of Secretary/Treasurer. Commissioner Dallari seconded the motion, which passed unanimously.

MOTION: Commissioner Fisher moved nominations cease. Mayor Woodruff seconded the motion, which passed unanimously.

Commissioner Grieb was declared Secretary/Treasurer by acclamation.

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

- A. Executive Director's Report**
- B. FDOT Monthly Construction Status Report**
- C. Air Quality Report**
- D. FY 2020/2021 Federally Funded Projects**
- E. The Bipartisan Infrastructure Law Will Deliver for Florida. U.S. Department of Transportation Office of Public Affairs**
- F. FDOT Letter to Chairwoman Janer re: Variance Between the Adopted and Tentative Work Program Fiscal Year 2022/23 to Fiscal Year 2025/26**
- G. Letter from Mr. Huttman to Secretary Perdue re: FDOT Variance Letter**

MOTION: Commissioner Uribe moved approval of the information items for acknowledgement. Commissioner Dallari seconded the motion, which passed unanimously.

XII. OTHER BUSINESS/PRESENTATIONS

A. FDOT District 5 Tentative Work Program – Katherine Alexander, FDOT

Ms. Katherine Alexander, FDOT, presented an overview of the new FY 2022/23 - 2026/27 Tentative Five-Year Work Program. Ms. Alexander reviewed background information on the Work Program. She detailed the proposed changes including deferrals, deletions, and projects that had been moved out. Ms. Alexander provided contact information if anyone had additional questions after the meeting.

B. FDOT FTE Tentative Work Program – Carol Scott, FTE

Ms. Carol Scott, FTE, provided information on the mission of the Five-Year Work program, revenues and expenditures and the prioritization process. She reviewed project changes for Osceola, Orange and Seminole Counties. Ms. Scott told members that additional information could be found on the Work Program website www.fdot.gov/wp-ph.

C. FDOT Truck Parking PD&E Status Update – Steven Buck, FDOT

Mr. Steven Buck, FDOT, provided a status update on the truck parking PD&E study for the I-4 Corridor. Mr. Buck noted that the P&DE study kicked-off in Spring 2021 with the purpose of identifying, evaluating and recommending viable sites along the I-4 corridor for either public and/or private sector development. He gave background information on how the study was initiated, the study scope, site selection methodology and criteria, and the truck parking needs along the I-4 corridor. He gave insight on the community outreach and engagement that is currently underway. Mr. Buck provided contact information if anyone had additional questions after the meeting.

XIII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis commented on the need for 24-hour bus and SunRail service 7 days a week.

XIV. ACKNOWLEDGE OUTGOING COMMITTEE CHAIRPERSONS

Chairwoman Janer recognized outgoing Committee Chairpersons Ms. Sara Elbadri (CAC), Mr. Nabil Muhaisan (TAC), and Mr. Doug Jamison (TSMO) and thanked them for their excellent leadership over the past two years. She also recognized Council Member Keith Trace who assumed the role of MAC Chairperson. Council Member Trace will continue through 2022.

XV. ACKNOWLEDGE OUTGOING BOARD CHAIRPERSON

Outgoing Vice-Chairperson Commissioner Mayra Uribe thanked Commissioner Uribe for her leadership through a very challenging year.

XVI. BOARD MEMBER COMMENTS

XVII. NEXT MEETING: Wednesday, February 9, 2022

XVIII. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 10:35 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 9th day of February 2022.

Commissioner Mayra Uribe, 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 11/30/21**

ASSETS

Operating Cash in Bank	\$	2,188,392.25
Petty Cash	\$	125.00
SBA Investment Account	\$	1,122,396.89
FL CLASS Investment Account	\$	1,177,075.61
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	31,241.83
Accounts Receivable - Grants	\$	433,234.17
Fixed Assets-Equipment	\$	829,650.32
Accumulated Depreciation	\$	(499,427.38)

TOTAL ASSETS:	\$	5,302,688.69
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LIABILITIES

Accrued Personal Leave	\$	399,743.64
Employee Payroll Payables	\$	12,565.91

TOTAL LIABILITIES:	\$	412,309.55
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	31,241.83
Deposits	\$	20,000.00
Unassigned:	\$	4,839,137.31

TOTAL EQUITY:	\$	4,890,379.14
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TOTAL LIABILITIES & EQUITY:	\$	5,302,688.69
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 11/30/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 424,554.75	1,647,125.23	\$ 6,628,516.00	4,981,390.77	24.85%
State Revenue	\$ 0.00	16,879.21	\$ 107,066.00	90,186.79	15.77%
Local Revenue	\$ 1,833.00	655,664.00	\$ 1,264,664.00	609,000.00	51.84%
Interest Income	\$ 178.40	903.62	\$ 5,000.00	4,096.38	18.07%
Other	\$ 0.00	(2.00)	\$ 12,500.00	12,502.00	-0.02%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 235,412.00	235,412.00	0.00%
Local Funds Transfer	\$ 0.00	2,373.63	\$ 964.00	(1,409.63)	246.23%
TOTAL REVENUES:	\$ 426,566.15	\$ 2,347,943.69	\$ 8,279,122.00	\$ 5,931,178.31	28.36%

EXPENDITURES

Salaries	\$ 138,718.05	717,985.82	\$ 1,982,242.00	1,264,256.18	36.22%
Fringe Benefits	\$ 45,263.74	234,278.80	\$ 651,301.00	417,022.20	35.97%
Local Match-Transfer Out	\$ 0.00	2,373.63	\$ 964.00	(1,409.63)	246.23%
Audit Fees	\$ 3,000.00	22,000.00	\$ 33,500.00	11,500.00	65.67%
Computer Operations	\$ 4,549.68	29,809.75	\$ 95,416.00	65,606.25	31.24%
Dues & Memberships	\$ 826.00	6,377.71	\$ 20,867.00	14,489.29	30.56%
Equipment & Furniture	\$ 0.00	4,647.56	\$ 50,000.00	45,352.44	9.30%
Graphic Printing/Binding	\$ 302.00	4,116.50	\$ 26,920.00	22,803.50	15.29%
Insurance	\$ 1,727.84	8,850.94	\$ 29,023.00	20,172.06	30.50%
Legal Fees	\$ 882.03	6,370.09	\$ 40,000.00	33,629.91	15.93%
Office Supplies	\$ 597.84	3,675.33	\$ 37,500.00	33,824.67	9.80%
Postage	\$ 851.86	2,772.73	\$ 4,300.00	1,527.27	64.48%
Books, Subscrips/Pubs	\$ 58.96	5,395.84	\$ 8,716.00	3,320.16	61.91%
Exec. Dir 457 Def. Comp.	\$ 846.15	7,500.00	\$ 22,000.00	14,500.00	34.09%
Rent	\$ 28,669.74	138,195.55	\$ 324,883.00	186,687.45	42.54%
Equipment Rent/Maint.	\$ 1,074.89	16,163.24	\$ 19,874.00	3,710.76	81.33%
Seminar & Conf. Regist.	\$ 1,230.00	7,919.00	\$ 41,640.00	33,721.00	19.02%
Telephone	\$ 512.59	2,102.08	\$ 9,250.00	7,147.92	22.73%
Travel	\$ 3,253.31	7,639.85	\$ 84,828.00	77,188.15	9.01%
Small Tools/Office Mach.	\$ 77.80	1,010.54	\$ 3,000.00	1,989.46	33.68%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 0.00	0.00	\$ 15,000.00	15,000.00	0.00%
Contingency	\$ 0.00	0.00	\$ 16,639.00	16,639.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	1,560.00	\$ 3,530.00	1,970.00	44.19%
Pass-Thru Expenses	\$ 0.00	0.00	\$ 1,034,442.00	1,034,442.00	0.00%
Consultants	\$ 373,716.39	864,970.00	\$ 3,519,377.00	2,654,407.00	24.58%
Repair & Maintenance	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Advertising/Public Notice	\$ 1,443.01	3,640.58	\$ 11,670.00	8,029.42	31.20%
Other Misc. Expense	\$ 216.92	2,161.65	\$ 14,690.00	12,528.35	14.72%
Contributions	\$ 0.00	100,000.00	\$ 150,950.00	50,950.00	66.25%
Educational Reimb.	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	1,000.00	\$ 10,500.00	9,500.00	9.52%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%

TOTAL EXPENDITURES:	\$ 608,050.80	\$ 2,202,517.19	\$ 8,279,122.00	\$ 6,076,604.81	26.60%
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AGENCY BALANCE:	\$ (181,484.65)	\$ 145,426.50
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**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 12/31/21**

ASSETS

Operating Cash in Bank	\$	2,106,014.05
Petty Cash	\$	125.00
SBA Investment Account	\$	1,122,520.26
FL CLASS Investment Account	\$	1,177,175.54
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	11,346.18
Accounts Receivable - Grants	\$	533,288.64
Fixed Assets-Equipment	\$	829,650.32
Accumulated Depreciation	\$	(499,427.38)

TOTAL ASSETS:	\$	5,300,692.61
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LIABILITIES

Accrued Personal Leave	\$	395,741.35
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TOTAL LIABILITIES:	\$	395,741.35
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	11,346.18
Deposits	\$	20,000.00
Unassigned:	\$	4,873,605.08

TOTAL EQUITY:	\$	4,904,951.26
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TOTAL LIABILITIES & EQUITY:	\$	5,300,692.61
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 12/31/21

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 456,800.77	2,103,926.00	\$ 6,628,516.00	4,524,590.00	31.74%
State Revenue	\$ 24,403.46	41,282.67	\$ 107,066.00	65,783.33	38.56%
Local Revenue	\$ 90,806.50	746,470.50	\$ 1,264,664.00	518,193.50	59.03%
Interest Income	\$ 223.30	1,126.92	\$ 5,000.00	3,873.08	22.54%
Other	\$ 0.00	(2.00)	\$ 12,500.00	12,502.00	-0.02%
Contributions	\$ 0.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 235,412.00	235,412.00	0.00%
Local Funds Transfer	\$ 0.00	2,373.63	\$ 964.00	(1,409.63)	246.23%
TOTAL REVENUES:	\$ 572,234.03	\$ 2,920,177.72	\$ 8,279,122.00	\$ 5,358,944.28	35.27%
EXPENDITURES					
Salaries	\$ 133,941.18	851,927.00	\$ 1,982,242.00	1,130,315.00	42.98%
Fringe Benefits	\$ 43,704.99	277,983.79	\$ 651,301.00	373,317.21	42.68%
Local Match-Transfer Out	\$ 0.00	2,373.63	\$ 964.00	(1,409.63)	246.23%
Audit Fees	\$ 0.00	22,000.00	\$ 33,500.00	11,500.00	65.67%
Computer Operations	\$ 7,690.51	37,500.26	\$ 95,416.00	57,915.74	39.30%
Dues & Memberships	\$ 625.18	7,002.89	\$ 20,867.00	13,864.11	33.56%
Equipment & Furniture	\$ 0.00	4,647.56	\$ 50,000.00	45,352.44	9.30%
Graphic Printing/Binding	\$ 1,846.50	5,963.00	\$ 26,920.00	20,957.00	22.15%
Insurance	\$ 2,359.84	11,210.78	\$ 29,023.00	17,812.22	38.63%
Legal Fees	\$ 1,106.21	7,476.30	\$ 40,000.00	32,523.70	18.69%
Office Supplies	\$ 1,555.98	5,231.31	\$ 37,500.00	32,268.69	13.95%
Postage	\$ (1,030.56)	1,742.17	\$ 4,300.00	2,557.83	40.52%
Books, Subscrips/Pubs	\$ 244.96	5,640.80	\$ 8,716.00	3,075.20	64.72%
Exec. Dir 457 Def. Comp.	\$ 2,538.45	10,038.45	\$ 22,000.00	11,961.55	45.63%
Rent	\$ 26,857.24	165,052.79	\$ 324,883.00	159,830.21	50.80%
Equipment Rent/Maint.	\$ 785.00	16,948.24	\$ 19,874.00	2,925.76	85.28%
Seminar & Conf. Regist.	\$ 185.00	8,104.00	\$ 41,640.00	33,536.00	19.46%
Telephone	\$ 234.60	2,336.68	\$ 9,250.00	6,913.32	25.26%
Travel	\$ 795.12	8,434.97	\$ 84,828.00	76,393.03	9.94%
Small Tools/Office Mach.	\$ 43.96	1,054.50	\$ 3,000.00	1,945.50	35.15%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 12,500.00	12,500.00	\$ 15,000.00	2,500.00	83.33%
Contingency	\$ 0.00	0.00	\$ 16,639.00	16,639.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	1,792.00	\$ 3,530.00	1,738.00	50.76%
Pass-Thru Expenses	\$ 57,742.19	57,742.19	\$ 1,034,442.00	976,699.81	5.58%
Consultants	\$ 243,189.96	1,108,159.96	\$ 3,519,377.00	2,411,217.04	31.49%
Repair & Maintenance	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Advertising/Public Notice	\$ 1,428.18	5,068.76	\$ 11,670.00	6,601.24	43.43%
Other Misc. Expense	\$ 163.85	2,325.50	\$ 14,690.00	12,364.50	15.83%
Contributions	\$ 0.00	100,000.00	\$ 150,950.00	50,950.00	66.25%
Educational Reimb.	\$ 0.00	0.00	\$ 1,800.00	1,800.00	0.00%
Comm. Rels. Sponsors	\$ 5,000.00	6,000.00	\$ 10,500.00	4,500.00	57.14%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 543,740.34	\$ 2,746,257.53	\$ 8,279,122.00	\$ 5,532,864.47	33.17%
AGENCY BALANCE:	\$ 28,493.69	\$ 173,920.19			



