



METROPLAN ORLANDO BOARD MEETING AGENDA

DATE: Wednesday, November 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/84653313635?pwd=YnRrZzdnZzl4bTMvMEhpTXdTOUlrQT09>

Passcode: 061647

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) | Chairwoman Uribe |
| II. CHAIR'S ANNOUNCEMENTS | Chairwoman Uribe |
| III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS | Mr. Gary Huttman |
| IV. FDOT REPORT | Mr. John Tyler |
| 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
- 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 *two minutes* 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.
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| IX. CONSENT AGENDA | (Tab 1) |
| A. Minutes from September 14, 2022 Board meeting – page #4 | |
| B. Approval of Financial Report for August & September 2022 - page #11 | |
| C. Approval of the Annual Financial Report – page #17 | |
| D. Approval of the 2023 Board/Committee Schedule – page #21 | |
| E. Approval of UPWP Amendment #2 (Text Changes) – page #22 | |

X. OTHER ACTION ITEMS

- A. Approval of the 2023 Legislative Priorities – Ms. Virginia Whittington, MetroPlan Orlando Staff (Tab 2)

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item) (Tab 3)

- A. Executive Director’s Report – page #32
- B. FDOT Monthly Construction Status Report, August & September 2022 – page #34
- C. Air Quality Report – page #42
- D. Bicycle Pedestrian Report – page #44
- E. Letter from Mr. Huttman to Secretary Tyler re: TIP Modification – page #45
- F. Letter of Support- *FORWARD Orlando* Safe Streets & Roads for All Implementation Grant – page #47
- G. Letter of Support-Florida Greenways & Trails grant application to the Florida Wildlife Corridor Foundation – page #48
- H. District 5 Office of Safety Newsletter – page #49
- I. Western Beltway Widening Project Newsletter – page #77
- J. S.R. 429/Binion Road PD&E Study Fact Sheet – page #79
- K. FTE S.R. 91 PD&E Study Fact Sheet – page #81
- L. FDOT District 5 ICM Quarterly Newsletter – page #83

XII. OTHER BUSINESS/PRESENTATIONS

- A. Active Transportation Plan Overview- Ms. Taylor Laurent, P.E., AICP, MetroPlan Orlando Staff

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, December 14, 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.



MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, September 14, 2022

TIME: 9:00 a.m.

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

Commissioner Mayra Uribe, Board Chair, Presided

Members in attendance were:

Hon. Pat Bates, City of Altamonte Springs
Hon. Bob Dallari, Seminole County
Hon. Jerry L. Demings, Orange County
Hon. Maribel Gomez Cordero, Orange County
Hon. Olga Castano for Jim Fisher, City of Kissimmee
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. Tony Ortiz, City of Orlando
Hon. Nicole Wilson for Victoria Siplin, Orange County
Hon Keith Trace, Municipal Advisory Committee
Hon. Mayra Uribe, Orange County
Hon. Art Woodruff, City of Sanford

Members attending the meeting via the Zoom Platform:

Hon. Lee Constantine, Central Florida Expressway Authority
Hon. Patty Sheehan for Mayor Buddy Dyer, City of Orlando

Advisors in Attendance

Ms. Loreen Bobo for Secretary John Tyler, FDOT District 5
Mr. Shaun Germolus, Kissimmee Gateway Airport
Mr. Jeffrey Campbell, Community Advisory Committee
Mr. Ramon Senorans, Transportation Systems Management & Operations Committee
Ms. Lee Pulham, Technical Advisory Committee

Members/Advisors not in Attendance:

Hon. Emily Bonilla, Orange County
Hon. Cheryl Grieb, Osceola County
Hon. Jay Zembower, Seminole County

Others in Attendance :

Ms. Catalina Chacon, FDOT
Mr. Hatem Aguib, FDOT
Ms. Michelle Kendall, WSP
Mr. James Boyle, LYNX

Staff in Attendance :

Mr. Gary Huttman
Mr. Jay Small, Mateer & Harbert
Mr. Jason Loschiavo
Ms. Virginia Whittington
Mr. Alex Trauger
Mr. Keith Caskey
Mr. Eric Hill
Ms. Cynthia Lambert
Ms. Mary Ann Horne
Ms. Lisa Smith
Ms. Cathy Goldfarb

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Uribe called the meeting to order at 9:00 a.m. and welcomed everyone. Commissioner Tony Ortiz, City of Orlando, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Chair Uribe acknowledged Commissioners Lee Constantine and Patty Sheehan who participated virtually. Chair Uribe reported on the MPOAC meeting held on July 27th and 28th in Gainesville; the Florida Commission for the Transportation Disadvantaged Annual Training Workshop August 30th and 31st in Orlando where she and Virginia Whittington presented; participation as a moderator at the Florida Planning Association conference on September 9th; her tour of the OIA South Terminal on August 4th, and attendance at an event showcasing the new terminal on September 8th. Mayor Bates provided a report from the August 11th TDLCB meeting.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Huttman acknowledged the passing of former Kissimmee Mayor and MetroPlan Orlando Board member Jim Swan and LYNX CEO Jim Harrison. He acknowledged alternates in attendance: Commissioner Nicole Wilson, Orange County, Commissioner Patty Sheehan, City of Orlando, and Commissioner Olga Castano, City of Kissimmee. He announced the appointment of a new FHWA liaison, Ms. Jean Parlow. Mr. Huttman announced that a regional grant application was being submitted in response to the announcement of the \$1 billion Safe Streets for All planning grant funding opportunity. He reported on several other meetings and activities including a Regional TSMO Peer Exchange held on September 13th; BFF enforcement activities on August 23-24; and a meeting he and Chair Uribe had with District Secretary Tyler on August 29th. He congratulated Board incumbents on successful re-elections and MetroPlan Orlando staff member Leilani Vaiaoga who was installed as an officer on the FPRA Central Florida Chapter Board. Mr. Huttman announced that Chair Uribe received the Elected Official of the Year award from the Florida Commission for the Transportation Disadvantaged. He announced that MetroPlan Orlando's 2021 Regional Transportation Survey had received an FPRA Golden Image Award. Lastly, he introduced new MetroPlan Orlando staff members, Jason Sartorio and Slade Downs.

IV. FDOT REPORT

Ms. Loreen Bobo, FDOT Office of Safety, provided an FDOT update on behalf of Secretary Tyler. Ms. Bobo notified Board members that five (5) R-cuts were recently opened at select intersections along the S.R. 535 corridor in Orange County for enhanced safety. She congratulated the City of Altamonte Springs on adopting their Vision Zero safety plan. She announced that Rail Safety Week is from September 19-23, October is Pedestrian Safety Awareness Month, and Mobility Week is from October 21-28.

V. ROLL CALL AND CONFIRMATION OF QUORUM

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

VI. AGENDA REVIEW

Mr. Huttman noted Action Item X.C. would include an FDOT presentation to explain a change in the project scope.

VII. COMMITTEE REPORTS

Advisory Committee reports from the August and September meetings were presented by the Municipal Advisory Committee, Community Advisory Committee, TSMO, and Technical Advisory Committee chairpersons.

VIII. PUBLIC COMMENTS ON ACTION ITEMS

None

IX. CONSENT AGENDA

- A. Minutes from July 27, 2022 Board meeting
- B. Approval of Financial Report for July 2022
- C. Approval of Budget Amendment #1 FY 23 (Roll Forward)
- D. Approval of Personnel Committee Recommendation for the Executive Director's Annual Review
- E. Approval of the Personnel Committee Recommendation for changes to the MetroPlan Orlando Travel Policy
- F. Approval of contribution to Bike Walk Central Florida for the Best Foot Forward Program
- G. Approval of Board Resolution in support of "Blind Americans Equality Day"
- H. Approval of Board Resolution in support of "Put the Brakes on Fatalities Day"
- I. Approval of Selection Committee Recommendation for the State Legislative Advocacy Consultant

MOTION: Commissioner Dallari moved approval of the Consent Agenda, items A-D. Commissioner Janer seconded the motion. Motion carried unanimously.

X. OTHER ACTION ITEMS

- A. Approval (Ratification) of Emergency Amendment to FY 2021/22 – FY 2025/26 & FY 2022/23 – FY 2026/27 TIP (Roll Call Vote)

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. He explained that on August 10, 2022, the Board Chairwoman signed a resolution approving an amendment to the FY 2022/23 - 2026/27 TIP requested by FDOT on an emergency basis to allocate federal funds for the project in a timely manner to address construction cost increases. A letter from FDOT explaining the amendment, along with a fact

sheet prepared by MetroPlan Orlando staff, and the resolution signed by the Board Chairwoman on August 10th was provided for an amendment that includes the following project:

- FM #441140-1 – SR 436 from Northlake Blvd./Cranes Roost Blvd. to Boston Avenue

MOTION: Commissioner Dallari moved to ratify the Emergency Amendment to the FY 2021/22-FY 2025/26 and FY 2022/23-FY 2026/27 TIP. Commissioner Janer seconded the motion. A roll call vote was conducted. Motion carried unanimously.

B. Approval of the Roll Forward Amendments to the FY 2022/23 – FY 2026/27 TIP (Roll Call Vote)

Mr. Keith Caskey, MetroPlan Orlando staff, requested the Board approve amending the FY 2022/23 - 2026/27 TIP to include projects that had funds that rolled forward from FY 2021/22 to FY 2022/23. A letter from FDOT explaining the amendment, the FDOT Roll Forward Report (*which included a separate page showing SunRail projects*), the fact sheet prepared by MetroPlan Orlando staff, and the draft resolution was provided. Mr. Caskey noted that this is an annual routine amendment to the TIP to roll forward funds not committed by the end of the fiscal year to ensure consistency with FDOT's Work Program.

MOTION: Commissioner Janer moved approval of the FY 2022/23-FY 2026/27 Roll Forward TIP amendments. Mr. Good seconded the motion. Motion carried unanimously.

C. Approval of the Amendments to the FY 2022/23 – FY 2026/27 TIP (Roll Call Vote)

Mr. Keith Caskey, MetroPlan Orlando staff, requested the Board approve amending the FY 2022/23 - 2026/27 TIP include the following projects:

- FM #4443151 – I-4 at Sand Lake Road from west of SR 528 to west of Kirkman Road
- FM #4443153 – I-4 from west of SR 536 to west of SR 528
- FM #448914-1 – I-4 from east of SR 535 to west of SR 535
- FM #449771-1 – I-4 from west of SR 536 to west of Central Florida Pkwy.

A letter from FDOT staff explaining the amendment request, a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution was provided.

Ms. Catalina Chacon and Mr. Hatem Aguib, FDOT staff, provided an overview on the four projects included in the amendment request. Discussion ensued on several issues, including improving safety for other modes of transportation besides automobiles, facilitating the train from Orlando to Tampa, safety concerns with further widening, and mitigating the congestion bottleneck further west at Champions Gate.

MOTION: Commissioner Dallari moved approval of the amendments to the FY 2022/23 - FY 2026/27 TIP amendments. Commissioner Gomez Cordero seconded the motion. Motion carried unanimously.

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (Action Item)

- A. Executive Director's Report
- B. FDOT Monthly Construction Status Report, July 2022
- C. Letter from Mr. Huttman to Secretary Tyler re: TIP Modification
- D. Air Quality Report
- E. Bicycle Pedestrian Report
- F. Best Foot Forward FY 2022 Q3 Report-pages 1-41 (full report at link provided)
https://bikewalkcf.sharepoint.com/:b:/g/ER-0bZYVWB9BmtuieM_wW-EBinY8BAUvsUMyt05Q0pkXng?e=HKXlcG
- G. Letter of Support for the UCF application for the U.S DOT University Transportation Center (UTC) Program Competition 2022-2026 Grants
- H. FDOT Mobility Week October
- I. FDOT Truck Parking Brochure
- J. Florida's Turnpike Enterprises PD&E Flyer
- K. District Dedicated Revenue for Transit Operations

MOTION: Commissioner Dallari moved approval of the information items for acknowledgement (Items A-K). Commissioner Gomez-Cordero seconded the motion. Motion carried unanimously.