Travel Summary - November 2021

Traveler:	Eric Hill
Dates:	November 3-5, 2021
Destination:	Miramar Beach, FL
Purpose of trip:	Emerald Coast Transportation Symposium
Cost:	\$528.20
Paid By:	MetroPlan Orlando Funds

Traveler:	Gary Huttman
Dates:	November 17-18, 2021
Destination:	Washington, DC
Purpose of trip:	Orlando Economic Partnership Washington Fly-In
Cost:	\$1,525.00
Paid By:	MetroPlan Orlando Funds



Board Action Fact Sheet

Meeting Date: February 9, 2022

Agenda Item: IX.C (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of Board Committee Appointments for 2022
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:	<p>MetroPlan Orlando's Internal Operating Procedures define the composition of the Executive Committee, the Personnel Committee, and the Finance Committee.</p> <p>Board appointments to the Florida MPO Advisory Council, the Central Florida MPO Alliance, and the Transportation Disadvantaged Local Coordinating Board are governed by these entities' procedures that afford some flexibility to the MetroPlan Orlando Board in making appointments.</p>
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 2022 Board Committee Appointments

Proposed 2022 Board Committee Appointments**Executive Committee**

Commissioner Mayra Uribe (C)
Commissioner Bob Dallari (VC)
Commissioner Cheryl Grieb (S/T)
Commissioner Viviana Janer (IPC)
Mayor Pat Bates
Mayor Demings
Mayor Dyer
Mayor Nelson

Personnel Committee

Commissioner Mayra Uribe (C)
Commissioner Bob Dallari (VC)
Commissioner Cheryl Grieb (S/T)
Commissioner Viviana Janer (IPC)
Commissioner Maribel Gomez Cordero

Finance Committee

Commissioner Mayra Uribe (C)
Commissioner Bob Dallari (VC)
Commissioner Cheryl Grieb (S/T)
Commissioner Jay Zembower
Commissioner Jim Fisher
Commissioner Christine Moore

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 Grieb

Alternate Member

Commissioner Bob Dallari
Commissioner Emily Bonilla
Commissioner Viviana Janer

Transportation Disadvantaged Local Coordinating Board

Commissioner Mayra Uribe
Mayor Pat Bates
Commissioner Jim Fisher

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



Board Action Fact Sheet

Meeting Date: February 9, 2022
Agenda Item: IX.D. (Tab 1)
Roll Call Vote: No

Action Requested: Approval to Dispose of Fixed Assets and Other Non-capitalized Equipment

Reason: To remove items from fixed assets and to dispose of the surplus items by auction.

Summary/Key Information: The auction will be through George Gideon Auctioneers. Mr. Gideon follows all Florida Statutes requirements for advertising.

MetroPlan Budget Impact: Negligible increase to revenue

Local Funding Impact: None

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

Staff Recommendation: Recommends approval

Supporting Information: List of surplus furniture and equipment for disposal.

METROPLAN ORLANDO
LIST OF SURPLUS EQUIPMENT FOR DISPOSAL
FY 2022

Asset No.	Cat.	Description	Location	Acquisition Price	Accum. Deprec. at (date)	Book Value	Condition	Action
CAPITALIZED EQUIPMENT:								
64	E	SP Laser Remote, Kodak	29	\$ -	\$ -	\$ -	Working	Keep
141	F	File Cabinets (3 of 4 remaining)	6	\$ 2,020.60	\$ 2,020.60	\$ -	Fair	Auction
168	F	File Cabinet - already removed from F/A	14	\$ -	\$ -	\$ -	Fair	Auction
182	F	File Cabinet - already removed from F/A	22	\$ -	\$ -	\$ -	Fair	Auction
263	E	Sony BM147 Transcriber & Foot Pedal	29	\$ 900.00	\$ 900.00	\$ -	Working	Auction
286	E	PowerLite 735c 2000 Ansi Lumens Projector	29	\$ 2,748.88	\$ 2,748.88	\$ -	Working	Auction
334	E	NEC UX5000 telephone system (and phones)	29	\$ 9,950.00	\$ 9,950.00	\$ -	Working	Auction
343	E	Panasonic PT-DW6300US 6000 Ansi 1DLP Proje	26	\$ 6,125.00	\$ 6,125.00	\$ -	Working	Auction
344	E	Panasonic PT-DW6300US 6000 Ansi 1DLP Proje	26	\$ 6,125.00	\$ 6,125.00	\$ -	Working	Auction
345	E	Tascam DV-RA1000HD High Res Stereo Recorde	26	\$ 1,874.94	\$ 1,874.94	\$ -	Working	Auction
348	E	A/V System, integration, matls., S/H, labor & proj	26	\$ 53,784.35	\$ 53,784.35	\$ -	Working	Remove
349	E	Draper screen 101761L Premier 100" HDTV	26	\$ 1,721.25	\$ 1,721.25	\$ -	Working	Auction
350	E	Draper screen 101761L Premier 100" HDTV	26	\$ 1,721.25	\$ 1,721.25	\$ -	Working	Auction
361	E	OptionPower 30 KP Lic w/25 Keypads, USB and	12	\$ 1,401.00	\$ 1,401.00	\$ -	Working	Auction
365	E	OptionPower upgrade to asset 361 w/75 add'l ke	43	\$ 3,494.50	\$ 3,494.50	\$ -	Working	Auction
373	E	SMART interactive podium/input plate/ PGM Up	26	\$ 6,069.88	\$ 6,069.88	\$ -	Working	Auction
383	E	PYRO-Box Bike-Ped counter	29	\$ 4,852.50	\$ 4,852.50	\$ -	Working	Auction
384	E	PYRO-Box Bike-Ped counter	29	\$ 4,852.50	\$ 4,852.50	\$ -	Working	Auction
385	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
386	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
387	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
388	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
389	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
390	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
391	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
392	E	PYRO-Box Bike-Ped counter	29	\$ 3,902.50	\$ 3,902.50	\$ -	Working	Auction
394	E	Enet Swipe Reader model #MR1X	29	\$ 1,157.00	\$ 1,157.00	\$ -	Working	Auction
414	E	A/V Equipment - Boardroom	26	\$ 28,601.72	\$ 28,601.72	\$ -	Working	Auction
434	E	MS Surface Pro 4 w/docking station	29	\$ 1,689.00	\$ 1,689.00	\$ -	Working	Auction
435	E	HP SB 840 G3 i5 6300U Laptop	29	\$ 1,705.00	\$ 1,705.00	\$ -	Working	Auction
436	E	HP SB 840 G3 i5 6300U Laptop	29	\$ 1,705.00	\$ 1,705.00	\$ -	Working	Auction

TOTAL CAPITALIZED ASSETS:

Acq. Price	Accum.	Book Value
\$ 173,719.37	\$ 173,719.37	\$ -

A= Appliance
E= Computer equipment
F= Furniture

Trade-In Allow.	\$ -
Adjusted Book Value	\$ -

NON CAPITALIZED EQUIPMENT:

NCE17	HP 800 G3 i5-7600 desktop computer
NCE18	HP 800 G3 i5-7600 desktop computer
NCE36	Acer TravelMate B118M laptop
--	Computer Speakers - 12 Sets
--	Wireless Routers (2)
393	Small Computer Monitor (Computer already disposed)
--	Fax Mahines (2)
--	NetGear NightHawk x6 Wireless Router
--	TV/VCR Combo
--	Polycom VoiceStation 500
--	iPhone7 SN: DNPT32WEHG7F
--	HP KVM (Server Rack Monitor)

DISCLOSURE: Items to be auctioned by George Gideon Auctioneer, 2753 N. HWY 441, Zellwood, FL pending Board approval at February 10, 2022 meeting
Piggyback off Osceola County School Board Contract effective until January 26, 2025



Board Action Fact Sheet

Meeting Date: February 9, 2022
Agenda Item: IX.E. (Tab 1)
Roll Call Vote: No

Action Requested: Approval to transfer the State Legislative Consultant contract with Peebles Smith & Matthews, Inc, to Gray Robinson.

Reason: Firm Acquisition Finalized.

Summary/Key Information: The term of this Agreement was from November 1, 2017 through October 31, 2020. The Agreement allowed for two (2) additional one (1) year extensions up to a maximum cumulative total of five (5) years at the same fees, terms, and conditions. Any change in fee, terms or conditions shall be accomplished by written amendment to the contract.

Late last year an acquisition of Peebles Smith & Matthews by Gray Robinson was finalized.

MetroPlan Budget Impact: MetroPlan Orlando has funds budgeted to continue this work.

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

TAB 2





Board Action Fact Sheet

Meeting Date: February 9, 2022

Agenda Item: X.A (Tab 2)

Roll Call Vote: No

Action Requested: Board approval is requested for the **re-support** of the Florida Department of Transportation (FDOT) performance targets for Safety, Bridge & Pavement Condition, Travel Time Reliability, **re-support** of the Lynx Transit Asset Management (TAM) targets, and Transit Safety Targets

Reason: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Performance Measure Implementation Requires MPOs to support the Performance Measure targets annually and bi-annually.

Summary/Key Information: The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) has made a push toward performance based planning and has developed a set of performance measures for Vehicular and non-motorized Safety, System Performance (reliability), Bridge Conditions, Pavement Conditions, Transit Assets and a new target for Transit Safety. MPOs are required to re-support the Safety Targets annually, and the other targets bi-annually. FDOT has taken the lead on data collection, performance measure development and target setting to address the FHWA performance measures.

By supporting the FDOT Statewide Targets, FDOT will provide the required performance measures, trend analysis and reporting materials.

The targets set by FDOT and Lynx for the Federal Performance Measures, with the targets set by MetroPlan Orlando, will be the guiding criteria for future Prioritized Project Lists (PPL) and advancement of projects into the Transportation Improvement Program (TIP).

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	to be determined
TSMO:	to be determined
TAC:	to be determined
MAC:	to be determined

Staff Recommendation: Recommends approval to **re-support** the FDOT and the Lynx Targets for performance based planning

Supporting Information: These documents are provided at Tab 2:

Performance Measures Information document

Resolution

MAP-21 Performance Management

March 2021

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

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



Long-Range Transportation Plans

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

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

Transportation Improvement Programs

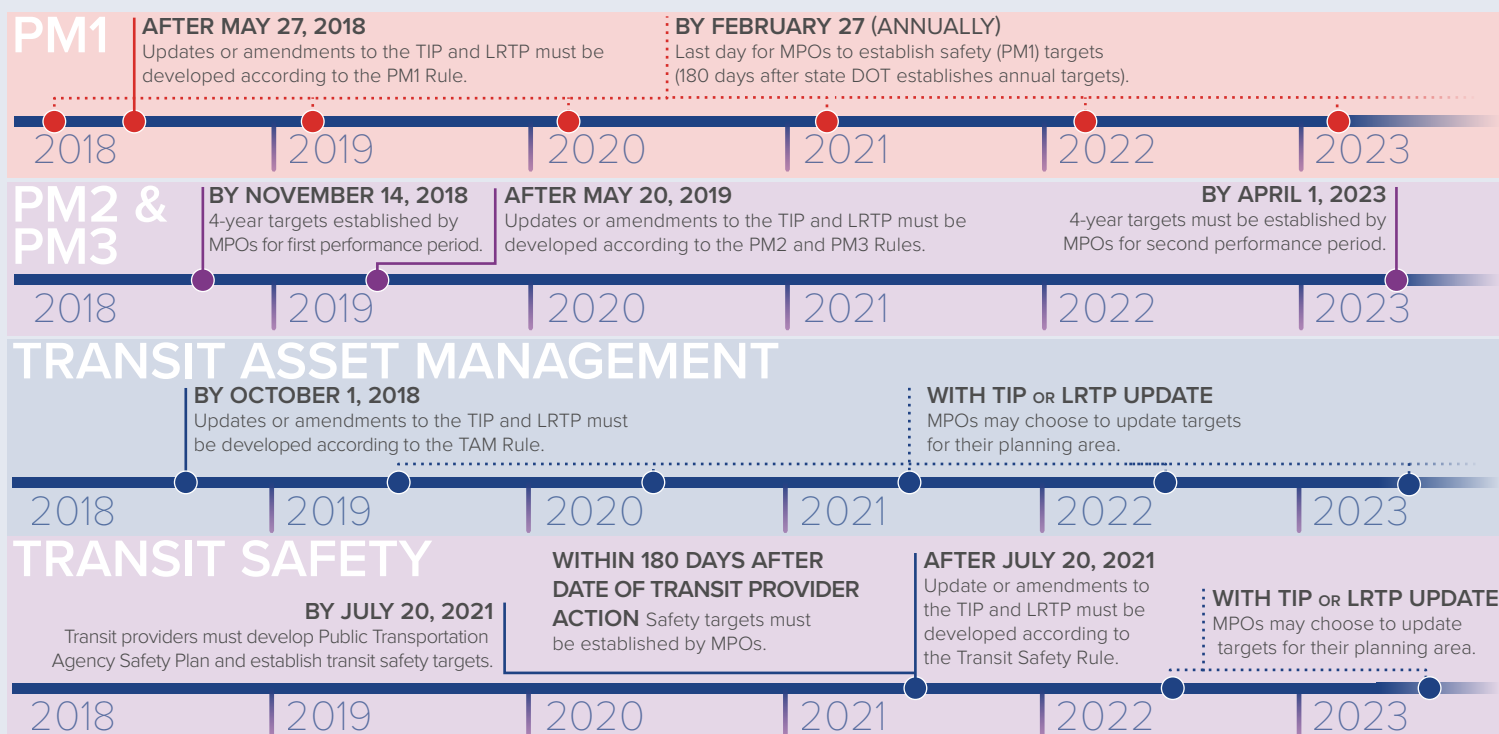
The TIP must:

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

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

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

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. MPOs should propose, seek comment on, and establish their targets through existing processes such as the TIP. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. MPOs may then update these targets when they update their TIP or LRTP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
 Florida Department of Transportation Office of Policy Planning
 Scott.Philips@dot.state.fl.us | (850) 414-4801

PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

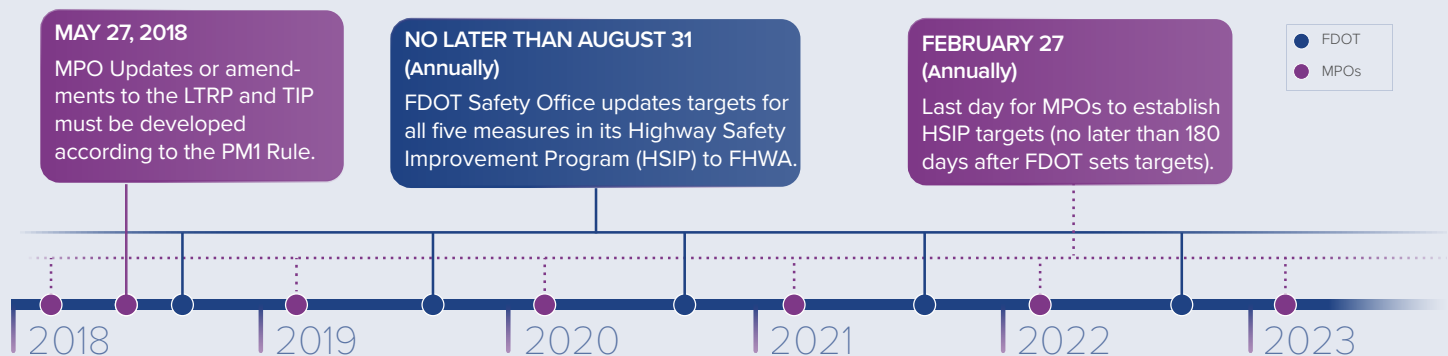
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

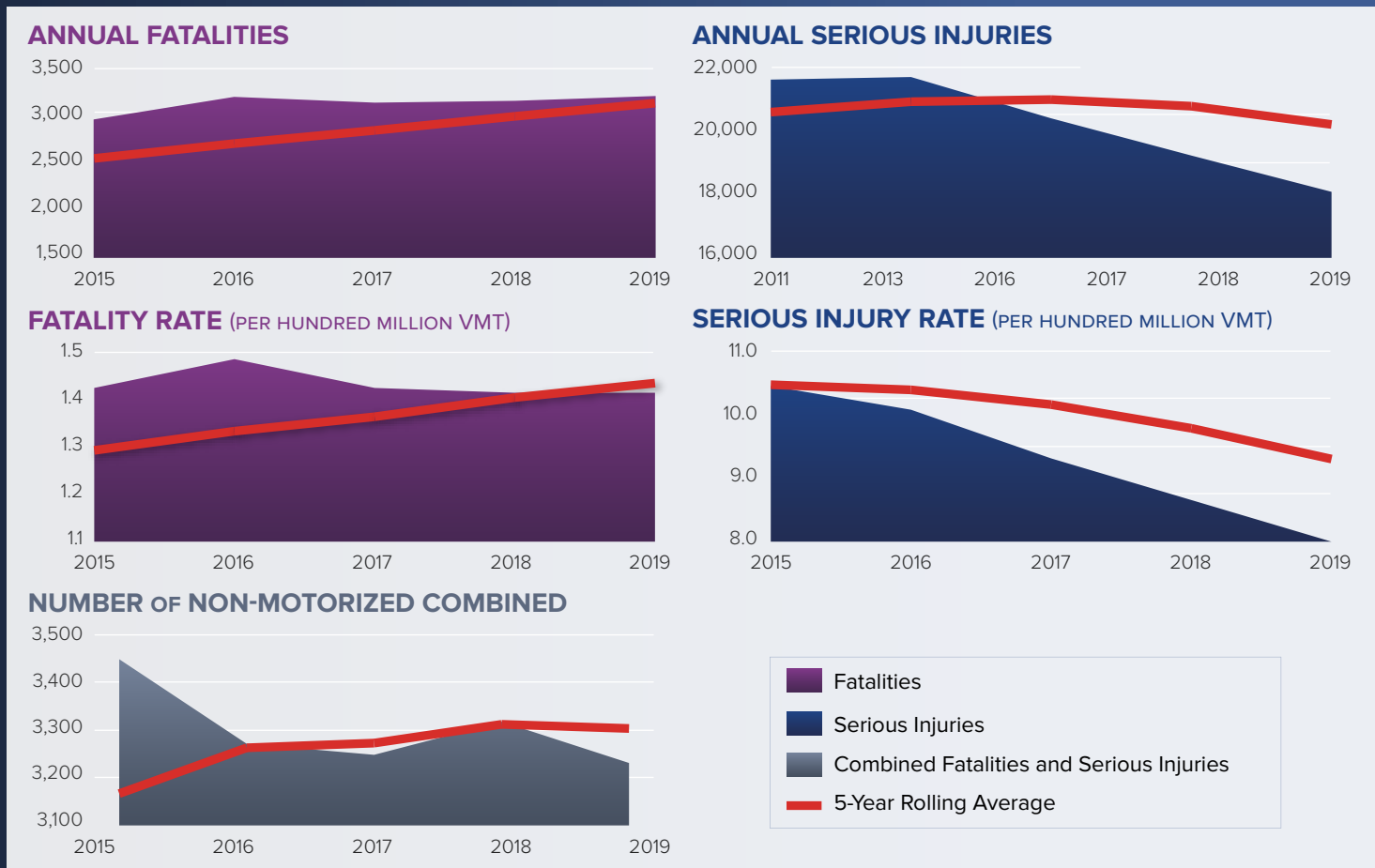
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance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

TIMELINE



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

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2020.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

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

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
 Florida Department of Transportation Office of Policy Planning
 Scott.Philips@dot.state.fl.us | (850) 414-4801

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

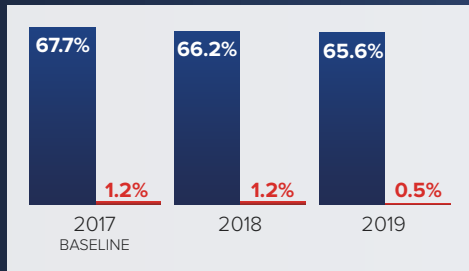
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



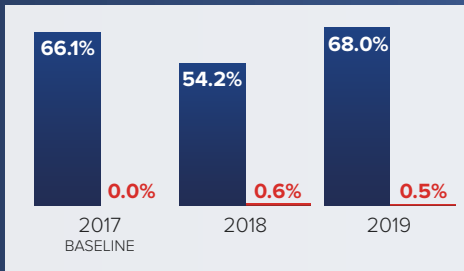
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

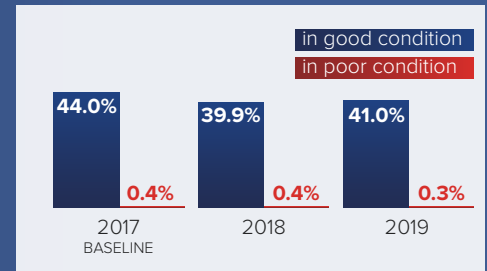
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

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

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

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
Florida Department of Transportation Office of Policy Planning
Scott.Philips@dot.state.fl.us | (850) 414-4801

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

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

PERFORMANCE MEASURES

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

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE

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

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



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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

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

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

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

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

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

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
Florida Department of Transportation Office of Policy Planning
Scott.Philips@dot.state.fl.us | (850) 414-4801

TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

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

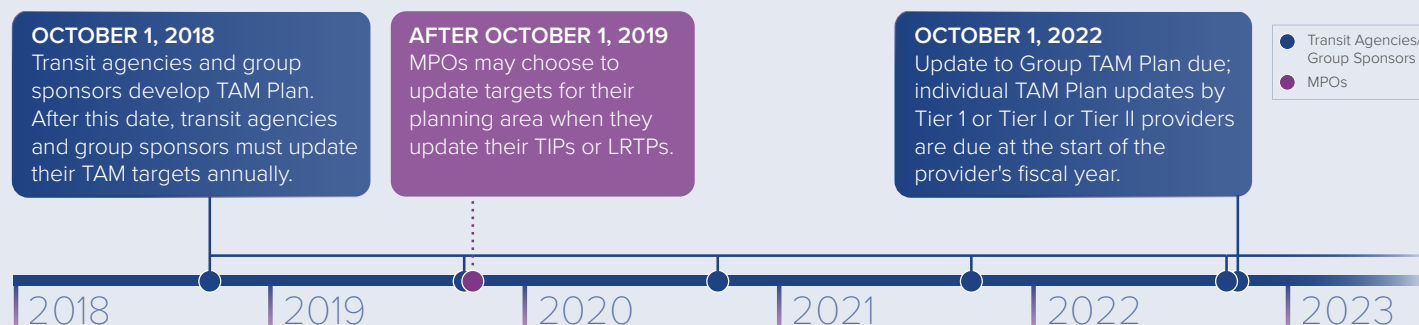
Transit Asset Categories and Related Performance Measures

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

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

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

TIMELINE



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

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

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

TIER I

Owns, operates, or manages either:

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

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route mode**
- OR**
- Subrecipient under the 5311 program
- OR**
- Native American Tribe

TAM Plan Elements

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

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

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

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

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

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
Florida Department of Transportation Office of Policy Planning
Scott.Philips@dot.state.fl.us | (850) 414-4801

PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

March 2021

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

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

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

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



INJURIES

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

SAFETY EVENTS

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



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE

BY JULY 20, 2021

Transit providers must have in place a Public Transportation Agency Safety Plan that meets federal requirements and must have established transit safety targets. After this date, transit providers must update transit safety targets annually.

AFTER JULY 20, 2021

Update or amendments to the LRTP and TIP after this date must be developed according to the Transit Safety Rule.

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION

Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE

MPOs may choose to update targets for their planning area.

- Transit Providers
- MPOs

2021

2022

34

2023

2024

PTASP CERTIFICATION AND REVIEW

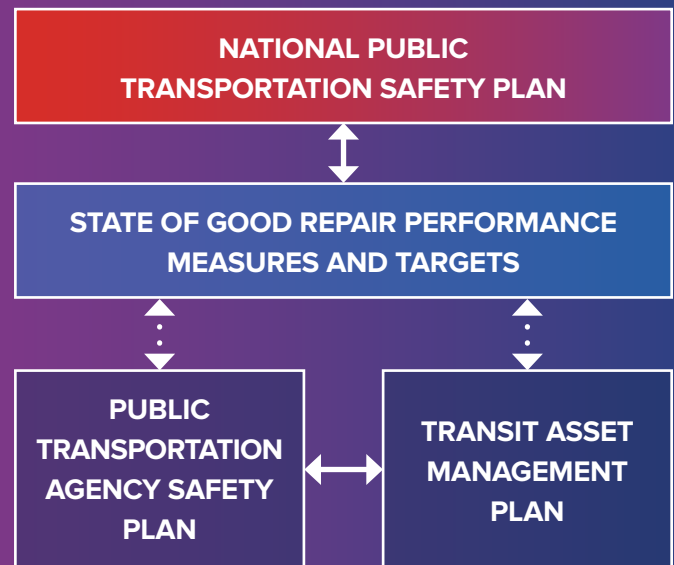
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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

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

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

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

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

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
Florida Department of Transportation Office of Policy Planning
Scott.Philips@dot.state.fl.us | (850) 414-4801

RESOLUTION NO. 22-01**SUBJECT:****Performance Management Measures and
Targets for Safety, Travel Time Reliability,
Bridge Condition, Pavement Condition and
Transit Assets**

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

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

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

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

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

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

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

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th day of February, 2022.

Certificate

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

Commissioner Mayra Uribe, Chair

Attest:

Lisa Smith, Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: Feb 9, 2022

Agenda Item: X.B (Tab 3)

Roll Call Vote: No

Action Requested:

Confirm Goals and Emphasis Areas

Reason:

Board Emphasis Areas (formally known as the Boards Priorities) established five 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 (MTP) included a new set of Goals and Objectives that align with the Board's emphasis areas.

Summary/Key Information:

The MetroPlan Board will have the opportunity to provide feedback and change established preference weighting on the five goal areas adopted in the 2045 MTP. This process helps support project prioritization by considering current issues and trends with the ultimate intent of achieving regional system performance targets.