XII. OTHER BUSINESS/PRESENTATIONS

A. SunRail Transition Report - Ms. Michelle Kendall, WSP

Ms. Michelle Kendall, WSP, provided a status report on the SunRail transition. Ms. Kendall reported that the tentative transition is June 2024. She reviewed the project history, the transition analysis framework, and operational analysis. Ms. Kendall provided information on proposed governance structure which included three options; the recommended option is to have LYNX manage operations. She noted that the Commuter Rail Commission is expected to vote on the governance structure at their September meeting. In addition, she detailed the activities necessary for implementation and next steps. Ms. Kendall responded to Board member questions and concerns on a number of issues.

B. LYNX Transit Development Plan (TDP) - Mr. James Boyle, LYNX

Mr. James Boyle, LYNX, gave a presentation on LYNX's latest Transit Development Plan. Mr. Boyle provided background information on the TDP. He explained that the TDP incorporates the needs plans from the three-county area into an integrated, multi-tiered network with a variety of services to meet those needs. He reviewed public outreach efforts, including the TDP survey results and goals. Mr. Boyle provided additional information on operating and capital costs, project schedule, and future planning projects.

XIII. PUBLIC COMMENTS (GENERAL)

None.

XIV. BOARD MEMBER COMMENTS

Commissioner Tony Ortiz, City of Orlando, called attention to the potential railroad workers strike and potential impacts to local SunRail service. Mayor Woodruff brought forward concerns with FDOT safety projects on SR 46 in the City of Sanford.

XV. NEXT MEETING: Wednesday, November 9, 2022

XVI. ADJOURN BOARD MEETING

There being no further business, the meeting adjourned at 10:45 a.m. The meeting was transcribed by Ms. Lisa Smith. Approved this 9th day of November 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 07/31/22**

ASSETS

Operating Cash in Bank	\$ 1,583,336.48
Petty Cash	\$ 125.00
SBA Investment Account	\$ 1,127,173.99
FL CLASS Investment Account	\$ 1,181,498.50
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 30,188.07
Accounts Receivable - General	\$ 195.59
Accounts Receivable - Grants	\$ 1,127,271.20
Capital Assets - Net	\$ 1,418,232.04

TOTAL ASSETS:	<u>\$ 6,488,020.87</u>
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LIABILITIES

Accounts Payable	\$ 303,267.72
Accrued Personal Leave	\$ 368,661.02
Leases Payable	\$ 1,168,780.44

TOTAL LIABILITIES:	<u>\$ 1,840,709.18</u>
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EQUITY

FUND BALANCE:	
Nonspendable:	
Prepaid Items	\$ 30,188.07
Deposits	\$ 20,000.00
Unassigned:	\$ 4,597,123.62

TOTAL EQUITY:	<u>\$ 4,647,311.69</u>
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TOTAL LIABILITIES & EQUITY:	<u>\$ 6,488,020.87</u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 07/31/22

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 84,610.91	84,610.91	\$ 6,284,397.00	6,199,786.09	1.35%
State Revenue	\$ 0.00	0.00	\$ 106,102.00	106,102.00	0.00%
Local Revenue	\$ 0.00	0.00	\$ 1,295,931.00	1,295,931.00	0.00%
Interest Income	\$ 3,338.52	3,338.52	\$ 5,000.00	1,661.48	66.77%
Other	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Contributions	\$ 0.00	0.00	\$ 25,000.00	25,000.00	0.00%
Cash Carryforward	\$ 0.00	0.00	\$ 250,000.00	250,000.00	0.00%
TOTAL REVENUES:	\$ 87,949.43	\$ 87,949.43	\$ 7,978,930.00	\$ 7,890,980.57	1.10%
EXPENDITURES					
Salaries	\$ 69,510.01	69,510.01	\$ 2,103,395.00	2,033,884.99	3.30%
Fringe Benefits	\$ 24,001.80	24,001.80	\$ 688,142.00	664,140.20	3.49%
Audit Fees	\$ 0.00	0.00	\$ 23,000.00	23,000.00	0.00%
Computer Operations	\$ 6,652.78	6,652.78	\$ 100,638.00	93,985.22	6.61%
Dues & Memberships	\$ 1,425.00	1,425.00	\$ 22,376.00	20,951.00	6.37%
Equipment & Furniture	\$ 0.00	0.00	\$ 22,000.00	22,000.00	0.00%
Graphic Printing/Binding	\$ 0.00	0.00	\$ 14,450.00	14,450.00	0.00%
Insurance	\$ 1,727.84	1,727.84	\$ 29,530.00	27,802.16	5.85%
Legal Fees	\$ 0.00	0.00	\$ 50,000.00	50,000.00	0.00%
Office Supplies	\$ 365.07	365.07	\$ 48,500.00	48,134.93	0.75%
Postage	\$ 288.63	288.63	\$ 3,700.00	3,411.37	7.80%
Books, Subscrips/Pubs	\$ 5,086.00	5,086.00	\$ 7,739.00	2,653.00	65.72%
Exec. Dir 457 Def. Comp.	\$ 1,692.30	1,692.30	\$ 22,000.00	20,307.70	7.69%
Rent	\$ 31,007.57	31,007.57	\$ 296,295.00	265,287.43	10.47%
Equipment Rent/Maint.	\$ 785.00	785.00	\$ 30,705.00	29,920.00	2.56%
Seminar & Conf. Regist.	\$ 2,760.00	2,760.00	\$ 40,300.00	37,540.00	6.85%
Telephone	\$ 0.00	0.00	\$ 12,464.00	12,464.00	0.00%
Travel	\$ 276.82	276.82	\$ 64,875.00	64,598.18	0.43%
Small Tools/Office Mach.	\$ 115.00	115.00	\$ 2,000.00	1,885.00	5.75%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 0.00	0.00	\$ 2,500.00	2,500.00	0.00%
Contingency	\$ 0.00	0.00	\$ 125,000.00	125,000.00	0.00%
Contractual/Temp Svcs.	\$ 232.00	232.00	\$ 3,530.00	3,298.00	6.57%
Interest Expense	\$ 0.00	0.00	\$ 43,229.00	43,229.00	0.00%
Pass-Thru Expenses	\$ 0.00	0.00	\$ 220,000.00	220,000.00	0.00%
Consultants	\$ 0.00	0.00	\$ 3,839,486.00	3,839,486.00	0.00%
Repair & Maintenance	\$ 0.00	0.00	\$ 2,000.00	2,000.00	0.00%
Advertising/Public Notice	\$ 380.00	380.00	\$ 20,916.00	20,536.00	1.82%
Other Misc. Expense	\$ 230.31	230.31	\$ 15,190.00	14,959.69	1.52%
Contributions	\$ 0.00	0.00	\$ 100,950.00	100,950.00	0.00%
Educational Reimb.	\$ 0.00	0.00	\$ 1,020.00	1,020.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	0.00	\$ 10,500.00	10,500.00	0.00%
Indirect Expense Carryfwd.	\$ 0.00	0.00	\$ 0.00	-	0.00%
TOTAL EXPENDITURES:	\$ 146,536.13	\$ 146,536.13	\$ 7,978,930.00	\$ 7,832,393.87	1.84%
AGENCY BALANCE:	\$ (58,586.70)	\$ (58,586.70)			

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 08/31/22**

ASSETS

Operating Cash in Bank	\$	2,046,668.69
Petty Cash	\$	125.00
SBA Investment Account	\$	1,129,341.05
FL CLASS Investment Account	\$	1,183,672.30
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	32,964.82
Accounts Receivable - Grants	\$	303,375.85
Capital Assets - Net	\$	1,418,232.04

TOTAL ASSETS:	\$	6,134,379.75
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LIABILITIES

Accrued Personal Leave	\$	372,998.06
Leases Payable	\$	1,168,780.44

TOTAL LIABILITIES:	\$	1,541,778.50
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	32,964.82
Deposits	\$	20,000.00
Unassigned:	\$	4,539,636.43

TOTAL EQUITY:	\$	4,592,601.25
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TOTAL LIABILITIES & EQUITY:	\$	6,134,379.75
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 08/31/22

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 303,375.85	387,986.76	\$ 6,284,397.00	5,896,410.24	6.17%
State Revenue	\$ 0.00	0.00	\$ 106,102.00	106,102.00	0.00%
Local Revenue	\$ 0.00	0.00	\$ 1,295,931.00	1,295,931.00	0.00%
Interest Income	\$ 4,340.86	7,679.38	\$ 5,000.00	(2,679.38)	153.59%
Other	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Contributions	\$ 0.00	0.00	\$ 25,000.00	25,000.00	0.00%
Cash Carryforward	\$ 0.00	0.00	\$ 250,000.00	250,000.00	0.00%
TOTAL REVENUES:	\$ 307,716.71	\$ 395,666.14	\$ 7,978,930.00	\$ 7,583,263.86	4.96%
EXPENDITURES					
Salaries	\$ 131,879.41	201,389.42	\$ 2,103,395.00	1,902,005.58	9.57%
Fringe Benefits	\$ 45,537.96	69,539.76	\$ 688,142.00	618,602.24	10.11%
Audit Fees	\$ 0.00	0.00	\$ 23,000.00	23,000.00	0.00%
Computer Operations	\$ 10,385.64	17,038.42	\$ 100,638.00	83,599.58	16.93%
Dues & Memberships	\$ 2,164.00	3,589.00	\$ 22,376.00	18,787.00	16.04%
Equipment & Furniture	\$ 739.98	739.98	\$ 22,000.00	21,260.02	3.36%
Graphic Printing/Binding	\$ 0.00	0.00	\$ 14,450.00	14,450.00	0.00%
Insurance	\$ 1,727.84	3,455.68	\$ 29,530.00	26,074.32	11.70%
Legal Fees	\$ 1,590.00	1,590.00	\$ 50,000.00	48,410.00	3.18%
Office Supplies	\$ 563.05	928.12	\$ 48,500.00	47,571.88	1.91%
Postage	\$ 78.21	366.84	\$ 3,700.00	3,333.16	9.91%
Books, Subscrips/Pubs	\$ 98.46	5,184.46	\$ 7,739.00	2,554.54	66.99%
Exec. Dir 457 Def. Comp.	\$ 1,692.30	3,384.60	\$ 22,000.00	18,615.40	15.38%
Rent	\$ 29,047.57	60,055.14	\$ 296,295.00	236,239.86	20.27%
Equipment Rent/Maint.	\$ 8,086.15	8,871.15	\$ 30,705.00	21,833.85	28.89%
Seminar & Conf. Regist.	\$ 1,395.82	4,155.82	\$ 40,300.00	36,144.18	10.31%
Telephone	\$ 925.55	925.55	\$ 12,464.00	11,538.45	7.43%
Travel	\$ 692.95	969.77	\$ 64,875.00	63,905.23	1.49%
Small Tools/Office Mach.	\$ 220.35	335.35	\$ 2,000.00	1,664.65	16.77%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 0.00	0.00	\$ 2,500.00	2,500.00	0.00%
Contingency	\$ 0.00	0.00	\$ 125,000.00	125,000.00	0.00%
Contractual/Temp Svcs.	\$ 240.29	472.29	\$ 3,530.00	3,057.71	13.38%
Pass-Thru Expenses	\$ 0.00	0.00	\$ 220,000.00	220,000.00	0.00%
Consultants	\$ 125,344.82	125,344.82	\$ 3,839,486.00	3,714,141.18	3.26%
Repair & Maintenance	\$ 961.01	961.01	\$ 2,000.00	1,038.99	48.05%
Advertising/Public Notice	\$ 2,069.54	2,449.54	\$ 20,916.00	18,466.46	11.71%
Other Misc. Expense	\$ 3,574.85	3,805.16	\$ 15,190.00	11,384.84	25.05%
Contributions	\$ 0.00	0.00	\$ 100,950.00	100,950.00	0.00%
Educational Reimb.	\$ 0.00	0.00	\$ 1,020.00	1,020.00	0.00%
Comm. Rels. Sponsors	\$ 0.00	0.00	\$ 10,500.00	10,500.00	0.00%
TOTAL EXPENDITURES:	\$ 369,015.75	\$ 515,551.88	\$ 7,935,701.00	\$ 7,420,149.12	6.50%
AGENCY BALANCE:	\$ (61,299.04)	\$ (119,885.74)			