2045 MTP Goals weighted with emphasis:

- Safety & Security (emphasis on vulnerable roadway users)
- Access & Connectivity
- Investment & Economy
- Reliability & Performance
- Health & Environment

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:

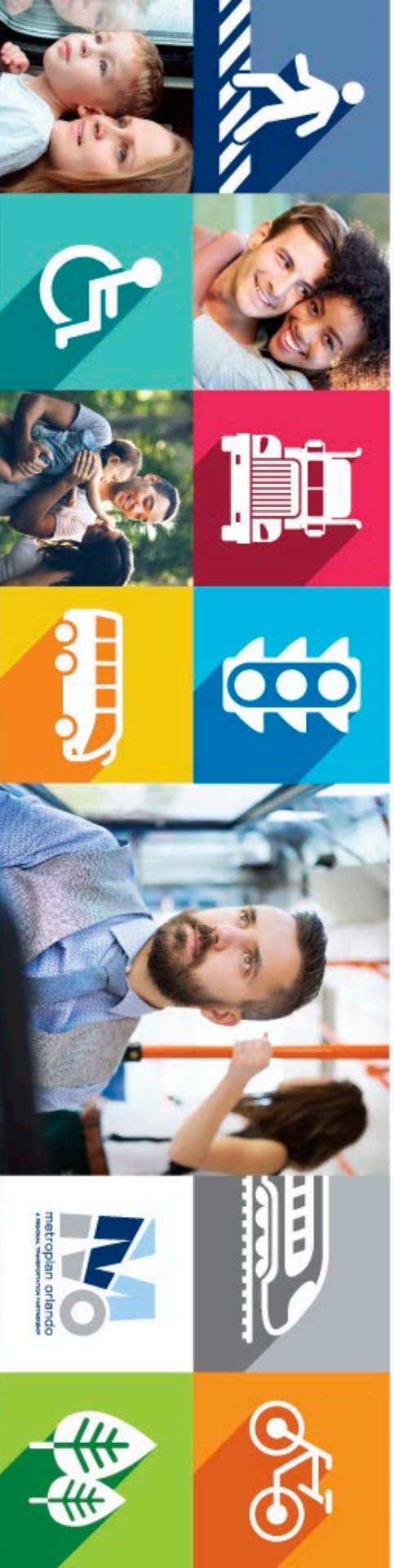
Recommends Support for continuing the use of the existing goal emphasis weighting, as established in 2021.

Supporting Information:

Presentation on Year End project programming

MetroPlan Orlando Board's Goals & Emphasis Areas

February 9, 2022



Emphasis Areas



Trail
Connectivity

Engage
Younger
Population

Complete
Streets

40

Safety

SunRail
Connectivity

2045 MTP Goals



Health &
Environment



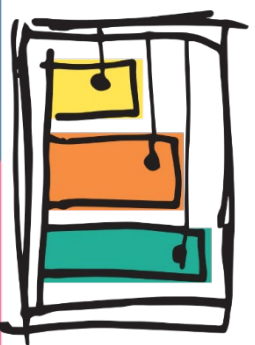
Safety &
Security



Reliability &
Performance








Access &
Connectivity



Investment &
Economy

2045 MTP Goals



	Safety	Trail Connectivity	Complete Streets	SunRail Connectivity	Engage Younger Population
 <p>Health & Environment</p>	✓	✓	✓	✓	✓
 <p>Safety & Security</p>	✓		✓		✓
 <p>Reliability & Performance</p>		✓	✓	✓	
 <p>Access & Connectivity</p>	✓	✓	✓	✓	✓
 <p>Investment & Economy</p>		✓	✓	✓	✓

How Did We Do?



* Stimulus Funds \$20M additional in FY'21/22 and \$10M additional in FY'22/23

2045 MTP Goals in Order of Importance

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



Thank You

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



TAB 4





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

February 9, 2022

To: Commissioner Mayra Uribe, Board Chair
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I participated (virtually) in a board member orientation of the Charlotte, NC TPO on January 6, 2022. They wanted to hear from MetroPlan Orlando on our approach to a number of items, of most interest to them was implementation of our Strategic Plan and approach to technology and its impact on our work.
- We have a number of staff members who have volunteered and selected to serve on a series of joint committees of NARC/AMPO. The committees will take a deep dive into sections of the Bipartisan Infrastructure Law to make recommendations to the U. S. DOT on its implementation. In addition to myself serving on the Planning Provisions working group, we have Nick Lepp and Jasmine Blais serving on Safety, Lara Bouck serving on the Competitive Programs Committee, and Taylor Laurent serving on the Promoting Resilient Operations for Transformative, Efficient and Cost Savings Transportation (PROTECT).
- I am pleased with the staff participation on this. It will help us all to understand the complexities of the bill and be able to share that throughout the region.
- I participated in several U.S DOT listening sessions on the Bipartisan Infrastructure Law
- I met with OEP staff on December 15 as a follow-up to the November 17-18 Washington Fly-In.
- I attend the Brightline Phase III Tampa Extension calls as available to do so
- I met with MetroPlan Board Chair Commissioner Uribe on January 10 to discuss the year ahead
- I met with MetroPlan Board Chair Commissioner Uribe and Jay Small on January 18 to discuss the Mateer Harbert legal services to the MetroPlan Board
- Prepared and submitted our Annual Certification Report to FDOT on January 20
- I attended the CAC meeting on January 26
- I attended the MPOAC Staff Directors and Governing Board Meetings on January 27
- I attended the TEAMFL Meeting as time permitted on January 27 & 28
- I attended the TSMO meeting on January 28
- I attended the TAC meeting on January 28
- I met with Secretary Thibault on January 28

- I met with Seminole County Commissioner Herr on January 28. Commissioner Herr is the designated MetroPlan Board alternate for Seminole County.
- I met with FDOT Secretary Perdue on January 31
- I met with FDOT District 5 Leadership on February 1
- I met with Commissioner Dallari for our MetroPlan agenda review on February 1
- Me and several other MetroPlan staff members met with the I Drive Chamber and their consultants on February 2
- I met with MetroPlan Board Chair Commissioner Uribe for our MetroPlan agenda review on February 3
- Me and several other MetroPlan Orlando staff met with FDOT to conduct the Annual Certification site visit on February 3
- I attended the MAC meeting on February 3
- I met with Board Member Tom Green for our MetroPlan agenda review on February 4
- I met with Mayor Demings for our MetroPlan agenda review on February 4
- I met with Commissioner Cordero for our MetroPlan agenda review on February 7

FDOT

- I continue regular meetings with FDOT leadership team

MetroPlan Office Operations

- Visitors to the office are welcome
- Staff members are adjusting work schedules to spend more time in the office
- Working remote works for some MetroPlan staff and will continue to be offered

Federal Transportation Reauthorization

- The newly passed \$1.2 trillion infrastructure spending package will deliver \$550 billion of new federal investments to projects over the next five years. The federal money will be allocated through a variety of programs, mostly run by the US Department of Transportation. Some of the funds will be disbursed directly to state transportation agencies, and other funding will be awarded to selected applicants through grant programs.

Member Designated Projects

- Late last year I learned that the House Member Designated Projects that many of us worked on were removed from the President's Build Back Better Proposal.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Orange, Osceola, and Seminole Counties Project Status Update as of December 31, 2021

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the December cutoff. The next cutoff date is January 31, 2022. 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.

ORANGE COUNTY

Upcoming Projects:

None.

Current Projects:

439237-1 & 441146-1 S.R. 535 (Kissimmee-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 performing concrete work throughout the project. Crews are also working on drainage, conduit tie-ins and pedestrian poles. In addition, paving is scheduled to start on the project.

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Project Start: January 2021
- Estimated Completion: Spring 2022
- Contractor is making intersection roadway lighting improvements on S.R. 426.

441144-1 & 435733-1 S.R. 527 (Orange Avenue) Resurfacing from S.R. 482 (Sand Lake Road) to Mandalay Road

- Contract T5717
- Project Start: August 2021
- Estimated Completion: Summer 2022
- Contractor is realigning crosswalks to comply with Americans with Disabilities Act (ADA) requirements, improving drainage and pedestrian signals, installing signs and pavement markings, and resurfacing existing roadway to accommodate buffered bike lanes.

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

- Contract E54A0
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$525,000
- Project Start: July 13, 2021
- Estimated Completion: Early 2022
- Final thermoplastic and punch list items being finished

437634-1 SR 551 (Goldenrod Road) from SR 408 to SR 50

- Contract T5718
- Contractor: Southland Construction, Inc.
- Project Cost: \$11.25 million
- Project Start: August 2021
- Estimated Completion: Summer 2023

Completed Projects:**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
- Project Start: Summer 2021 (August 16)
- Completed: December 2021

OSCEOLA COUNTY**Upcoming Projects:****447139-1 Pile Jackets, Joint Replacement Bridge Nos 920151 (SB) & 920152 (NB) Carrying S.R. 600 (U.S. 17-92) over Shingle Creek**

- Contract E57A6
- Project Start: March 2022
- Estimated Completion: Spring 2022
- Contractor is rehabilitating and repairing the piles and joints on the southbound and northbound bridges that cross Shingle Creek.

Current Projects:**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 sodding ditches, installing sidewalk, and mounting light poles and bases. Crews are also paving and working on the sound wall and driveway turnouts.

423446-9 SunRail Vehicle Storage and Light Maintenance Facility (VSLMF) Noise Wall

- Contract E59A0
- Project Start: September 2021
- Estimated Completion: Fall 2022
- Contractor is building a noise wall at the Vehicle Storage and Light Maintenance Facility (VSLMF) for the Central Florida Rail Corridor (CFRC) near Kissimmee, Florida along the Old Tampa Highway.

437451-1 S.R. 530/U.S. 192 (West Vine Street) from east of Shingle Creek Regional Park to east of Hoagland Boulevard

- Contract T5716
- Project Start: October 2021
- Estimated Completion: Summer 2022
- Contractor is widening a new left turn lane and installing traffic signals. Crews are also making lighting upgrades.

441021-1 S.R. 530/U.S. 192 Resurfacing from west of S.R. 417 to Bamboo Lane

- Contract E51A5
- Project Start: January 2021
- Estimated Completion: January 2022
- Contractor continues to work on drainage, signalization at intersections, paving and preliminary punch list items.

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
- Project Start: July 2021
- Estimated Completion: Summer 2022
- Contractor is working on clearing and grubbing, lighting, widening activities, and drainage.

443958-1 & 444329-1 S.R. 400 (I-4) from Polk County line to west of S.R. 417

- Contract T5728
- Project Start: November 2021
- Estimated Completion: Summer 2023
- Contractor is milling and resurfacing S.R. 400 (I-4) from the Polk County Line (west of C.R. 532) to west of S.R. 417, widening I-4 in both eastbound and westbound directions to provide an auxiliary lane between C.R. 532 and S.R. 429, roadway widening of the eastbound I-4 ramp to northbound S.R. 429, northbound roadway widening of S.R. 429 from I-4 to Sinclair Road and roadway resurfacing, both northbound and southbound, of S.R. 429 from I-4 to Sinclair Road. Also included is base work, shoulder treatment, drainage improvements, shoulder gutter, lighting, overhead sign structures, guardrail, bridge culvert widening, bridge rail retrofit, pavement removal, and signing and pavement marking.

444187-1 S.R. 400 (I-4) at C.R. 532 (Champions Gate Boulevard) DDI from Goodman Road to Kemp Road

- Contract T5715
- Project Start: July 2021
- Estimated Completion: Fall 2022
- Contractor is converting the existing diamond interchange to a diverging diamond interchange (DDI). The ramps in all quadrants will be modified to accommodate future traffic demand and to tie to the proposed DDI geometry. Additionally, closed drainage will be added to the curb and gutter sections, and the stormwater ponds will be modified as necessary for the proposed roadway improvements.

SEMINOLE COUNTY

Upcoming Projects:

415030-6 Oviedo Ultimate SR 426/CR 419 from Pine Avenue to Avenue B

- Contract T5736
- Contractor: Masci
- Project Cost: \$18.2 million
- Estimated Start: January 3, 2022
- Estimated Completion: Summer 2024

Current Projects:

441019-1 SR 419 from US 17-92 to SR 434

- Project Cost: \$4.5 million
- Project Start: November 2021
- Estimated Completion: Late Spring 2022
- Resurfacing is underway. Regular progress meetings are being held

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: Summer 2022
- Contractor is working on Water-main/Force-main Pond grading, Sod placement, median widening, drainage, and signalization

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

- Contract T5557
- Project Start: May 2016
- Estimated Completion: January 2022
- Final stages of clean-up of any outstanding work

440821-1 Ped/Safe Greenway Development ITS Communication

- Contract T5639
- Project Start: September 2019
- Estimated Completion: Early 2022
- Contractor is working with Orange County inspectors on getting final feedback, installing two traffic signal controllers, and testing GPS for as-builts.