**METROPLAN ORLANDO
AGENCYWIDE
BALANCE SHEET
For Period Ending 09/30/22**

ASSETS

Operating Cash in Bank	\$	1,823,356.00
Petty Cash	\$	125.00
SBA Investment Account	\$	1,131,767.20
FL CLASS Investment Account	\$	1,186,150.19
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,085.08
Accounts Receivable - Grants	\$	453,651.36
Capital Assets - Net	\$	1,418,232.04

TOTAL ASSETS:	\$	6,035,366.87
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LIABILITIES

Accrued Personal Leave	\$	372,998.06
Leases Payable	\$	1,168,780.44

TOTAL LIABILITIES:	\$	1,541,778.50
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	2,085.08
Deposits	\$	20,000.00
Unassigned:	\$	4,471,503.29

TOTAL EQUITY:	\$	4,493,588.37
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TOTAL LIABILITIES & EQUITY:	\$	6,035,366.87
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Net difference to be reconciled:	\$	-
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 09/30/22

REVENUES	Current	Y-T-D	Budget	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 428,352.56	816,339.32	\$ 6,284,397.00	5,468,057.68	12.99%
State Revenue	\$ 24,444.17	24,444.17	\$ 106,102.00	81,657.83	23.04%
Local Revenue	\$ 47,635.50	47,635.50	\$ 1,295,931.00	1,248,295.50	3.68%
Interest Income	\$ 4,904.04	12,583.42	\$ 5,000.00	(7,583.42)	251.67%
Other	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Contributions	\$ 25,000.00	25,000.00	\$ 25,000.00	-	100.00%
Cash Carryforward	\$ 0.00	0.00	\$ 250,000.00	250,000.00	0.00%
TOTAL REVENUES:	\$ 530,336.27	\$ 926,002.41	\$ 7,978,930.00	\$ 7,052,927.59	11.61%

EXPENDITURES

Salaries	\$ 204,384.92	405,774.34	\$ 2,103,395.00	1,697,620.66	19.29%
Fringe Benefits	\$ 70,574.13	140,113.89	\$ 688,142.00	548,028.11	20.36%
Audit Fees	\$ 20,000.00	20,000.00	\$ 23,000.00	3,000.00	86.96%
Computer Operations	\$ 5,587.61	22,626.03	\$ 100,638.00	78,011.97	22.48%
Dues & Memberships	\$ 1,325.00	4,914.00	\$ 22,376.00	17,462.00	21.96%
Equipment & Furniture	\$ 0.00	739.98	\$ 22,000.00	21,260.02	3.36%
Graphic Printing/Binding	\$ 318.00	318.00	\$ 14,450.00	14,132.00	2.20%
Insurance	\$ 13,011.64	16,467.32	\$ 29,530.00	13,062.68	55.76%
Legal Fees	\$ 556.50	2,146.50	\$ 50,000.00	47,853.50	4.29%
Office Supplies	\$ 1,477.54	2,405.66	\$ 48,500.00	46,094.34	4.96%
Postage	\$ 373.83	740.67	\$ 3,700.00	2,959.33	20.02%
Books, Subscrips/Pubs	\$ 163.96	5,348.42	\$ 7,739.00	2,390.58	69.11%
Exec. Dir 457 Def. Comp.	\$ 2,693.31	6,077.91	\$ 22,000.00	15,922.09	27.63%
Rent	\$ 53,155.14	113,210.28	\$ 339,524.00	226,313.72	33.34%
Equipment Rent/Maint.	\$ 785.00	9,656.15	\$ 30,705.00	21,048.85	31.45%
Seminar & Conf. Regist.	\$ 37.00	4,192.82	\$ 40,300.00	36,107.18	10.40%
Telephone	\$ 926.79	1,852.34	\$ 12,464.00	10,611.66	14.86%
Travel	\$ 376.51	1,346.28	\$ 64,875.00	63,528.72	2.08%
Small Tools/Office Mach.	\$ 29.99	365.34	\$ 2,000.00	1,634.66	18.27%
HSA/FSA Annual Contrib.	\$ 0.00	0.00	\$ 12,500.00	12,500.00	0.00%
Computer Software	\$ 0.00	0.00	\$ 2,500.00	2,500.00	0.00%
Contingency	\$ 0.00	0.00	\$ 125,000.00	125,000.00	0.00%
Contractual/Temp Svcs.	\$ 240.29	712.58	\$ 3,530.00	2,817.42	20.19%
Pass-Thru Expenses	\$ 88,907.60	88,907.60	\$ 220,000.00	131,092.40	40.41%
Consultants	\$ 66,578.46	191,923.28	\$ 3,839,486.00	3,647,562.72	5.00%
Repair & Maintenance	\$ 0.00	961.01	\$ 2,000.00	1,038.99	48.05%
Advertising/Public Notice	\$ 688.61	3,138.15	\$ 20,916.00	17,777.85	15.00%
Other Misc. Expense	\$ 633.82	4,438.98	\$ 15,190.00	10,751.02	29.22%
Contributions	\$ 100,000.00	100,000.00	\$ 100,950.00	950.00	99.06%
Educational Reimb.	\$ 0.00	0.00	\$ 1,020.00	1,020.00	0.00%
Comm. Rels. Sponsors	\$ 1,200.00	1,200.00	\$ 10,500.00	9,300.00	11.43%

TOTAL EXPENDITURES:	\$ 634,025.65	\$ 1,149,577.53	\$ 7,978,930.00	\$ 6,829,352.47	14.41%
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AGENCY BALANCE:	\$ (103,689.38)	\$ (223,575.12)
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Board Action Fact Sheet

Meeting Date: November 09, 2022
Agenda Item: IX.C. (Tab 1)
Roll Call Vote: No

Action Requested: Approval and Acceptance of the Annual Financial Report and Audit

Reason: The annual financial report and audit must be approved and accepted by the MetroPlan Orlando Board annually.

Summary/Key Information: There were no management findings in the report. MetroPlan Orlando received a clean audit report and ended the fiscal year in good financial condition with an unrestricted net position of \$4,466,865.

MetroPlan Budget Impact: None

Local Funding Impact: None

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

Staff Recommendation: Recommends approval

Supporting Information: The full financial report is available at <https://metroplanorlando.org/wp-content/uploads/Annual-Financial-Report-2022.pdf>

Required final communication from the auditors is available under tab 1.



October 6, 2022

Board Members
MetroPlan Orlando
Orlando, Florida

We have audited the financial statements of MetroPlan Orlando (the “Organization”) as of and for the year ended June 30, 2022. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 13, 2021. Professional standards also require that we communicate to you the following information related to our audit.

SIGNIFICANT AUDIT FINDINGS

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Organization are described in Note 1 to the financial statements. As described in Note 1 to the financial statements, the Organization implemented Government Accounting Standards Board Statement No. 87, *Leases*, in 2022. The application of existing policies was not changed during 2022. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The significant estimates affecting the Organization’s financial statements include the following accounts: Due From Other Governments; Capital Assets; Lease Liabilities; and Compensated Absences.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The following disclosures in the Notes to the Financial Statements are considered significant: Note 3 - Capital Assets; Note 4 - Long-Term Liabilities; and Note 5 - Lease Obligations.

The financial statement disclosures are neutral, consistent, and clear.

DIFFICULTIES ENCOUNTERED IN PERFORMING THE AUDIT

We encountered no significant difficulties in dealing with management in performing and completing our audit.

CORRECTED AND UNCORRECTED MISSTATEMENTS

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no misstatements identified in our audit.

DISAGREEMENTS WITH MANAGEMENT

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

MANAGEMENT REPRESENTATIONS

We have requested certain representations from management that are included in the management representation letter dated October 6, 2022.

MANAGEMENT CONSULTATIONS WITH OTHER INDEPENDENT ACCOUNTANTS

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Organization's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

OTHER AUDIT FINDINGS OR ISSUES

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

OTHER MATTERS

We applied certain limited procedures to the Management's Discussion and Analysis, which is required supplementary information ("RSI") that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the Schedules of Detailed Revenues, Expenditures, and Changes in Fund Balance for both the General Fund and the Special Revenue Fund, which accompany the financial statements but are not RSI. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and, accordingly, we do not express an opinion or provide any assurance on it.

Board Members
MetroPlan Orlando
October 6, 2022
Page 3

RESTRICTION ON USE

This information is intended solely for the use of the Board Members and management of the Organization, and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

MSL, P.A.

DRAFT

Metroplan Orlando

2023 Board & Committee Meeting Schedule

250 S. Orange Avenue, Suite 200

Orlando, FL 32801

	MetroPlan Orlando Board	Community Advisory Committee (CAC)	Technical Advisory Committee (TAC)	TSMO***	TDLCB***	Municipal Advisory Committee (MAC)
	2 nd Wednesday @ 9:00 a.m.	4 th Wednesday @ 9:30 a.m.	4 th Friday @ 10:00 a.m.	4 th Friday @ 8:30 a.m.	2 nd Thursday Quarterly @ 10:00 a.m.	Thursday prior to the Board meeting @ 9:30 a.m.
January		January 25	January 27	January 27		
February	February 8	February 22	February 24	February 24	February 9	February 2
March	March 8					March 2
April		April 26	April 28	April 28		
May	May 10	May 24	May 26	May 26	May 11	May 4
June	June 14	June 28	June 30	June 30		June 8
July	July 12**					July 6
August		August 23	August 25	August 25	August 10	
September	September 13					September 7
October		October 25	October 27	October 27		
November	November 8				November 9	November 2
December	December 13	December 6*	December 1*	December 1*		December 7

No meeting * Holiday Adjustment ** Meeting to begin at 8 a.m.

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



Board Action Fact Sheet

Meeting Date: November 9, 2022

Agenda Item: IX.E. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of UPWP Amendment #2 (Text Changes)

Reason: This budget amendment will add Appendix H – Consultant Scope of Services and change text within tasks to reference the new appendix.

Summary/Key Information: A recent change in FHWA procedure no longer allows consultant scopes to be submitted for approval. All scopes must be added to the UPWP and approved within the document. This amendment will add scope information in a new appendix (H) and reference the appendix within the task writeups.

Task writeups (not provided) now include the following language.

Required activities – “See Appendix H for Consultant Scope of Services identified in this task.”

Milestone/Target Date – “See Appendix H for Schedule of Consultant Services identified in this task.”

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: The new appendix is available under tab 1.

APPENDIX H

CONSULTANT SCOPE OF SERVICES

FY 2022/23 | Consultant Scope of Services

Task	Consultant Service	Description
110	Equity Plan (Title VI and LEP Plans) <i>* Project schedule spans fiscal years. Funding identified in UPWP FY 22/23 and FY 23/24</i>	Purpose: Define transportation equity, centralize how the MPO will incorporate equity in the planning process, and provide a foundation for future equity work. Key Tasks: Public and stakeholder participation including focus groups and guided conversations; Assemble community demographics and equity data; Policy and investment audit; Identification of equity focus areas; Prepare Title VI/Non-discrimination Plan; Prepare Limited English Proficiency (LEP) Plan; Document strategies for better incorporating equity into the regional transportation planning process. Schedule: December 2022 through December 2023. Est. Cost: \$100,000 (FY22/23: \$75,000 + FY23/24: \$25,000) Fund Source: PL
120	Online Transportation Improvement Program (TIP) Web Map Support	Purpose: Improve public access and visualization of TIP. Key Tasks: Maintenance and development of web map utilizing built-in AGOP GIS tools and capabilities; Monthly coordination with MPO staff; TIP data processing and updates to online database and spatial features. Schedule: July 2022 through June 2023 Est. Cost: \$12,000 Fund Source: PL
150	TSM&O Master Plan <i>* Project schedule spans fiscal years. Funding identified in UPWP FY 22/23 and FY 23/24</i>	Purpose: Provide a comprehensive inventory of existing TSM&O related infrastructure, policies, and programs; and recommend an area-wide implementation methodology. Key Tasks: Agency and public participation; Literature Review; Visioning/Goal/Objective setting; Document existing conditions and assets; Identify TSM&O needs/projects; Identify applicable strategies and funding sources; Regional Architecture (RITSA); TSM&O project evaluation and prioritization support. Schedule: July 2022 through June 2024 Est. Cost: \$230,062 (FY22/23: \$194,786 + FY23/24: \$35,276) Fund Source: PL
150	Annual Traffic Signal Retiming	Purpose: Improve corridor/intersection reliability and safety. Key Tasks: Review and document the type, age, condition, capability of the equipment, and existing timing plan at each intersection within the arterial, existing phasing, number of lanes and lane assignments, and the coordinating medium on an agency of FDOT inspection form. Determine the optimum system timing pattern(s) for the optimum cycle length during different times of the day/week. An 8-Hour Turning Movement Count (TMC) shall be taken for those hours encompassing the morning, midday peak and afternoon traffic periods and/or peak periods during which warranting volumes exist in an off-peak period. Collect traffic count data on each approach to the intersection for a minimum period of 24 hours during typical weekday traffic conditions. To determine the volume of traffic utilizing a road, the Project Manager may authorize the collection of seven-day continuous traffic counts at select stations. Schedule: July 2022 through June 2023 Est. Cost: \$1,016,000 Fund Source: SU

Task	Consultant Service	Description
150	Annual Before/After Study for Signal Retiming	<p>Purpose: Assess return on investment for traffic signal retiming program.</p> <p>Key Tasks: Initial setup and scheduling will include coordination of data collection procedures and scheduling of data collection at the specified roadway locations with close coordination between the consultant, MetroPlan Orlando, local agency, Orange, Osceola, and Seminole Counties. Establish the performance measures to be used to evaluate the effectiveness of signal retiming on each corridor. Performance measures may include intersection delay, corridor travel time, or other metrics. The data collection will be unique to each performance measure. Data analysis will be conducted for each corridor according to the selected performance measure. Travel time data will be reduced into the proper format for use in traffic operations and Level of Service (LOS) analysis. The output will summarize data for each corridor which shall include distance traveled, time duration, average speed, roadway class, speed limit of roadway segment and LOS.</p> <p>Schedule: July 2022 through June 2023</p> <p>Est. Cost: \$123,343</p> <p>Fund Source: PL</p>
150	Electric Vehicle (EV) Charging Master Plan <i>* Project schedule spans fiscal years. Funding identified in UPWP FY 22/23 and FY 23/24</i>	<p>Purpose: Provide a regional approach for supporting current and future EV drivers traveling within the MPO planning area. Four key objectives: Provide background information on EV technologies, Assess EV supply equipment, Gap analysis of projected EV supply equipment needs, and Make recommendation on policies and regulations for partner jurisdictions to consider in implementing EV charger sites.</p> <p>Key Tasks: Agency and public participation including topic specific workshops; Assess Electric vehicle supply equipment using a mix of field reconnaissance, survey, or other means of data collection; Analysis and identification of potential of charging infrastructure; Develop implementation and monitoring plan.</p> <p>Schedule: January 2023 through June 2024</p> <p>Est. Cost: \$200,000 (FY22/23: \$50,000 + FY23/24: \$150,000)</p> <p>Fund Source: PL</p>
160	Streetlight Data Subscription	<p>Purpose: Provide travel time reliability data for CMP reporting and to support partner agency travel data needs for local and regional analyses.</p> <p>Key Tasks: Cellular and location-based service data acquired under license agreement using online portal. Data supports: Origin-destination analyses; Network and segment-level performance evaluations; Estimation of vehicle traffic counts (AADT).</p> <p>Schedule: July 2022 through June 2023</p> <p>Est. Cost: \$550,500</p> <p>Fund Source: SU</p>
160	MioVision Counts (Bike/Ped count analysis)	<p>Purpose: Using specialized video cameras at temporary locations to count pedestrians and bicyclist along streets and paths. Counts are used to assess effectiveness of projects for mode shift and safety.</p> <p>Key Tasks: Processing, analyzing, and reporting pedestrian and bicyclist counts based on video feed uploaded to online portal.</p> <p>Schedule: July 2022 through June 2023</p> <p>Est. Cost: \$40,000</p> <p>Fund Source: PL</p>

Task	Consultant Service	Description
160	Annual Congestion Management Reporting with Online Data Visualization Dashboards	<p>Purpose: Enhance public access and visualization of transportation monitoring data while supporting partner agencies through improved data sharing and analytics.</p> <p>Key Tasks: Collection, assembly, and analysis of various data sources; Updates to Online Data Viewer; Updates to Crash Data Dashboard; Updates to Tracking the Trends Story Maps; Maintenance of existing and preparation of new online maps/dashboards.</p> <p>Schedule: July 2022 through June 2023</p> <p>Est. Cost: \$70,000</p> <p>Fund Source: PL</p>
170	City of Apopka Transportation Element Update Support	<p>Purpose: Assist City of Apopka in updating their local Comprehensive Plan's Transportation Element.</p> <p>Key Tasks: Agency and Council coordination and engagement; Inventory and analysis of City's existing and future transportation assets/conditions; Evaluate City's existing Transportation Element considering their 2025 Vision Plan, zoning compatibility, and statutory changes; Update City's transit, trails, sidewalk, and micromobility policies and projects; Prepare updated and revised Transportation Element for transmittal and adoption by the City of Apopka Council.</p> <p>Schedule: October 2022 through June 2023</p> <p>Est. Cost: \$100,000</p> <p>Fund Source: PL</p>
170	SunRail Station Parking Expansion Feasibility and PD&E Assessment <i>* Project schedule spans fiscal years. Funding identified in UPWP FY 22/23 and FY 23/24</i>	<p>Purpose: Identify demand, future needs, and feasibility of increasing the station area parking supply.</p> <p>Key Tasks: Project development and Environment (PD&E) assessment consistent with NEPA requirements including Stakeholder and public participation; Evaluate existing and future demand for parking; Evaluate multimodal circulation needs and enhancements; Identify and assess alternatives to accommodate future demand; Visualize alternative concepts; Evaluate alternatives' cultural and environmental impacts; Prepare environmental document(s) consistent with project Class of Action determination.</p> <p>Schedule: December 2022 through June 2023</p> <p>Est. Cost: \$100,000 (FY22/23: \$100,000 + FY23/24: \$TBD)</p> <p>Fund Source: PL</p>
180	Miscellaneous Planning / On Demand Support	<p>Purpose: Provide MetroPlan Orlando and partner agency support with miscellaneous on-demand technical planning support as needed.</p> <p>Key Tasks: Data collection and analytics; Travel demand model support; Geographic information system (GIS) mapping and analysis; Technical support to other transportation agencies; Grant application preparation; Review and analysis of planning studies; Developing innovative solutions to address existing and future mobility issues.</p> <p>Schedule: July 2022 through June 2023</p> <p>Est. Cost: \$160,000</p> <p>Fund Source: PL</p>

Task	Consultant Service	Description
180	Active Transportation Plan (Ped-Bike Master Plan) <i>* Project schedule spans fiscal years. Funding identified in UPWP FY 22/23 and FY 23/24</i>	Purpose: Improve transportation safety outcomes for vulnerable roadway users and identify existing and future pedestrian/bicycle needs and implementable projects. Key Tasks: Agency and public participation; Data collection and existing plan review; Regional bicycle system planning including accessibility and level of traffic stress analyses; Regional pedestrian system planning including accessibility and level of comfort analyses; Prepare a regional bike-pedestrian master plan. Schedule: August 2022 through June 2024 Est. Cost: \$314,425 (FY22/23: \$220,098 + FY23/24: \$94,328) Fund Source: PL
180	Ozone Contingency and Carbon Reduction Strategy	Purpose: Provide data-driven solutions for stakeholders should a NAAQS ozone violation occur in the future. Key Tasks: Comprehensive estimation and mapping of emissions for on-road mobile sources and for other sources using computational models including MOVES, WRF, and SMOKE; Policy analysis of emission reduction strategies; Technical reporting and documentation. Schedule: July 2022 through June 2023 Est. Cost: \$86,962 Fund Source: PL
200	LYNX Miscellaneous Transit Planning Support	Purpose: Provide LYNX and partner agency support with miscellaneous transit planning support as needed. Key Tasks: Data analytics and transit planning; Public meeting support; Preparation of presentation and outreach materials; Assistance in responding to agency, citizen/community group questions and requests pertaining to LYNX's services. Schedule: July 2022 through June 2023 Est. Cost: \$15,000 Fund Source: PL
200	LYNX Run Cut Analysis	Purpose: Review current run-cut process, technique, and procedures to provide/implement recommendations for continuous process improvement. Key Tasks: Route Analysis and development of Running Time dashboard; Run-cutting in Trapeze; Prepare FX reports for Operations and Union Bid review; Bid week support including Trapeze adjustments; Post bid processing and reconciling of LYNX run cutting standard operating procedures. Schedule: August 2022 through June 2023 Est. Cost: \$86,962 Fund Source: PL
200	LYNX Transit Asset Management (TAM) Plan	Purpose: Support LYNX asset management planning and federal TAM performance targets. Key Tasks: Capital programming support including updating cash flow charts; National Transit Database (NTD) reporting support; Data analysis and TERM Lite support including updating model with agency-wide inventory and asset type lifecycle policies/priorities. Schedule: August 2022 through June 2023 Est. Cost: \$28,256 Fund Source: PL

Task	Consultant Service	Description
200	LYNX Transportation Disadvantaged Service Plan (TDSP)	<p>Purpose: Develop five-year service plan consistent with state statutes and provisions.</p> <p>Key Tasks: Agency and public participation; Update Development Plan including service area profile, service analysis, strategies, and implementation schedule; Update Service Plan including Operations, cost/revenue allocations and rate structure justification; Update Quality Assurance section; Prepare draft and final 2023 TDSP major update documentation.</p> <p>Schedule: August 2022 through June 2023</p> <p>Est. Cost: \$79,870</p> <p>Fund Source: PL</p>
200	LYNX Farebox and Automated Passenger Counter Data Analysis	<p>Purpose: Evaluate LYNX methods and controls used for counting passengers across the transit system.</p> <p>Key Tasks: Assess existing LYNX ridership calculation, work instructions and comparison to best practices; Inter-departmental coordination regarding data collection and processing of passenger counts and farebox data; Develop recommendations to both passenger count and farebox data collection, data process, and procedures to reconcile discrepancies between the two datasets.</p> <p>Schedule: October 2022 through June 2023</p> <p>Est. Cost: \$140,000</p> <p>Fund Source: PL</p>

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Board Action Fact Sheet

Meeting Date: November 9, 2022

Agenda Item: X.A. (Tab 2)

Roll Call Vote: No

Action Requested: Approval of 2023 State Legislative Priorities and Positions

Reason: Provides direction to staff and our legislative consultants (Gray Robinson) on our top priorities, items that are to be supported and items to be monitored during the 2023 legislative session. Also allows us to work with members of our legislative delegation, affiliated organizations, and business partners on topics of mutual interest.