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

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Early 2022
- Contractor completing sidewalk construction and mast arm work from railroad tracks to plaza entrance

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

- Contract E5Z94
- Project Start: May 2019
- Estimated Completion: Early 2022

Current PD&E Projects in Metroplan Orlando Area

FM#	Project Name	County	Agency PM	Consultant	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded Amount	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
423374-2	Widen Turnpike Mainline from SR 70 to SR 60	St. Lucie, Indian River, Okeechobee Osceola	Rax Jung	Metric Engineering	SEIR	TBD	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
444007-1	Widen Turnpike Mainline from SR 408 to SR 50	Orange	Rax Jung	RS&H	SEIR	Aug-22	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
446164-1	Widen Western Beltway from I-4 to Seidel Road	Orange & Osceola	Rax Jung	RS&H	SEIR	Nov-22	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
446581-1	Extension of Poinciana Parkway from CR 532 to I-4/SR 429 Interchange	Osceola & Polk	Rax Jung	RS&H	Type II CE	Jun-23	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	SR 414 Expressway Extension 1	Orange & Seminole	Will Hawthorne	Jacobs	PEIR	TBD	FY 2023 FY 2024 FY 2025	\$8.6M \$8.6M \$4.3M	NA	Not Funded	NA	FY 2026	\$115.5M
	Southport Connector Expressway (from Poinciana Pkwy to Canoe Creek Rd [CR 523])	Osceola & Polk	Will Hawthorne	Volkert	PEIR	Jun-22	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	Osceola-Brevard County Connectors	Osceola, Brevard & Orange	Will Hawthorne	Kimley-Horn	CF&M	TBD	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
437200-1	US 17/92 from Polk County line to 1,900' West of Poinciana Blvd	Osceola	Karen Snyder	VHB	Type II CE	Aug-23	Tentative Programmed outer year FY 26	\$6.95 M	NA	Not funded	NA	Not funded	NA
437174-2	SR 535 from US 192 to SR 536/World Center Drive	Osceola	Karen Snyder	Metric Engineering	Type II CE	Jun-23	Tentative Programmed outer year FY 26	\$5.19 M	NA	Not funded	NA	Not funded	NA

Upcoming PD&E Projects in Metroplan Orlando Area

FM#	Project Name	County	PD&E Funded FY	PD&E Funded Amount	Anticipated Class of Action
444006-1	Widen Turnpike Mainline from Sand Lake Road to SR 408	Orange	2026	\$4,000,000	SEIR
423374-3	Widen Turnpike Mainline from SR 60 to Kissimmee Park Road	Osceola	2026	\$4,000,000	SEIR



Notes:

1) Formerly known as the SR 414 (Maitland Blvd) Direct Connection.



Congress of the United States
House of Representatives
Washington, DC 20515

January 6, 2022

President Joseph R. Biden, Jr.
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Secretary Pete Buttigieg
U.S Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC, 20590

Dear President Biden and Secretary Buttigieg,

We write you to ask for full and fair consideration to conduct a federal ridership survey to potentially expand SunRail services to include weekends.

SunRail is a commuter rail system for the Central Florida area, operating 16 stops along 61.3 miles of track, from Debary to Poinciana.

As you are undoubtedly aware, Florida has seen massive growth over the past decade. According to the U. S Census Bureau, Central Florida is the state's fastest growing region¹. Unsurprisingly, this growth places a strain on our existing infrastructure.

Federal investment into SunRail would help connect Central Floridians to better paying jobs, alleviate traffic for millions of commuters, promote commerce in the region, and improve the quality of life of our constituents in Orange, Osceola, Seminole, and Volusia counties.

We invite your administration to visit the great state of Florida and experience firsthand the need for continued federal investment in infrastructure.

Sincerely,

Darren Soto
Member of Congress

cc: Metroplan Orlando, 250 South Orange Ave, Suite 200, Orlando, Florida 32801

¹ <https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html>



Truck & Freight Alternative Site Analysis Project Development & Environment (PD&E) Study

Osceola, Orange, Seminole, and Volusia Counties

Financial Project Identification (FPID) No.: 447724-1



Project Description

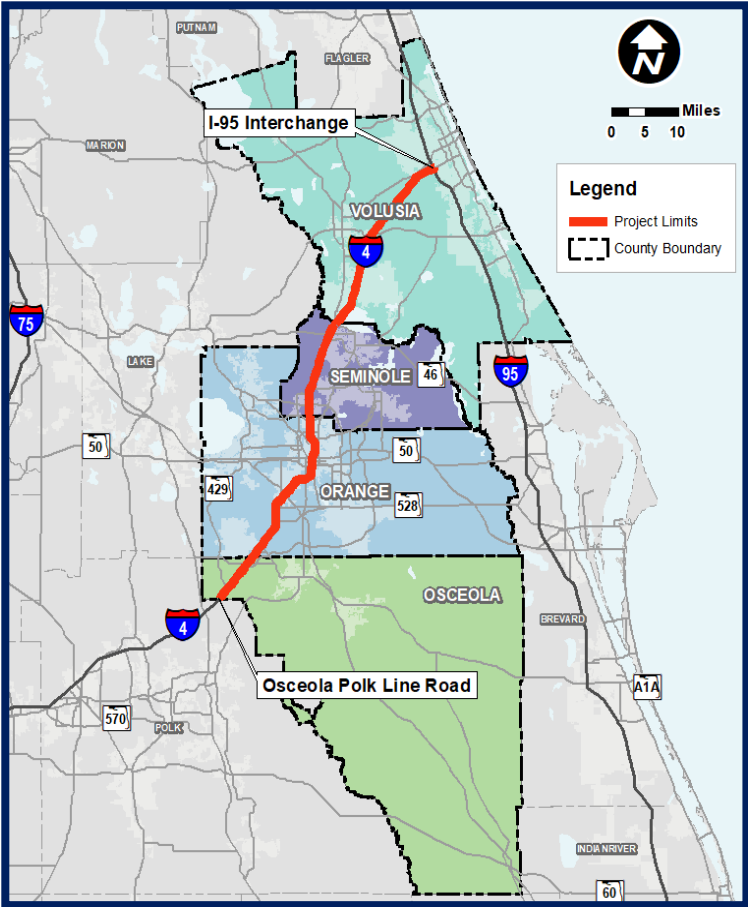
The Florida Department of Transportation is conducting a truck and freight parking Project Development and Environment Study along the I-4 corridor in Osceola, Orange, Seminole, and Volusia counties.

The purpose of the PD&E study is to review, refine, and recommend viable alternative sites for truck and freight parking.

Each potential site will be evaluated for operational and safety needs for existing and future transportation demand, and a preliminary concept design will be performed.

The PD&E study will be finalized following the public meetings when the project documents are approved. Public meetings will be held in each county over the coming weeks.

Various sites are being evaluated throughout the four-county corridor. While multiple sites are planned to be built, currently, funding for one site has been programmed, which includes Design, Right of Way, and Construction. The site to receive the funding has yet to be determined. The Department continues to seek funding for additional sites.



Project Status and Estimated Costs*

PD&E Study:	FPID 447724-1 - FY21	\$2 million
Design:	FPID 446445-1 - FY22	\$2 million
Right of Way:	FPID 446445-1 - FY24-25	\$10.62 million
Construction:	FPID 446445-1 - FY26	\$13.364 million

*subject to change

Contact:

Ennis Davis, AICP
FDOT Project Manager
386-943-5422
Ennis.Davis@dot.state.fl.us



Intersection Improvements

Orange Blossom Trail (U.S. 441)
at Clarcona-Ocoee Road

Orange County

Financial Project Identification (FPID) No.: 445772-1



Project Description

The Florida Department of Transportation (FDOT) is designing improvements to the intersection of Orange Blossom Trail (U.S. 441) and Clarcona-Ocoee Road as recommended in a 2019 safety study. The project proposes to reconstruct and upgrade the existing traffic signal equipment to enhance visibility and safety for drivers and pedestrians. Upgraded equipment includes additional signal poles with new signal heads, as well as new pedestrian signals.

The project also plans to extend the eastbound right turn lane on Clarcona-Ocoee Road and construct a 2-foot-wide traffic separator next to the left turn lane on Clarcona-Ocoee Road east of the intersection. Additionally, the southeast corner of the intersection will be widened and a truck apron added to improve safety for trucks turning right onto Clarcona-Ocoee Road. Other pedestrian safety improvements include reconstructing the islands in the northwest and southeast corners of the intersection to provide a stopping area for those crossing the roadway, realigning crosswalks, and reconstructing sidewalk and curb ramps to meet current Americans with Disabilities Act (ADA) standards.

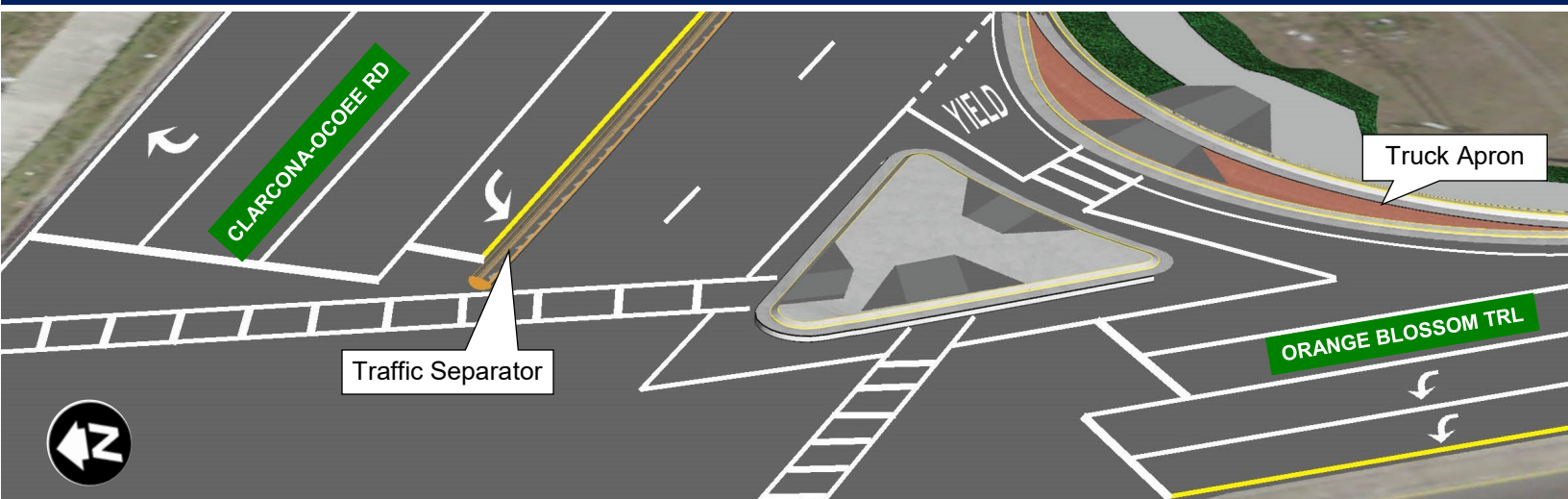
Project Status and Estimated Costs*

Design:	Ongoing - completion spring 2025	\$ 447,000
Right of Way:	Within existing	—
Construction:	Funded - fall 2025	\$ 1 Million

* subject to change

Contact:

Samuel Jumber
FDOT Project Manager
386-943-5244
Samuel.Jumber@dot.state.fl.us





BUILDING A BETTER I-4

Stay Informed:

- » Project Hotline: 844-ULT-INFO (858-4636)
- » Subscribe to our monthly newsletter at i4beyond.com/news
- » Follow us on Twitter at twitter.com/i4Ultimate
- » Subscribe to our YouTube channel at youtube.com/i4Ultimate

FUTURE IMPROVEMENTS AT INTERSTATE 4 (I-4) AND DARYL CARTER PARKWAY INTERCHANGE FINANCIAL ID#: 441113-1

The Interstate 4 (I-4) and Daryl Carter Parkway interchange is an interim project of I-4 Beyond the Ultimate. The project will transform the Daryl Carter Parkway overpass into an interchange, providing additional access to local attractions and helping to relieve congestion at the I-4 and Apopka Vineland Road (State Road 535) interchange. The project also includes I-4 improvements from west of Daryl Carter Parkway to west of Central Florida Parkway. See reverse for more information.

1

Reconfiguring the interchange as a DDI allows left turns that do not cross oncoming traffic and reduces the number of conflict points. The DDI eliminates left turn phases at traffic signals, reducing the number of traffic signal phases from four to two. The DDI will move almost double the traffic through the intersection in the same time compared to the traditional interchange.