Summary/Key Information: Staff briefed the Board's Executive Committee members individually and received feedback on the proposed 2023 legislative priorities and positions.

The Board will be asked to adopt the proposed legislative issues and authorize the Board's Executive Committee to address legislative issues that may arise in between board meetings, during the legislative session.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action: None

Staff Recommendation: Recommends approval

Supporting Information: Draft 2023 Legislative Positions and Priorities are available at tab 2.

2023 Legislative Priorities and Positions

DRAFT AS OF 10/18/2022

Top priorities:

- Funding to implement programs and initiatives which seek to ensure the safety of the traveling public
- Increased funding for transportation that does not negatively impact the State Transportation Trust Fund
- Increased Transportation Disadvantaged funding for paratransit service (ACCESS LYNX)

We support legislation that:

- Increases transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects. This includes legislation which:
 - Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).
 - Provides flexibility in the use of local option discretionary taxes such as Charter County & Regional Transportation System Surtax, and the Local Government Infrastructure Surtax.
 - Funds the Transportation Regional Incentive Program (TRIP) at a predictable level of \$250 Million per year.
 - Does not reduce local option transportation revenue sources.
- Supports the advancement of innovative transportation mobility solutions and policies that make Florida the national leader in creative approaches to addressing transportation needs, including Autonomous, Connected, Electric, and Shared vehicle technology.
- Adds provisions to Florida's Sunshine law that allows public meetings to be conducted virtually during a declared state of emergency.

Monitor legislation that:

- Regulates distracted driving by prohibiting the use of handheld two-way electronic wireless communications devices and other similar distracting handheld devices while operating a motor vehicle on any roadway. (Monitor and support, if needed)
- Seeks to alter, revise, or rescind Red Light Camera legislation (Monitor and oppose, if needed)

Board Action Requested:

Approval of the 2023 Legislative Priorities and Positions and authorization for the Executive Committee to respond to issues that may arise in between board meetings, during the session.

Contact(s):

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

Virginia L. Whittington, Director of Regional Partnerships, (321) 732-8284



November 9, 2022

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I participated in several U.S. DOT listening sessions on the Bipartisan Infrastructure Law
- I presented at the Institute of Real Estate Management Luncheon on September 14
- I participated in the MetroPlan Director's Meeting on September 15
- I met with UCF on September 21 to work on the Fall Distinguished Lecture Series
- I attended the CFCRC Meeting on September 22
- I participated in the FDOT Grants Workshop at FTE on September 23
- I attended the Emerald Coast Transportation Symposium on October 6-7
- I met with FDOT on October 10 to discuss cut-through traffic issues and coordination with Waze
- I met with FDOT Leadership on October 10
- I met with FDOT Leadership on October 11 to discuss specific funding issues re: SU & DDR
- I presented at the Kissimmee Bay Rotary Luncheon on October 12
- I attended the NARC Executive Director's Meeting & Board Retreat on October 16-19 in Kansas City
- Staff participated in the Florida Metropolitan Planning Partnership on October 18
- I attended the UCF Distinguished Lecture Series on October 20
- I participated in the MPO Executive Director's Meeting on October 20
- I participated in a RoundTable Discussion with U.S. DOT Secretary Buttigieg on October 21
- I participated in a joint meeting of the AMPO Technical & Policy Committee's on October 24
- I participated in an AMPO Policy Committee meeting on October 24
- I and other MetroPlan Orlando Staff participated in FDOT Mobility Week Events during the week of October 24
- I participated in meeting #1 of the Junior Achievement Program with Oakridge High School on October 24
- I attended the WTS Award Banquet on October 25
- I attended the CAC meeting on October 26
- I attended the MPOAC meetings on October 27
- I participated in the Blind American's Equality Day Event on October 27

- I met with representatives from Drone Up and Continental Strategy on October 27
- I attended the TSMO meeting on October 28
- I attended the TAC meeting on October 28
- I met with Commissioner Dallari for our MetroPlan agenda review on November 1
- I participated in an OEP sponsored event to discuss the discretionary grant programs on November 1
- I attended the Wekiva River Basin Commission meeting on November 1
- I met with Commissioner Cordero for our MetroPlan agenda review on November 2
- I attended the CFCRC Meeting on November 3
- I met with MetroPlan Board Chair Commissioner Uribe for our MetroPlan agenda review on November 3
- I attended the MAC meeting on November 3
- I presented at Leadership Orlando Class 103 on November 3
- I met with Mayor Demings for our MetroPlan agenda review on November 3
- I met with Commissioner Grieb for MetroPlan agenda review on November 3
- I met with Board Member Tom Green for our MetroPlan agenda review on November 4
- I met with Commissioner Castano for our MetroPlan agenda review on November 7

FDOT

- I continue regular monthly meetings with FDOT leadership team

Emerald Coast Transportation Symposium

- I attended the Emerald Coast Transportation Symposium in Panama City Beach on October 6-7

Central Florida MPO Alliance

- MetroPlan Orlando hosted the Central Florida MPO Alliance on October 7. I was out of town so Ms. Virginia Whittington provided staff leadership for that meeting.

National Association of Regional Councils

- I attended the NARC Executive Director's Council and Board Retreat in Kansas City from October 16-19.

Association of Metropolitan Planning Organizations

- Two staff members attended the AMPO Conference in Minneapolis October 25-28
- Taylor Laurent was a presenter at the conference
- Eric Hill participated in a panel discussion at the conference



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Orange, Osceola, and Seminole Counties Project Status Update as of August 31, 2022

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the August 31, 2022, cutoff. The next cutoff date is September 30, 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:

442905-1 U.S. 441 from C.R. 437A / Central Avenue to Bradshaw Road Resurfacing

- Contract: E58A4
- Contractor: Hubbard Construction Co.
- Project Cost: \$3 million
- Project Start: Summer 2022
- Estimated Completion: Late 2023
- The Contractor is continuing to work on sidewalks and has begun the removal of median concrete and curb.

Current Projects:

442880-1 S.R. 500 / U.S. 441 S.R. 500 / U.S. 441 from S.R. 429 Connector to Jones Avenue Resurfacing

- Contract: E58A2
- Contractor: Hubbard Construction Co.
- Project Cost: \$5.8 million
- Project Start: May 2022
- Estimated Completion: Early 2023
- The Contractor continues clearing, grubbing, and installing storm pipe and has started night paving work.

437634-1 S.R. 551 (Goldenrod Road) from S.R. 408 to S.R. 50

- Contract T5718
- Contractor: Southland Construction, Inc.
- Project Cost: \$11.25 million
- Project Start: August 2021
- Estimated Completion: Summer 2023
- The Contractor has begun installing storm structures and curbs. Nightwork will start next week on the water main and structure.

Improve Safety, Enhance Mobility, Inspire Innovation
www.fdot.gov

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: Summer 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: Summer 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
- The 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.

447395-1 S.R. 500 (Orange Blossom Trail) Milling & Resurfacing from Holden Avenue to 34th Street

- Contract E52B4
- Project Start: August 2022
- Estimated Completion: Summer 2023
- Contractor is performing milling and resurfacing, curb reconstruction, sidewalk reconstruction, raised mid-block crosswalk construction, pedestrian refuge construction, curb return reconstruction, in-road lighting, pedestrian hybrid beacons, signalization, signing, striping, and lighting.

447807-1 Smart Orlando Downtown Advance

- Contract E59A5
- Project Start: June 2022
- Estimated Completion: Summer 2023
- The contractor is installing hardware and software to provide Transit Signal Priority (TSP) operations for signalized intersections and LYNX Buses in Orange County.

OSCEOLA COUNTY

Upcoming Projects:

445210-1 U.S. 17-92 (Orange Blossom Trail/John Young Parkway) from east of Ham Brown Road to south of Portage Street

- Contract E50B0
- Project Start: September 2022
- Estimated Completion: Spring 2024
- Contractor is resurfacing the existing highway, installing new pedestrian sidewalks, shoulder widening, reconstructing curb ramps, and upgrading traffic signals.

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: Fall 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, install signs, add lanes, traffic signals, drainage improvements, install signs and pavement markings, and resurface existing roadway.

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.

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, creating 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). This includes adding curb and gutter sections; and modifying stormwater ponds for the proposed roadway improvements.

**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
- Project was completed on July 10, 2022.

SEMINOLE COUNTY

Current Projects:

415030-6 Oviedo Ultimate S.R. 426 / C.R. 419 from Pine Avenue to Avenue B

- Contract: T5736
- Contractor: Masci Construction
- Project Cost: \$18.2 million
- Project Start: January 2022
- Estimated Completion: Summer 2024
- A lane shift in front of Oviedo High School is being re-stripped. The Contractor is working on drainage and signalization and clearing and grubbing.

441019-1 S.R. 419 from U.S. 17-92 to S.R. 434

- Contract: T5720
- Contractor: Southland Construction, Inc.
- Project Cost: \$4.5 million
- Project Start: November 2021
- Estimated Completion: Late Spring 2022
- The Contractor is working on the remedial list and signalization. The project is expected to finish by the end of August 2022.

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

- Contract: T5686
- Contractor: Masci Construction
- Project Cost: \$10.4 Million
- Project Start: March 2021
- Estimated Completion: Ealy Summer 2023
- The Contractor is wrapping up concrete work, is beginning drill shaft work, and hoping to move forward with utility work.

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

- Contract: T5680
- Contractor: Masci Construction
- Project Cost: \$5 Million
- Project Start: May 2020
- Estimated Completion: Summer 2022



Florida Department of Transportation

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605 Suwannee Street
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JARED W. PERDUE, P.E.
SECRETARY

Orange, Osceola, and Seminole Counties Project Status Update as of September 30, 2022

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the September cutoff. The next cutoff date is October 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:

443514-1 S.R. 436 (Semoran Boulevard) at S.R. 552 (Curry Ford Road) Traffic Signal Upgrade

- Contract T5762
- Project Start: October 2022
- Estimated Completion: Summer 2023
- Contractor is rebuilding the existing signal at the intersection to accommodate mast arms with additional signal heads and safety features.

432193-5 I-4 Ultimate Terry Avenue Road Project

- Contract T5745
- Project Start: October 2022
- Estimated Completion: Fall 2024
- Contractor is building of a new section of Hicks Avenue between Gore Street and Anderson Street to the north. Crews will also build two roundabouts at the intersections between Hicks Avenue and Carter and Conley streets. New on-street parking and sidewalks are included on the project.