2

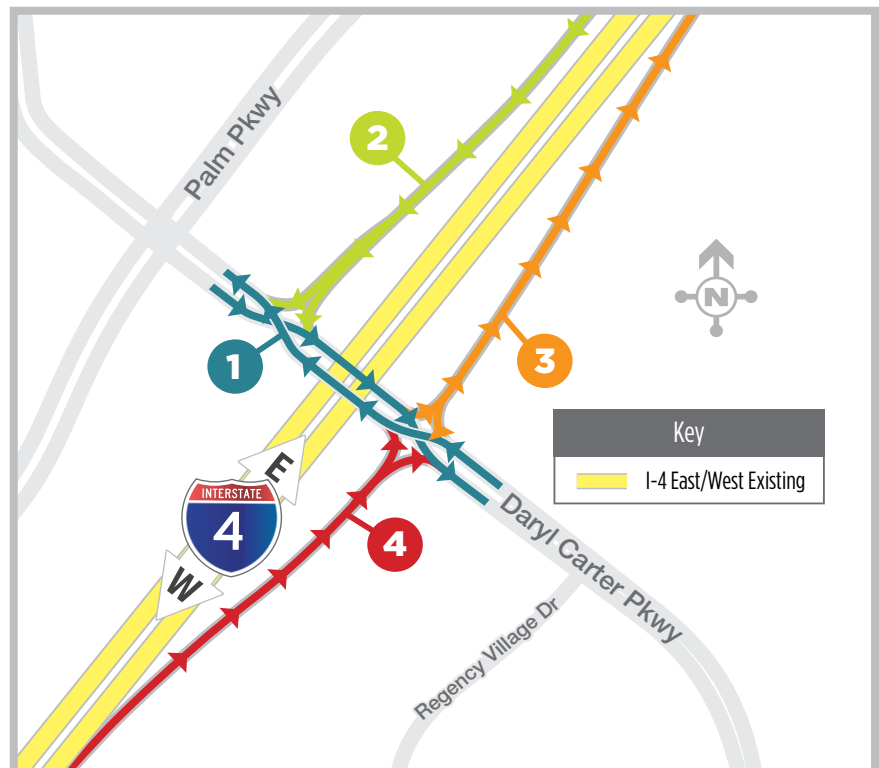
A new westbound I-4 exit ramp will feature two left turn lanes onto southbound Daryl Carter Parkway and two right turn lanes onto northbound Daryl Carter Parkway toward Palm Parkway. The addition of a westbound I-4 entrance ramp will be part of the final configuration.

3

A new eastbound I-4 entrance ramp will accommodate a single right and dual left turn lanes from northbound and southbound Daryl Carter Parkway, respectively.

4

A new eastbound I-4 exit ramp will feature two left turn lanes onto northbound Daryl Carter Parkway and two right turn lanes onto southbound Daryl Carter Parkway.



Visit I4Beyond.com for more information on I-4 Beyond the Ultimate designs, including an interactive map showing anticipated designs for each interchange.





BUILDING A BETTER I-4

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- » Subscribe to our YouTube channel at youtube.com/i4Ultimate

FUTURE IMPROVEMENTS TO INTERSTATE 4 (I-4) FROM WEST OF DARYL CARTER PARKWAY TO WEST OF CENTRAL FLORIDA PARKWAY FINANCIAL ID#: 441113-1

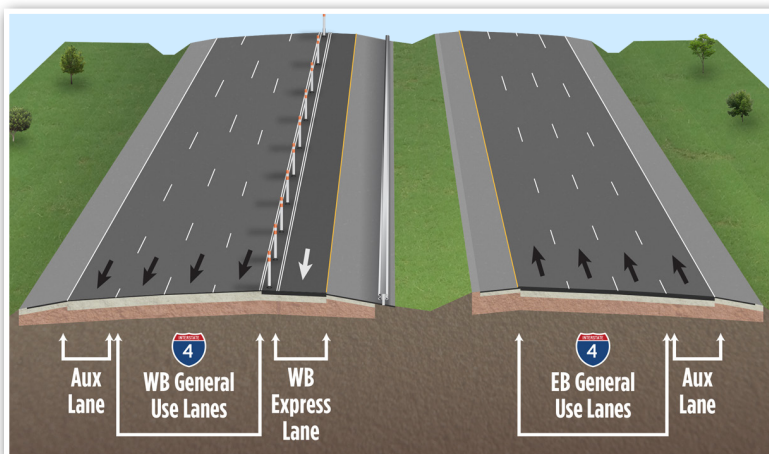
The Florida Department of Transportation (FDOT) is reconstructing the Daryl Carter Parkway overpass over Interstate 4 (I-4) into a partial diverging diamond interchange. See reverse for more information. This project also includes additional improvements to accommodate current traffic and future needs on I-4.

1

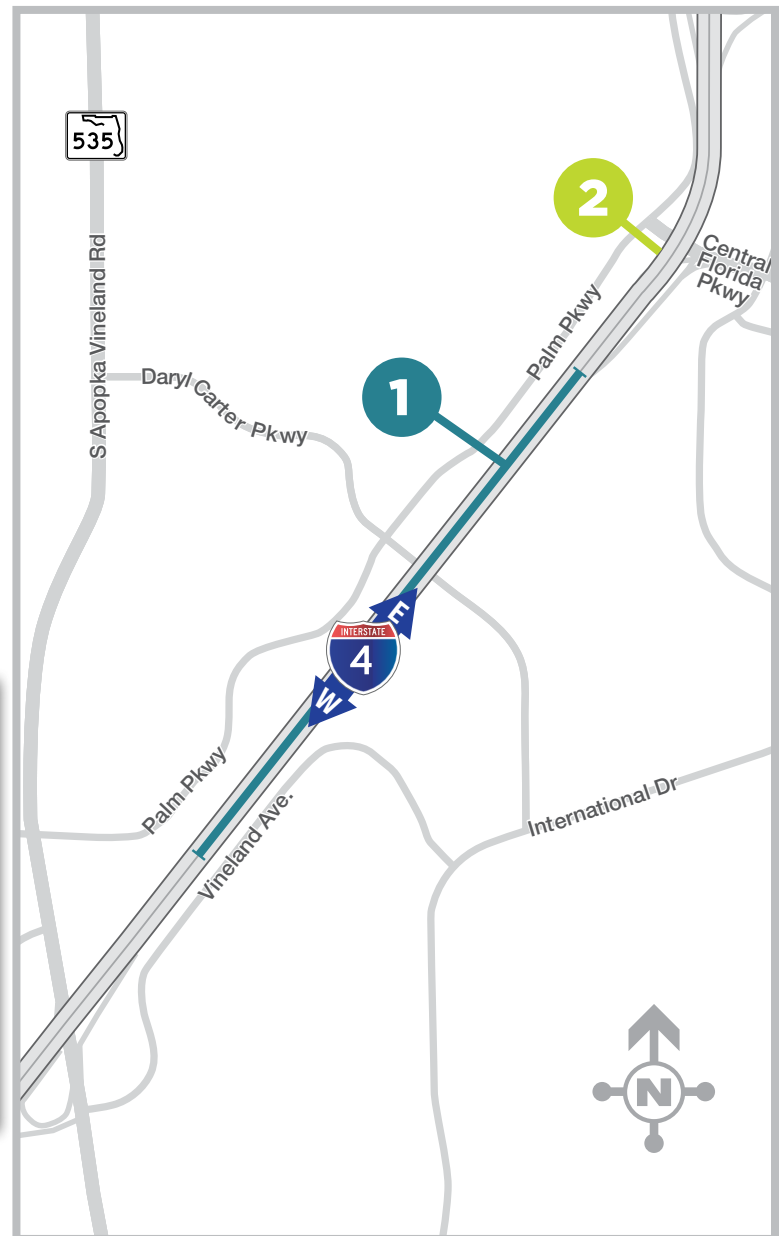
From west of Sand Lake Road to west of State Road 536, these projects will construct a single, buffer-separated, westbound managed lane giving motorists on longer-distance trips a new travel option through the area. The Daryl Carter Parkway interchange project includes the managed lane's middle segment, which extends from west of Central Florida Parkway to west of Daryl Carter Parkway.

2

In advance of roadway construction, the project will make drainage infrastructure improvements in the vicinity of Big Sand Lake and the future Daryl Carter Parkway interchange.



The Daryl Carter Parkway interchange project includes the managed lane's middle segment, which extends from west of Central Florida Parkway to west of Daryl Carter Parkway.



Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Todd Helton, Project Manager, by phone at 386-943-5207, or via email at Todd.Helton@dot.state.fl.us. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at Jennifer.Smith2@dot.state.fl.us.

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- » Follow us on Twitter at twitter.com/i4Ultimate
- » Subscribe to our YouTube channel at youtube.com/i4Ultimate

FUTURE IMPROVEMENTS AT INTERSTATE 4 (I-4) AND SAND LAKE ROAD (STATE ROAD 482) INTERCHANGE

FINANCIAL ID#: 444315-1, 444315-3

More than 70,000 vehicles travel Sand Lake Road each day at the Interstate 4 (I-4) interchange. To accommodate current traffic and future needs, the Florida Department of Transportation (FDOT) will reconstruct the interchange as a diverging diamond interchange (DDI). The project also includes I-4 improvements from west of Central Florida Parkway to the end of the I-4 Ultimate project, west of Kirkman Road (State Road 435). See reverse for more information.

1

Reconfiguring the interchange as a DDI allows left turns that do not cross oncoming traffic and reduces the number of conflict points. The DDI eliminates left turn phases at traffic signals, reducing the number of traffic signal phases from four to two. The DDI will move almost double the traffic through the intersection in the same time compared to the traditional interchange.

2

The interchange is a modified version of the DDI because it includes a loop access ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling westbound on Sand Lake Road will no longer be able to turn left onto Turkey Lake Road at the existing intersection. Instead, after exiting the DDI, motorists can take an access ramp on the right. The loop ramp passes over Sand Lake Road and leads to a new intersection with Turkey Lake Road south of the Phillips Crossing Shopping Center, where motorists can turn north or south onto Turkey Lake Road.

3

The westbound I-4 exit ramp (Exit 74A) separates into two ramps: one to Sand Lake Road and one to Turkey Lake Road.

4

The project adds a third lane on northbound Turkey Lake Road from the new ramp to south of Sand Lake Road.





BUILDING A BETTER I-4

Stay Informed:

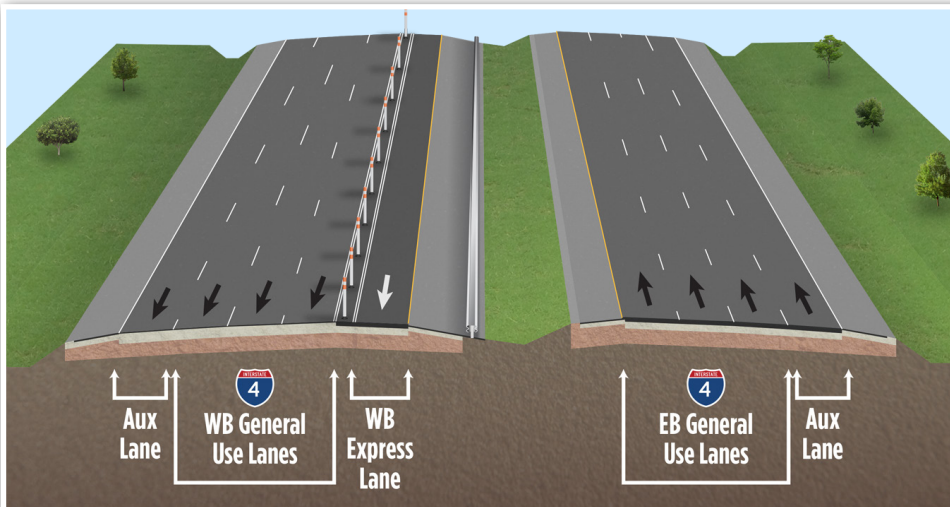
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- » Follow us on Twitter at twitter.com/i4Ultimate
- » Subscribe to our YouTube channel at youtube.com/i4Ultimate

FUTURE IMPROVEMENTS TO INTERSTATE 4 (I-4) FROM WEST OF CENTRAL FLORIDA PARKWAY TO WEST OF KIRKMAN ROAD

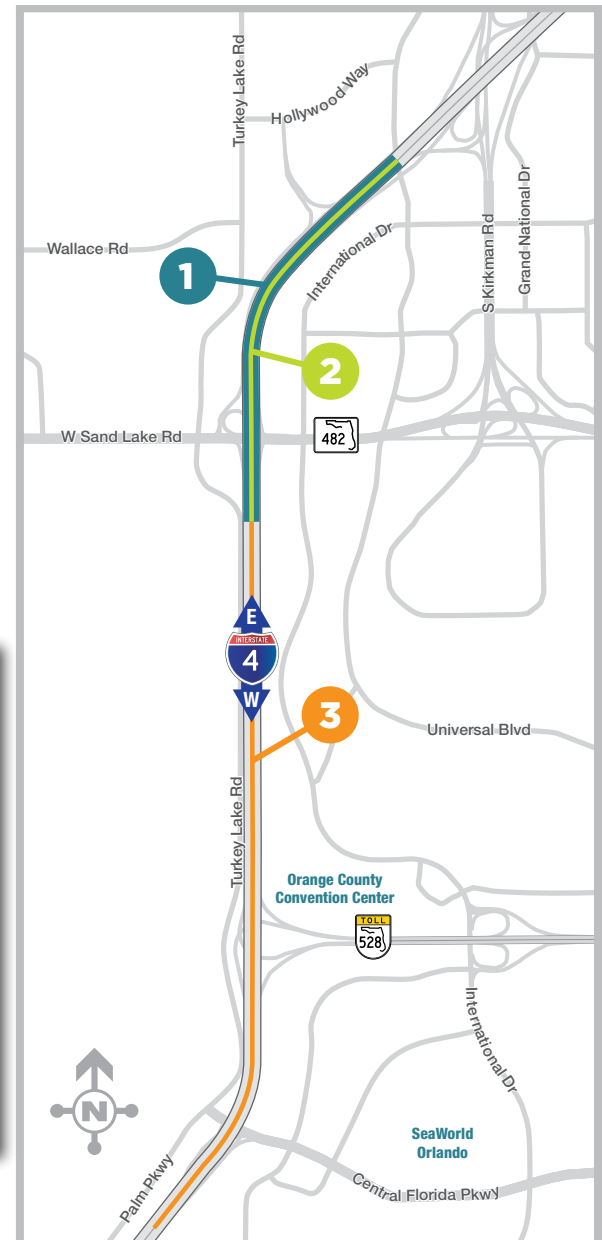
FINANCIAL PROJECT IDENTIFICATION NO.: 444315-1, 444315-3

The Florida Department of Transportation (FDOT) will reconstruct Interstate 4 (I-4) as part of the Sand Lake Road (State Road (S.R.) 482) interchange project. The I-4 improvements will accommodate current traffic and future needs on I-4. The project also includes improvements on Sand Lake Road. See reverse for more information.

- 1 The project will reconstruct the I-4 general use lanes from west of Sand Lake Road to the end of the I-4 Ultimate project, west of Kirkman Road (S.R. 435), to accommodate express lanes in the center of I-4.
- 2 The project will add two barrier-separated, westbound managed lanes from west of Sand Lake Road to the end of the I-4 Ultimate project, west of Kirkman Road.
- 3 The two westbound managed lanes will transition to a single, buffer-separated, westbound managed lane west of Sand Lake Road. The Sand Lake project will construct a portion of this single managed lane from west of Central Florida Parkway to west of Sand Lake Road. Two separate projects — one at Daryl Carter Parkway and another at S.R. 535 — will extend the westbound managed lane to west of S.R. 536.



The two westbound managed lanes will transition to a single, buffer-separated, westbound managed lane west of Sand Lake Road.



Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Todd Helton, Project Manager, by phone at 386-943-5207, or via email at Todd.Helton@dot.state.fl.us. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at Jennifer.Smith2@dot.state.fl.us.



Seminole Expressway/SR 417 Resurfacing and Roadside Improvements Project from North of SR 434 to North of Lake Mary Boulevard

Project Description

Florida's Turnpike Enterprise (FTE) is resurfacing the Seminole Expressway/State Road (SR) 417 from north of SR 434 (Exit 44) to north of Lake Mary Boulevard (Exit 49), in Seminole County.

This project includes the following improvements:

- Asphalt milling and resurfacing
- Installing new lighting and signage
- Improvements to the northbound exit ramp from SR 417 to CR 427/N. Ronald Reagan Boulevard, including:
 - Constructing two dedicated right turn lanes and one dedicated left turn lane from northbound SR 417 to CR 427
 - Sidewalk modifications, new guardrail, wrong way detection and drainage modifications

Construction and Traffic Impacts

Construction will take place during both daytime and nighttime hours. Nearby residents and businesses may experience periodic construction noise, vibration, and dust. FTE takes steps to reduce construction impacts and efforts will be made to limit traffic disruptions and noise.

Lane closures and detours will generally take place during off peak hours to minimize traffic congestion and delays for most drivers. Closures will be announced in advance in the Central and West Central Florida Weekly Lane Closures and Work Zone Advisory.

Schedule and Funding

Construction Schedule

Work is expected to be completed in early 2023.

Cost and Funding

The project cost is approximately \$13.8 million.

Public Information

Yasir Mercado

Community Outreach Specialist
954-934-1138

— or —

1-800-749-PIKE

Yasir.Mercado@dot.state.fl.us

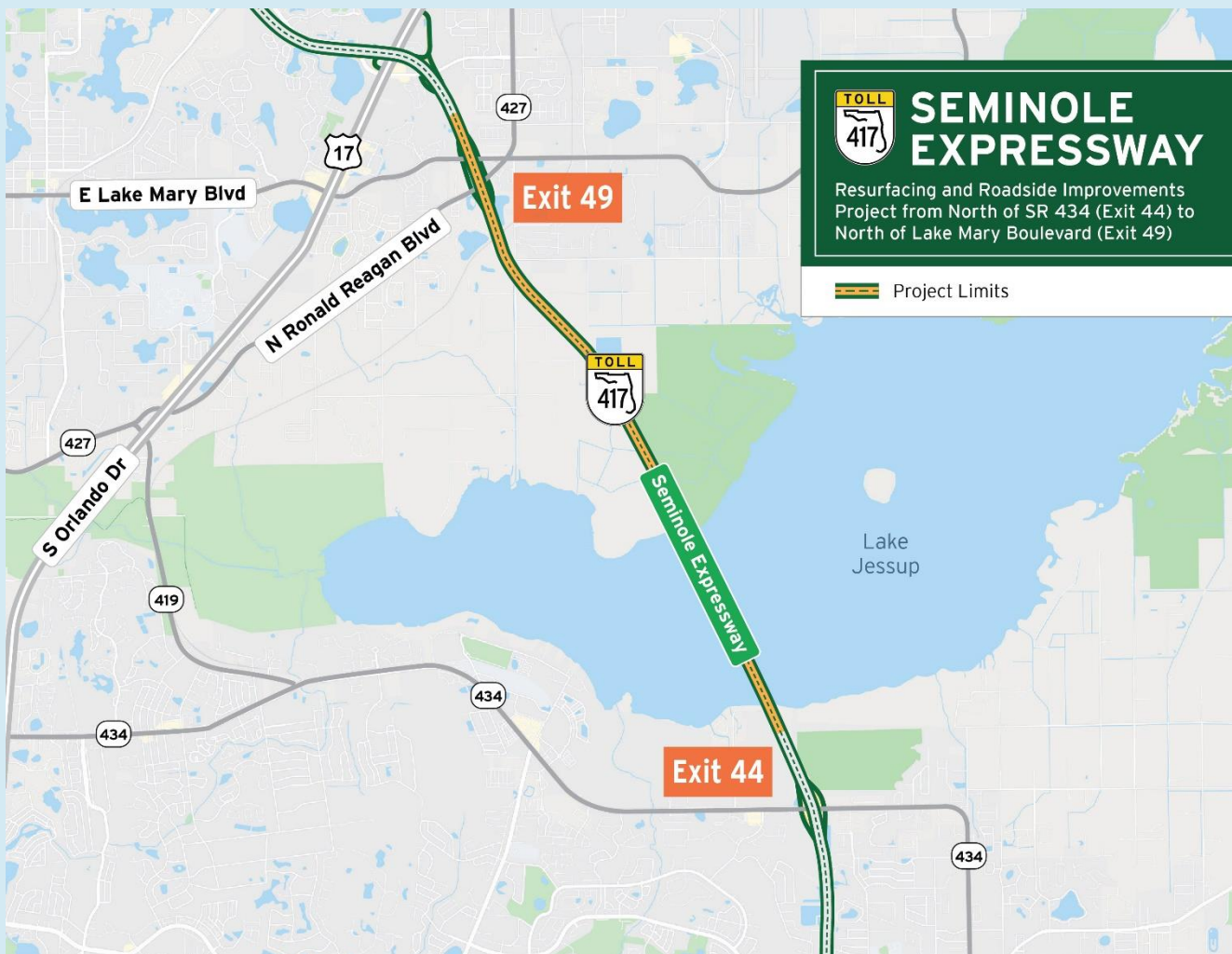
www.FloridasTurnpike.com

twitter.com/FloridaTurnpike



Florida's Turnpike Enterprise
PO Box 9828
Fort Lauderdale, FL 33310-9828

Seminole Expressway/SR 417 Resurfacing and Roadside Improvements Project from North of SR 434 to North of Lake Mary Boulevard



To receive construction updates via e-mail, please contact Yasir.Mercado@dot.state.fl.us.



Daniel Webster Western Beltway/SR 429 Resurfacing and Roadside Improvements Project from Sinclair Road (Exit 1A) to Seidel Road (Exit 11)

Project Description

Florida's Turnpike Enterprise (FTE) is resurfacing the Daniel Webster Western Beltway/State Road (SR) 429 from Sinclair Road (Exit 1A) to Seidel Road (Exit 11), in Osceola and Orange Counties.

This project includes the following improvements:

- Asphalt milling and resurfacing
- Installing new signage, lighting, and pavement markings
- Installing wrong way driving detection systems at interchange exit ramps within project limits

Construction and Traffic Impacts

Construction will take place during both daytime and nighttime hours. Nearby residents and businesses may experience periodic construction noise, vibration, and dust. FTE takes steps to reduce construction impacts and efforts will be made to limit traffic disruptions and noise.

Lane closures and detours will generally take place during off peak hours to minimize traffic congestion and delays for most drivers. Closures will be announced in advance in the Central and West Central Florida Weekly Lane Closures and Work Zone Advisory.

Schedule and Funding

Construction Schedule

Work is expected to be completed in early 2023.

Cost and Funding

The project cost is approximately \$18.8 million.

Public Information

Fiorella Teodista

Community Outreach Specialist
954-934-1130

— or —

1-800-749-PIKE

Fiorella.Teodista@dot.state.fl.us

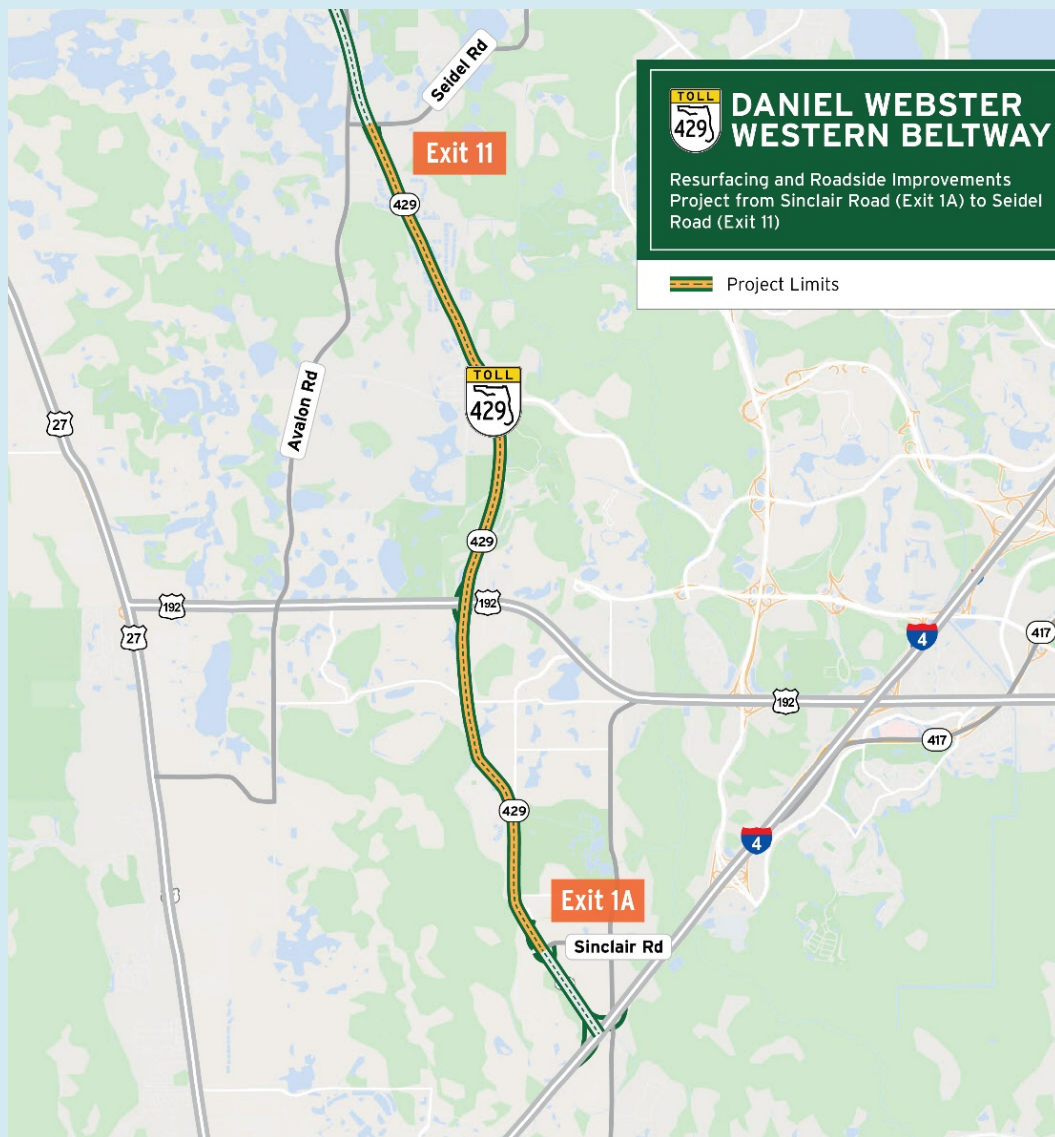
www.FloridasTurnpike.com

twitter.com/FloridaTurnpike



Florida's Turnpike Enterprise
PO Box 9828
Fort Lauderdale, FL 33310-9828

Daniel Webster Western Beltway/SR 429 Resurfacing and Roadside Improvements Project from Sinclair Road (Exit 1A) to Seidel Road (Exit 11)



To receive construction updates via e-mail, please contact Fiorella.Teodista@dot.state.fl.us.