Current Projects:

442905-1 U.S. 441 from C.R. 437A / Central Avenue to Bradshaw Road Resurfacing

- Contract: E58A4
- Contractor: Hubbard Construction Co.
- Project Cost: \$3 million
- Project Start: Summer 2022
- Estimated Completion: Late 2023
- The Contractor continues mowing and litter removal, installing sidewalks and curbs.

442880-1 S.R. 500 / U.S. 441 S.R. 500 / U.S. 441 from S.R. 429 Connector to Jones Avenue Resurfacing

- Contract: E58A2
- Contractor: Hubbard Construction Co.
- Project Cost: \$5.8 million
- Project Start: May 2022
- Estimated Completion: Early 2023
- The Contractor continues with mowing, clearing, grubbing, concrete removal, shoulder widening, and curb installation.

437634-1 S.R. 551 (Goldenrod Road) from S.R. 408 to S.R. 50

- Contract T5718
- Contractor: Southland Construction, Inc.
- Project Cost: \$11.25 million
- Project Start: August 2021
- Estimated Completion: Summer 2023
- The Contractor is continuing with drainage work, installing curb, and improving the visibility of the roadway.

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: Fall 2022
- Contractor is performing the installation of a wrong-way detection system on S.R. 400 (I-4) off-ramps.

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Project Start: January 2021
- Project was completed in August 2022.

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

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- Estimated Completion: Spring 2024
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- Contract: T5736
- Contractor: Masci Construction
- Project Cost: \$18.2 million
- Project Start: January 2022
- Estimated Completion: Summer 2024
- The Contractor continues with signalization, drainage, clearing, grading, and embankment.

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

- Contract: T5686
- Contractor: Masci Construction
- Project Cost: \$10.4 Million
- Project Start: March 2021
- Estimated Completion: Ealy Summer 2023
- The Contractor will continue to work on signalization, drainage, and widening. The project team and contractor work to help improve the utilities.

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

- Contract: T5680
- Contractor: Masci Construction
- Project Cost: \$5 Million
- Project Start: May 2020
- Estimated Completion: The project should be finished in the next two weeks.

Air Quality Monitoring: Ozone Attainment Status

January - September

As of October 1, 2022

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2022	59	30-Mar
2021	62	3-Apr
2020	60	28-May
2019	62	16-Mar

2021 3-Year Attainment Average: 61

2022 Year-to-Date 3-Year Running Average: 60

Change (1)

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2022	60	28-Mar
2021	62	22-Apr
2020	60	23-Mar
2019	72	10-May

2021 3-Year Attainment Average: 65

2022 Year-to-Date 3-Year Running Average: 61

Change (4)

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2022	66	28-Mar
2021	60	3-May
2020	62	28-May
2019	65	17-Mar

2021 3-Year Attainment Average: 62

2022 Year-to-Date 3-Year Running Average: 63

Change 1

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2022	60	30-Mar
2021	62	3-May
2020	54	21-Mar
2019	61	11-May

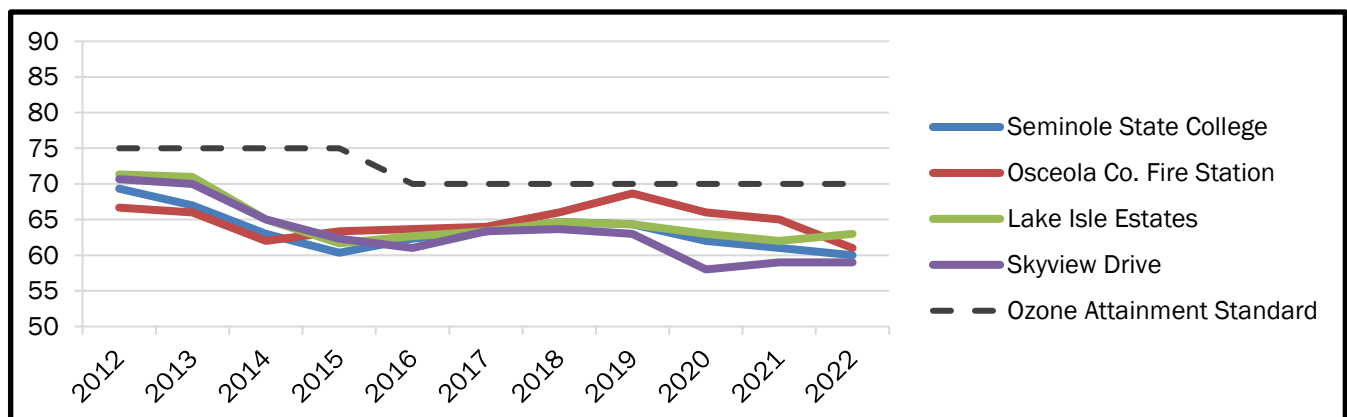
2021 3-Year Attainment Average: 59

2022 Year-to-Date 3-Year Running Average: 59

Change 0

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)

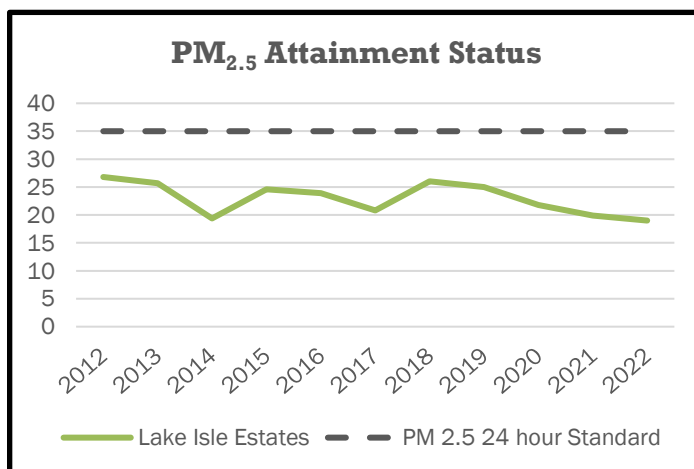


Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of October 1, 2022

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2022	19	10-Aug
2021	20	5-Feb
2020	22	15-Apr
2019	20	22-Jun

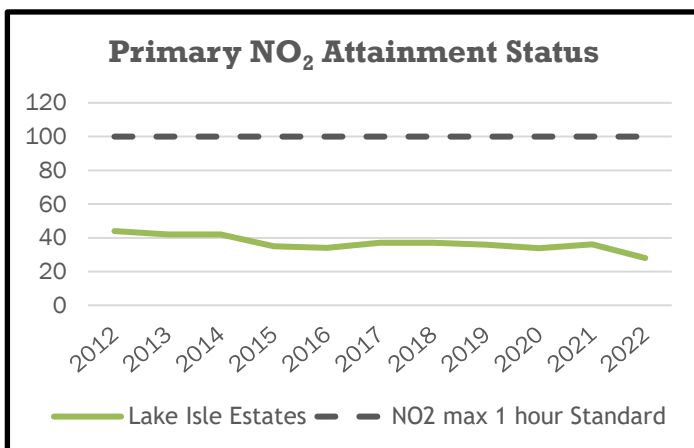
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2022	20
98th percentile, 3 year average - 2021	21



Air Quality Monitoring: Primary NO₂ Attainment Status As of October 1, 2022

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2022	28	4-Mar
2021	36	6-Apr
2020	34	10-Dec
2019	31	22-Mar

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2022	33
98th percentile, 3 year average - 2021	34



Source: Florida Department of Environmental Protection

Memorandum

October 17, 2022

To: Community Advisory Committee
From: Mighk Wilson, Bicycle & Pedestrian Planner
Subject: October 2022 Bicycle & Pedestrian Activity Update

City of Kissimmee

The City has installed two Rectangular Rapid Flashing Beacons (RRFB's) at intersections with safety concerns, and plans to install two more this month.

- Dyer Blvd. & the Shingle Creek Trail – Installed
- Thacker Ave. & the Kissimmee Loop Trail – Installed
- N. Hoagland Blvd. & Kissimmee Loop Trail – Planned
- Mill Slough Rd. & Mill-Run Blvd. – Planned

City of Orlando

Downtown Gap Design stakeholder outreach is ongoing. Public meeting expected in Spring 2023 and design will be complete in Summer 2023.

Orlando Urban Trail Gap construction will be complete in the next few months. Project includes new signal at Magnolia Ave and Weber, and a pedestrian scramble at Marks St. and Orange Ave. The city is planning an “Urban Art on the Urban Trail” ride to celebrate the opening of this important connection.

Orlando Urban Trail Extension construction completed and unveiled in September.

Downtown Connector (Anderson St) – Construction will be complete by early 2023.

Pedestrian Hybrid Beacon installed and operational on Corrine Drive.

Edgewater Complete Streets is progressing towards the 30% phase submittal we are planning to have our first public meeting in late September.

Orange County

Completing design for pedestrian hybrid beacon on Village Lake Road between Lakeside Village Lane and Silverlake Park Drive.

Funding safety programs for children through the Children's Safety Village

Funding Pedestrian/Bicycle programs through Best Foot Forward

Participating in Walk to School Day and Mobility Week by providing safety classes to pedestrians and bicyclists



250 SOUTH ORANGE AVENUE
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ORLANDO, FLORIDA 32801

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FX: 407.481.5680
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October 24, 2022

Secretary John Tyler, P.E.
Florida Department of Transportation, District 5
719 South Woodland Blvd
DeLand FL, 32720

Subject: Confirmation of Requested Administrative Modification for FM# 439332-4

Secretary Tyler:

This correspondence serves as confirmation that MetroPlan Orlando's FY 2022/23 through FY 2026/27 Transportation Improvement Program (TIP) has been administratively modified per the request of the Florida Department of Transportation on October 24, 2022, to include the details below:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
439332-4	MetroPlan Orlando Transportation Planning	N/A	N/A	PLN	STIC	\$ 26,646	2023

MetroPlan Orlando staff will be uploading the necessary documentation to the MPO Document Portal. Please let us know if you require any additional information on this matter.

Sincerely,

Gary Huttman, AICP
Executive Director

MetroPlan Orlando
Transportation Improvement Program
Transportation Planning Projects

FDOT Financial Management Number	Project Description	2045 MTP Reference	Historic Cost Prior to 2022/23 (\$000's)	Project Status & Cost (\$000s)							Est. Funding After 2026/27 (\$000's)	Total Funding (\$000's)	Responsible Agency
				2022/23	2023/24	2024/25	2025/26	2026/27	Funding Sources	Project Phases			
439332-4	MetroPlan Orlando Transportation Planning FY 2022/23 - 2023/24 UPWP <i>Modification 10/24/22</i>	Tech. Series 1 Page 1-4		1,150	0	0	0	0	0	PLN			MetroPlan Orlando
				4,179	3,660	0	0	0	PL	PLN			
				27	0	0	0	0	STIC	PLN			
439332-5	MetroPlan Orlando Transportation Planning FY 2024/25 - 2025/26 UPWP	Tech. Series 1 Page 1-4		1,000	2,150	0	0	0	0	PLN			MetroPlan Orlando
				6,356	5,810	0	0	0	SU	PLN			
				0	0	0	0	0	Total	PLN		12,166	
439332-6	MetroPlan Orlando Transportation Planning FY 2026/27 - 2027/28 UPWP	Tech. Series 1 Page 1-4		0	0	3,724	3,790	0	0	PLN			MetroPlan Orlando
				0	0	2,150	2,150	0	PL	PLN			
				0	0	5,874	5,940	0	SU	PLN		11,814	
439332-6	MetroPlan Orlando Transportation Planning FY 2026/27 - 2027/28 UPWP	Tech. Series 1 Page 1-4		0	0	0	0	0	PL	PLN			MetroPlan Orlando
				0	0	0	0	0	SU	PLN			
				0	0	0	0	5,940	Total	PLN		5,940	



250 SOUTH ORANGE AVENUE
SUITE 200
ORLANDO, FLORIDA 32801

PH: 407.481.5672
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WWW.METROPLANORLANDO.ORG

September 12, 2022

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

Subject: *City of Orlando Safe Streets and Roads for All Grant Application*
FORWARD Orlando (Focusing on Resilient Walkways and Rethinking Design)

Dear Secretary Buttigieg:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for the Orlando & Kissimmee Urbanized Areas, I am pleased to submit this letter of support for the City of Orlando's *Safe Streets and Roads for All* grant application.