February 9, 2022

TO: Board Members

FROM: Gary Huttman AICP, Executive Director

SUBJECT: 2021 Population Estimates

The official 2021 population estimates have been released by the University of Florida's Bureau of Economic and Business Research (BEBR). *The release of these estimates normally occurs in October of each year but was delayed to December in 2021 due to incorporating the 2020 Census data into the estimates report.*

The attached table compares the 2020 Census data with the 2021 population estimates for our 3-county area, as well as for our neighboring counties and the State of Florida. The original BEBR statewide 2021 population estimates report is available at <https://www.bibr.ufl.edu/population/population-data-archive/>

Highlights are as follows:

- From 2020 to 2021, there was a 2.29% increase in the population of our 3-county area – the same percentage increase as the 2019-2020 report. This is an increase of more than 52,000 new residents – which exceeds the current population of Ocoee.
- In our 3-county area, Osceola County continued to have the highest rate of growth (4.58%).
- The Orange County municipality with the largest percentage increase was the Town of Oakland (10.78%); the Osceola County municipality with the largest percentage increase was the City of St. Cloud (3.51%); and the Seminole County municipality with the largest percentage increase was the City of Longwood (2.71%).

These population figures will be used to develop our Unified Planning Work Program and our budget for this year.

Attachment



**Comparison of 2020 Census &
2021 Population Estimates for
MetroPlan Orlando Region**

	<u>2020 Census</u>	<u>2021 Pop. Est.</u>	<u># Change</u>	<u>% Change</u>
Orange Co. Total	1,429,908	1,457,940	+28,032	+1.96%
Apopka	54,873	56,727	+1,854	+3.38%
Bay Lake	29	29	0	0.00%
Belle Isle	7,032	7,027	-5	-0.07%
Eatonville	2,349	2,344	-5	-0.21%
Edgewood	2,685	2,683	-2	-0.07%
Lake Buena Vista	24	24	0	0.00%
Maitland	19,543	19,545	+2	+0.01%
Oakland	3,516	3,895	+379	+10.78%
Ocoee	47,295	48,202	+907	+1.92%
Orlando	307,573	314,506	+6,933	+2.25%
Windermere	3,030	3,051	+21	+0.69%
Winter Garden	46,964	47,475	+511	+1.09%
Winter Park	29,795	30,019	+224	+0.75%
Unincorporated	905,200	922,413	+17,213	+1.90%
<hr/>				
Osceola Co. Total	388,656	406,460	+17,804	+4.58%
Kissimmee	79,226	80,999	+1,773	+2.24%
St. Cloud	58,964	61,033	+2,069	+3.51%
Unincorporated	250,466	264,428	+13,962	+5.57%
<hr/>				
Seminole Co. Total	470,856	477,455	+6,599	+1.40%
Altamonte Springs	46,231	46,735	+504	+1.09%
Casselberry	28,794	29,571	+777	+2.70%
Lake Mary	16,798	16,867	+69	+0.41%
Longwood	15,087	15,496	+409	+2.71%
Oviedo	40,059	40,073	+14	+0.03%
Sanford	61,051	62,045	+994	+1.63%
Winter Springs	38,342	38,767	+425	+1.11%
Unincorporated	224,494	227,901	+3,407	+1.52%
<hr/>				
Grand Total	2,289,420	2,341,855	+52,435	+2.29%

**Comparison of 2020 Census &
2021 Population Estimates for
Other Counties in
Central Florida Region**

	<u>2020 Census</u>	<u>2021 Pop. Est.</u>	<u># Change</u>	<u>% Change</u>
Brevard Co. Total	606,612	616,742	+10,130	+1.67%
Flagler Co. Total	115,378	119,662	+4,284	+3.71%
Lake Co. Total	383,956	400,142	+16,186	+4.22%
Marion Co. Total	375,908	381,176	+5,268	+1.40%
Polk Co. Total	725,046	748,365	+23,319	+3.22%
Sumter Co. Total	129,752	134,593	+4,841	+3.73%
Volusia Co. Total	553,543	563,358	+9,815	+1.77%
MetroPlan Orlando Region Total	2,289,420	2,341,855	+52,435	+2.29%
10-County Total	5,179,615	5,305,893	+126,278	+2.44%
State of Florida	21,538,187	21,898,945	+360,758	+1.67%

Source: University of Florida, Bureau of Economic and Business Research

<https://www.bibr.ufl.edu/population/population-data-archive/>

January 2022



250 SOUTH ORANGE AVENUE
SUITE 200
ORLANDO, FLORIDA 32801

PH: 407.481.5672
FX: 407.481.5680
WWW.METROPLANORLANDO.ORG

January 18, 2022

Alejandra Y. Castillo
Assistant Secretary of Commerce for Economic Development
United States Department of Commerce - Economic Development Administration
1401 Constitution Avenue, NW, Suite 71014
Washington, DC 20230

Dear Ms. Castillo,

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, it is my pleasure to convey our support for Orange County's Shingle Creek Trail Phase 4 project. MetroPlan Orlando has had the opportunity to review the application and does not have any comments or corrections to note. The project is consistent with our board's transportation planning goals and objectives, and both our long-range and near-term plans.

When fully constructed, the Shingle Creek Trail will stretch 32-miles through one of Florida's heavily urbanized metropolitan areas. This trail will become part of an extensive trail network that extends from Kissimmee to Wekiwa Springs State Park and from Orlando to Mascotte. In its entirety, it will serve as a key north-south connector in a larger regional trails network that includes the West Orange Trail, South Lake Trail, Cross Seminole Trail, and Seminole Wekiva Trail.

Completing the Shingle Creek Trail will significantly increase outdoor recreational opportunities for Central Florida residents and visitors for years to come.

Sincerely,

Gary Huttman, AICP
Executive Director



250 SOUTH ORANGE AVENUE
SUITE 200
ORLANDO, FLORIDA 32801

PH: 407.481.5672
FX: 407.481.5680
WWW.METROPLANORLANDO.ORG

January 24, 2022

Lesa Boettcher
Chief Operating Officer
Foundation for a Healthier West Orange
PO Box 770837
Winter Garden, FL 34777

Dear Ms. Boettcher,

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, it is my pleasure to convey our support for the Healthy West Orange Trails Connection (HWOTC) initiative.

The 2045 Metropolitan Transportation Plan is guided by five goals including Safety & Security, Access & Connectivity, and Health & Environment. These goals align well with the Mission of the Healthy West Orange Trails Connection which is to collaborate in the shared goal of promoting, activating and enhancing the trail system to create opportunities for physical activity, social engagement, prosperity and happiness.

MetroPlan Orlando recognizes that communities are healthier and happier when trail networks are central to their design. Collaboration with the HWOTC partnership and supporting agencies will strengthen efforts to prioritize projects and move trail connections and activations forward within the West Orange communities.

MetroPlan Orlando supports trail development, potential new connections, and engagement opportunities. We will work with HWOTC and local trails and recreation facility providers in identifying funding opportunities while supporting the development of resources aimed at achieving a coordinated approach to the planning, design, and maintenance of trails and activation of facilities across West Orange.

MetroPlan Orlando commits to take part in meetings, planning, events and activities to further the collective mission of the HWOTC.

Sincerely,

Gary Huttman, AICP
Executive Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

January 10, 2022

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

Dear Mr. Huttman:

RE: Request to Modify Adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/22 – 2025/26

The Florida Department of Transportation (FDOT) requests MetroPlan modify the Adopted TIP for FY 2021/22–2025/26. Although these projects will not require federal authorization, they should be listed in the TIP for consistency and transparency purposes. The funding codes all relate to transit projects, and DUCA refers to Transit CARES/CRRSAA funds.

FM#	Project Description	Phase Grouping	Phase	Fund Code	Year	Amount	County
450409-1	Lynx Southern Operations Base	Grants and Miscellaneous	94	FTA	2022	\$5,300,000	Orange
				LF		\$1,325,000	
450488-1	5310 CRRSAA-Central Florida Regional Transportation Auth./Lynx	Grants and Miscellaneous	84	DUCA	2022	\$24,650	Orange
450490-1	5310 CRRSAA-The Opportunity Center Operating Assistance	Grants and Miscellaneous	84	DUCA	2022	\$17,830	Osceola

Sincerely,

DocuSigned by:

Anna Taylor

899FB71584EA411...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Libertad Acosta-Anderson, FDOT
Nick Lepp, MetroPlan
Keith Caskey, MetroPlan

PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

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FACT SHEET:

Competitive Infrastructure Funding Opportunities for Local Governments

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden’s economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris Administration’s goal of equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

25 Competitive Infrastructure Funding Opportunities for Local Governments¹

Transportation

1. **[Rebuilding American Infrastructure Sustainably and Equitably \(RAISE\) Grants](#)**– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. **Applications will open in the first quarter of 2022.**
2. **[Port Infrastructure Development Program Grants](#)** – This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law expanded the program’s eligibilities to include projects that improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. **The Department of Transportation expects to open applications in February 2022.**
3. **[Bus & Bus Facilities Competitive Grants](#)** – This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. **Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.**
4. **National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)**– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. **Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.**
5. **[Infrastructure for Rebuilding America \(INFRA\) Grants](#)** – This Department of Transportation program supports highway and rail projects of regional and economic significance. **Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).**

¹ Funding amounts includes programs’ contract authority, advanced appropriations and mandatory appropriations. Funding subject to appropriations not included.

6. **Safe Streets and Roads for All** – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. **Applications are expected to open in May 2022.**
7. **Charging and Fueling Infrastructure Grants** – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. **The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).**
8. **Clean School Bus Program** – This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. **Applications for funding will be made available [here later this spring](#).**
9. **Reconnecting Communities** – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**
10. **Rural Surface Transportation Grant** - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). **Applications will open in the first quarter of 2022.**

Climate, Energy & Environment

1. **[Building Resilient Infrastructure and Communities Program](#)** – This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants

under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

2. **Flood Mitigation Assistance** – \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**
3. **Brownfields Remediation Program** – This existing EPA program will provide \$1.2 billion in grants and technical assistance to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. **Additional competitive funding opportunities will be announced this spring.**
4. **Energy Efficiency and Conservation Block Grants** – This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. **The first funding opportunity is expected for release in the Fall of 2022.**
5. **Grants for Energy Efficiency and Renewable Energy Improvements in Schools** – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. **The opportunity to apply for funding is expected to be open in the Fall of 2022.**
6. **Energy Improvement in Rural or Remote Areas** – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. **Applications for funding are expected to be open in the Fall of 2022.**
7. **Grants for Energy Efficiency and Resilience Code Adoption** – This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. **Applications for funding are expected to be open by the end of 2022.**

8. **Regional Clean Hydrogen Hubs** – This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. **Applications for funding will open in the Summer of 2022.**
9. **Community Wildfire Defense Grant Program** – This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. **Applications are expected to open early in 2023.**

Broadband, Cyber, and Other Programs

1. **ReConnect Program** – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. **Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).**
2. **Middle Mile Grants Program** – This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. **Applications will likely open during the second quarter of 2022.**
3. **State and Local Cybersecurity Grant Program** – This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. **Applications will likely open during the third quarter of 2022.**
4. **Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program** – These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. **Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.**
5. **Water & Groundwater Storage and Conveyance** – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects

convey water to or from surface water or groundwater storage. **The Department will hold its final stakeholder sessions this month and open applications later this spring.**

6. **[Emergency Watershed Protection Program](#)** – This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. **Applications open in February.**

Other Opportunities

The law further significantly increased the amount of non-competitive formula funding that will flow first to states and then on to cities and local governments. Examples include funding available through Surface Transportation Block Grant sub-allocations for local governments, which now include significantly expanded the flexibilities for cities to determine how these funds can be used, as well as increases for states' [Clean Water](#) and [Drinking Water](#) State Revolving Funds. We encourage cities to reach out to the state or regional offices for various federal agencies, as well as state governments' infrastructure coordinators, to better understand forthcoming increases in formula funding.

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator [sent a letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. Prioritize your community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO's Transportation Improvement Plan.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. Work with your state's broadband agency to ensure your city or region's needs are appropriately mapped and inventoried.

7. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day governance. A city's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Agency Contact Information

Environmental Protection Agency: State&Local@epa.gov

Department of Transportation: intergov@dot.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommerceIGA@doc.gov

Department of Energy: DL-RegionalSpecialists@hq.doe.gov

Department of Agriculture: EIA@usda.gov

Department of Homeland Security: dhs.iga@hq.dhs.gov

###



The Bipartisan Infrastructure Law Will Deliver for Florida

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Florida is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Florida.** For decades, infrastructure in Florida has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Florida a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Florida residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Florida there are 408 bridges and over 3,564 miles of highway in poor condition. Since 2011, commute times have increased by 11.6% in Florida, and on average, each driver pays \$425 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Florida would expect to receive approximately \$13.3 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 26% more than the State’s Federal-aid highway formula funding under current law (1). Florida can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Florida can also expect to receive approximately \$320 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$364 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Florida will receive approximately \$100 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Florida will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Florida can expect to receive approximately \$103.7 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 65% increase in funding compared to FAST Act levels (4). Florida will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Florida also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Floridians who take public transportation spend an extra 77.9% of their time commuting and non-White households are 3.5 times more likely to commute via public transportation. 16.1% of transit vehicles in the state are past useful life. **Based on formula funding alone, Florida would expect to receive about \$2.8 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 33% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Florida would expect to receive about \$198 million over five years to support the expansion of an EV charging network in the state (6). Florida will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Florida will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Florida would receive approximately \$1.2 billion for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.

- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###