FORWARD Orlando (*Focusing on Resilient Walkways and Rethinking Design*) is a citywide project that allows the student to cross the street, the biker to choose not to take a car, the worker to commute on public transit, the individual to access goods and services - a sidewalk connects.

FORWARD Orlando addresses the communities need for a safe, equitable, and sustainable sidewalk network. An enhanced sidewalk system brings universal accessibility and proper distribution of resources throughout the community, improves dignity in the transit-user experience, and reduces pedestrian and bicycle injuries and fatalities. Within the citywide ***FORWARD Orlando*** project, key sidewalk design elements include enhanced crosswalks, pedestrian lighting, sidewalk widening, safe connections, clear signage, and inviting spaces, while using the most advanced and innovative technology to provide connectivity.

Building on previous planning efforts, capitalizing on infrastructure projects currently underway, and considering current and future growth, the City of Orlando continues to find new and innovative ways to provide equitable transportation options needed for residents and visitors to the area.

It is a pleasure to support innovative projects that are consistent with and further the goals of MetroPlan Orlando's Metropolitan Transportation Plan. Thank you for your favorable consideration of ***FORWARD Orlando Safe Streets and Roads for All*** grant application as it continues to build upon the initiatives encouraged by the city - equity, sustainability, ease of travel and mobility options for all.

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

September 21, 2022

Mr. Dale Allen
President
Florida Greenways & Trails Foundation
P.O. Box 4142
Tallahassee, Florida 32315

Dear Mr. Allen:

This letter is submitted in support of the Florida Greenways & Trails Foundation's grant application to the Florida Wildlife Corridor Foundation under their "Accelerating Connections" program.

We understand the Foundation's goal is to identify options for preserving several wildlife corridors through the Deseret Ranch, providing connectivity to public lands to the north and south. This is to be done in collaboration with the Deseret Ranch and their development partners, the Tavistock Group, along with other parties.

Our adopted Year 2045 Long Range Transportation Plan for the region includes a land bridge over SR 528 (a limited access toll road) and the Brightline's railroad right-of-way in east Orange County. The success of this land bridge depends on having the greenways and trails in this area align properly to make the investment worthwhile.

Thank you for inviting us to take part in this effort. If you are successful in being awarded the grant, we look forward to working with you and others to accomplish the goal of the "Accelerating Connections" grant.

Sincerely,

Gary Huttman, AICP
Executive Director

SAFETY CENTRAL

DISTRICT 5 MOVING TO ZERO



District 5 Office of Safety Newsletter

MESSAGE FROM THE D5 SECRETARY JOHN TYLER



Photo Credit:
Marion County Public Relations

EVERY PROJECT IS A SAFETY PROJECT

Welcome to the second edition of District Five's Safety Central Quarterly Newsletter. Our vision in District Five is that all users have the safest experience possible on our state and local roads in Central Florida.

For those of you I may not know, I am John Tyler, District Secretary for FDOT's District Five. I have been in Central Florida since 1995 and have raised my family here. Safety has always been and continues to be a main priority for me in both my work and personal life. As District Secretary, I feel a lot of responsibility for everyone

who uses our roadways – residents and visitors alike. We want everyone to get home safely.

Over my years with FDOT, I have seen how collaboration with others can lead to awesome opportunities. Together, we can do more. I am very pleased to hear about all the communities that have already chosen to adopt Vision Zero and am encouraged by the many communities that are considering adopting it as well. Adopting Vision Zero is just the start to the action plans and implementation of projects and outreach that will truly make a difference and get us to zero.

Speaking of zero, FDOT has a goal of Target Zero.... Zero Fatalities and Serious Injuries on our roadways. We are working toward this goal through a multi-pronged approach. We want to treat every project as a safety project. We want every safety project to bring forward appropriate countermeasures and emerging technology

that will improve safety. But we want to do more than just focus on improving our infrastructure. Since in most crashes a contributing factor is behavior related, we must address the root cause. To do that, we must do things we haven't done before. We must partner with local communities, law enforcement, first responders, educators, and media outlets to develop and deliver outreach efforts that can reach people and change behavior when people are behind the wheel, walking or biking on our roadways. It's a daunting challenge, but we can do it together.

At FDOT, we look forward to engaging with you to make a positive impact for all our users. Whether you are with a local agency, consultant firm, contractor, or citizen, I encourage you to find opportunities where you can make a positive impact. How will you save a life? Always remember: **Safety Begins with Me. Safety Begins with You.**

Mobility Week

WHAT MOVES YOU?

SAVE THE DATE

October 21 - 28

TO LEARN MORE:
WWW.FDOT.GOV/PROJECTS/MOBILITYWEEK/MOBILITYWEEK2022.SHTM

STOP ON RED

Every Life Counts, FDOT Encourages Drivers to Stop on Red

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OPERATION SOUTHERN SLOW DOWN

FDOT teamed with law enforcement agencies across the state to crack down on speeding.

Page 8

A TEAM APPROACH TO SAFETY

FDOT Contractors and Consultants work to get everyone home on the S.R. 44 bridge reconstruction project.

Page 18

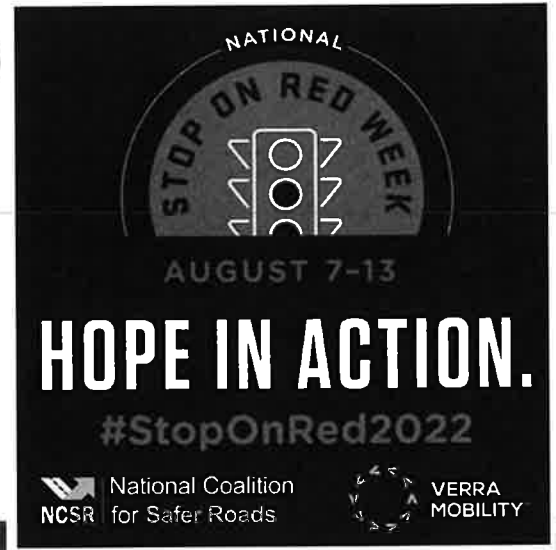
Every Life Counts, FDOT Encourages Drivers To Stop On Red

In recognition of National Stop on Red Week, August 7 – 13, the Florida Department of Transportation District Five partnered with the Ocala Marion and Space Coast Transportation Planning Organizations, the National Coalition for Safer Roads, local officials and law enforcement agencies to remind road users about the dangers of running red lights.

“

“Innocent lives are lost every day when drivers aren’t paying attention to traffic signals or attempt to rush through a yellow light” said FDOT District Five Safety Administrator Loreen Bobo. “We all play a role in protecting our children, our families and our communities by obeying traffic laws and stopping on red.”

District Five’s Office of Safety staff collaborated with partners to support two outreach events that were held at strategic intersections with high crash statistics attributed to red light running: one in downtown Ocala and the other in Titusville. At the events, guest speakers shared important information about stopping on red, commitments to educating roadway users to follow traffic laws and personal testimonials about the consequences when drivers do not stop on red. Other participants held signs along the roadways facing each direction of traffic that formed the phrase, “Always stop on red.” Local media also attended and reported about the events.





“

“We will continue to educate motorists, pedestrians and bicyclists about the value of stopping on red,” said FDOT District Five Bicycle & Pedestrian Coordinator Stephanie Moss. “Even more, we are committed to educating all road users to follow traffic laws and use safety devices such as pedestrian signals and crosswalks.”

Photo Credits: Space Coast TPO and Marion County

Safe Routes To School Awarded Applications For 2022

Congratulations to Osceola County for having two applications awarded for the 2022 Call out for Applications. The three awarded schools are Deerwood Elementary School, Boggy Creek Elementary, and Parkway Middle Schools, which share the same walking path.

- Deerwood Elementary School in Kissimmee will have sidewalk connectivity for students walking and bicycling to and from school.
- Boggy Creek Elementary and Parkway Middle schools in Kissimmee will both benefit from sidewalk connectivity and the installation of Rectangular Rapid Flashing Beacons to enhance crossing safety for over 128 students.



Yvonne Broxton
D5 Traffic Safety Specialist,
Safe Routes to School Program
Manager



Flagler County Back To School Jam

CTST (Community Traffic Safety Team) members from Flagler County were part of the annual Back to School Jam hosted by Flagler County Schools. The event held at Flagler – Palm Coast High School hosted hundreds of students and parents who could visit tables and acquire valuable information to help them navigate the new school year. The Flagler County Sheriff's Office hosted a Bike Rodeo at the event fitting the students with new helmets to help keep them safe on their bike rides to school! CTST members Flagler County Commissioner Andy Dance and Pamela Blankenship, Community Outreach Coordinator of the River to Sea TPO, volunteered at the event, providing safety information to community members.



Outreach On 13th Street (U.S. 192) In St. Cloud

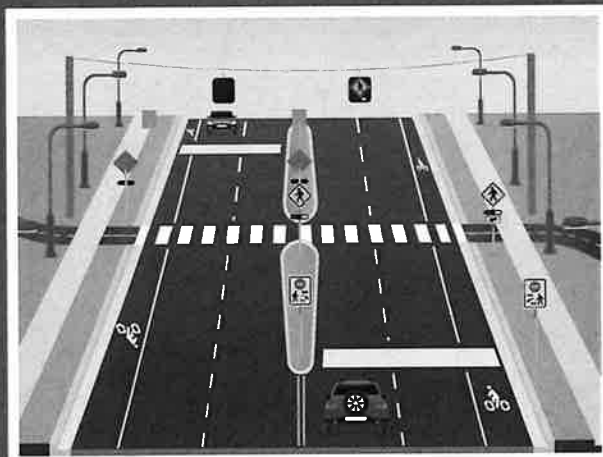
Planned improvements are under design to enhance the safety and operations at three intersections on 13th Street (U.S. 192) in St. Cloud, including Florida Avenue, Indiana Avenue and Michigan Avenue. This corridor has a high pedestrian activity along with three schools. In September, the D5 Safety Office did outreach along the corridor to share information with road users, students, residents, and businesses. The outreach focused on education and enforcement strategies that will be implemented in partnership with local stakeholders and community members.



To learn more about this upcoming safety project, please visit:
www.cflroads.com/project/445709-1

Safety Improvements On Benton Street Trail And U.S. 27

FDOT is implementing an improvement to the Benton Street Trail at U.S. 27. The Benton Street trail is a 3.5-mile trail stretching from Jones Drive and Veech Road to Canal Street in Leesburg. A trail crossing is being constructed to allow trail users to cross the street directly instead of being diverted to the sidewalks along U.S. 27. Before this project, the closest crosswalk was at the intersection of U.S. 27 with Main Street, 450 feet to the south of the Benton Street Trail.



Cliff Kelsey, City of Leesburg, Public Works Director; Stephanie Moss, D5 Bicycle & Pedestrian Coordinator; Loreen Bobo, D5 Safety Administrator; Dr. Anna Marie Chwastiak, Station Manager of Lakefront TV.

The new crossing includes a raised island that will provide pedestrian refuge, allowing trail users to cross two lanes of U.S. 27 at a time rather than all lanes.

The new crossing is equipped with a Rectangular Rapid Flashing Beacon (RRFB). The FDOT Project Manager is Kevin Marquez, P.E.

D5's Safety Administrator, Loreen Bobo, filmed a public service announcement in partnership with The City of Leesburg and Lakefront TV to raise awareness about the new crossing.

www.youtube.com/watch?v=qTyh11wpUDc

Teams from District Five's Safety Week Prove Safety Improvement Plans For Corridors Across Central Florida

Tony Nosse, P.E., District Five Traffic Safety Program Engineer, participated in District Five's Disney Themed Safety Week 2022 this past June. Safety Week this year consisted of six multi-disciplined teams that focused on 10 high crash corridors for safety enhancements. Tony's team (Goof Troop) consisted of Celine Bounds (Lead/Planning), Martina Paradysz (Project Management), Jennifer Ruckert (Utilities) and Tony.

Armed with a project information package that included maps, crash data and straight-line diagrams, the team headed out to conduct their field review in the hot summer sun. Their ½-mile corridor was on State Road 423 in Orlando, from S.R. 50 south to Old Winter Garden Road. There were 484 long form crashes (2017 - 2021), three fatalities (all pedestrian) and 15 pedestrian/bicycle crashes. During the week, the team met to discuss strategies to make this corridor safer for all users. The team plotted/analyzed the crash data, came up with a new typical section and applied Crash Reduction Factors (CRFs) to come up with the following proposed safety improvements:

- 12-foot shared use path on both sides of the roadway (requires removal of a low volume southbound right turn lane at Old Winter Garden Road)
- Pedestrian Hybrid Beacon (PHB) at a midblock location along with pedestrian fencing to redirect pedestrians



Goof Troop: Celine Bounds - Lead (Planning), Martina Paradysz (CPM), Jennifer Ruckert (Utilities) and Tony Nosse (Safety)

- Modify a directional median opening to prevent wrong-way vehicles
- Replace the diagonal strain pole signals at two locations with new mast arms, including one signal head per lane/ reflectorized back plates, new crosswalks, and blank-out signs
- Proposed construction cost is \$3,600,000

Their project was chosen to move forward for further development and funding!

PROJECT LOCATION



- Posted Speed and Target Speed: 45 mph
- C3C context classification (suburban-commercial)
- AADT 47,000 (11% trucks)
- 2 active bus stops
- Lime scooters & bikes present
- Approximately 1,500 feet between marked crossings with two attractors/ generators in between



Lightning McQueen: Zach Zalneraitis - Lead (Traffic Ops), Min Cho (Traffic Ops), Sasha Fernandez (Traffic Design) and Willmarie Datill



Fantastic Five: Mike Gallup - Lead (Roadways), Roy Caldwell (Maintenance), Kayla Tarbox (Roadway), Stephanie Moss (Safety), Ahmed ElAlphy (CPM), Victoria Naskale (Intern)



Rescue Rangers: Alexandra Holtkamp - Lead (Roadway), Melissa Wietzel (Traffic Ops), Ferne Ocampo (Roadway), Angel Roskowski (Utilities), Brad Corkwell (Maintenance)



Space Mountain: Phani Gubbala - Lead (Roadway), Lori Trebitz (Roadway), Glenn Raney (Construction), Stefan Levine (Structures)



Kuzcotopia: Eric Born - Lead (Roadway), Kevin Powell (CPM), Michael Nieto (Traffic Ops), and Debra Munoz (Traffic Design)

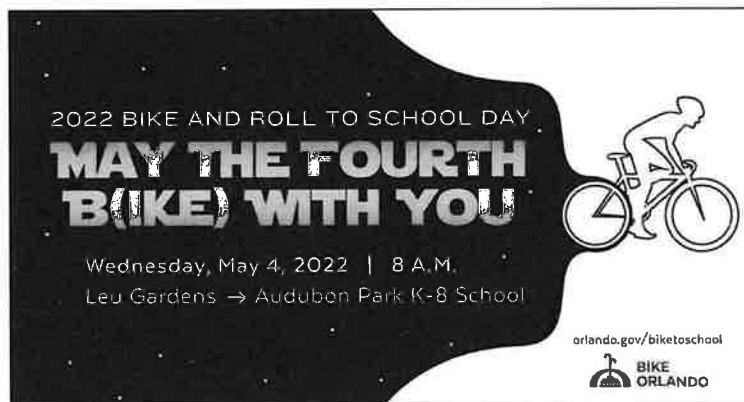


MAY THE FOURTH B(IKE) WITH YOU

A long, long time ago (May 2022), in a galaxy far, far away (Audubon Park Garden District), a brave alliance was formed to bring young jedis a safe way to bike and roll to school.

The City of Orlando Transportation Department partnered with the Audubon Park School and Orlando Bike Coalition to create a one-day pop-up path along Corrine Drive. Kids often walk along the vacant parking lane with no sidewalk, so the team devised a unique idea to transform the parking lane into a path. The idea gained traction after the city took control of Corrine Drive earlier this year.

In the evening, city staff began placing the green paint and stencils down to indicate conflict areas such as driveways or side streets. This helps alert drivers to keep an eye out for people crossing.



Early the next morning, the crew returned to add physical separation. The city and its consultants installed 182 wave delineators, 10 green bike lane flex posts, and a few taller white flex posts. The waves are intended for temporary events just like this one. Sticky pads kept them in place. Palmer's local garden shop contributed grasses and flowers to green up the path in front of their shop.

Just after 8 a.m., led by Commissioners Sheehan and Stewart, about 80 kids and parents left Leu Gardens. They cruised down the pop-up path, encouraged and protected by city staff at key driveway locations. The path stayed up through 6 p.m. and got a lot of action throughout the day.

During the pop-up lane demonstration, average vehicle speeds along Corrine drive were 2.8 miles per hour lower than compared to before. The percentage of vehicles traveling faster than 35 miles per hour decreased by 18% during the demonstration (the posted speed is 30 mph).

The city is currently developing a Quick-Build Guide for Pedestrian and Bicycle Projects. The guide will provide information on quick-build projects, improving transparency between the city and its community.



www.orlandobikes.org/news/corrine-drive-pop-up-path

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signals (APS) have revolutionized the mobility of visually impaired roadway users by increasing safety and accessibility on our roadway system. Changes in intersection design and signalization, as well as the presence of quiet cars, have affected the traditional street crossing techniques used by blind or visually impaired pedestrians, making the pedestrian phase harder to recognize without seeing the visual pedestrian signal.

We are committed to providing a safe roadway system for pedestrians and all road users. The Manual on Uniform Traffic Control Devices (MUTCD) defines

an Accessible Pedestrian Signal (APS) as a device that communicates information about pedestrian timing in a nonvisual format such as audible tones verbal messages, and vibrating surfaces. Achieving safety for the pedestrian in the State Highway System is an immense task that requires numerous efforts. APSs are wired to a pedestrian signal and send audible and vibrotactile indications when pedestrians push a button installed at the crosswalk.

Audible signals can be heard 6 to 12 feet from the pushbutton. Volumes become louder or softer in response to the level of traffic noise.

An APS feasibility study includes at a minimum requestor input, off-peak traffic volumes, traffic-

signal timings/patterns, intersection complexity/geometry and crossing distances.



Bitu Hooman in the field with a visually impaired citizen that requested APS installation on SR 551 at Nolton Way

Deltona Fire Rescue Back To School Fair

FDOT (Florida Department of Transportation) Office of Safety and Target Zero Ambassadors participated in the 2022 Deltona Fire and Rescue Back to School Fair on Sunday, August 7th. FDOT provided 400 bags to students with Pedestrian, Bicycle, and Safety goodies, including Guardians of the Roadway Activity books and trading cards, safety stickers, activity workbooks with puzzles, reflective vests, and School Bus Safety tip cards. FDOT staff were engaged in conversations with students and parents, informing students to "be seen" and "watch for vehicles" while walking or bicycling to school. The

Volusia County Sheriff's Office also attended and provided free backpacks to attending students. This event is a wonderful opportunity to provide educational outreach to the students and community of Deltona.



Operation Southern Slow Down



The Florida Department of Transportation (FDOT) teamed up with law enforcement agencies in July to crack down on speeding. 'Operation Southern Slow Down' kicked off in the Daytona Beach area with a news conference at Daytona International Speedway. Law enforcement representatives from a wide variety of agencies attended the Daytona event.

The 'Operation Southern Slow Down' campaign was introduced with simultaneous press releases and conferences around the state. The campaign is a joint effort with the National Highway Traffic Safety Administration (NHTSA) and law enforcement agencies throughout Florida, Alabama, Georgia, South Carolina and Tennessee. The shared message for all agencies is to encourage safe driving at speeds at or below the posted speed limit.

More than 3,700 people died in vehicle crashes in Florida in 2021. 'Operation Southern Slow Down' is just one of the many efforts FDOT supports to achieve Vision Zero – no vehicle deaths on Florida's roads. Troopers and traffic safety experts agree many of these fatalities could be prevented if drivers would reduce their speed. Working together, FDOT and the many cooperating agencies are working hard to achieve that goal. Leave the racing to the professionals at Daytona International Speedway and reduce speed to save lives.

Read more: <https://tinyurl.com/yeppvsvn>



Mike Hefflinger, P.E. FDOT D5 Director of Operations, delivers remarks to attendees stressing the importance of obeying the speed limit



D5 Law Enforcement at the Operations Southern Slow Down Press Event in Daytona Beach

The Florida Law Enforcement Traffic Safety Challenge

The Florida Law Enforcement Traffic Safety Challenge recognizes and rewards agencies' effectiveness in traffic safety. The program encourages a multi-faceted approach that leads to safer communities related to traffic safety.

The program strives to increase traffic safety education and enforcement in conjunction with community partners to reduce motor vehicle crashes, serious injuries, and fatalities on Florida's roadways. It serves as a complement to other safety programs and follows the format of the International Association of Chiefs of Police National Challenge Program and the Florida Strategic Highway Safety Plan.



Four District Five law enforcement agencies were honored this year for meeting and exceeding traffic safety effectiveness standards:

- Flagler County Sheriff's Office - 3rd Place Category 5
- Orange County Sheriff's Office - 1st Place Category 7
- Volusia County Sheriff's Office - 3rd Place Category 7
- University of Central Florida Police Department - 3rd Place University Police Departments



Flagler County Sheriff's Office



Orange County Sheriff's Office



Volusia County Sheriff's Office

As part of the safety program, more than 160 Florida law enforcement officers were trained in **Marijuana Impaired Driving Detection**. Partnering with the Institute of Police Technology and Management (IPTM), the program equipped the attending law enforcement officers with the specific knowledge needed to combat impaired driving on Florida's roadways.

Educating Children, Empowering Families, Changing Communities

That is the tag line of Mid Florida Community Services which administers the Head Start Program to more than 900 children in Hernando, Sumter, and Volusia Counties.

Head Start/Early Head Start is a nationwide, federally funded program to promote school readiness by enhancing children's social, physical, and cognitive development. Head Start is provided at no cost to eligible families and accepts children aged three to five.

District Five's Bicycle & Pedestrian Coordinator, Stephanie Moss, had the pleasure of visiting Coleman Head Start in Orange City on September 2, 2022. The kid's lesson plan for the week was walking and bicycle safely. Stephanie showed the kids a book about walking and bicycling safely. The children could try on a safety vest and test the bicycle lights. There were a lot of questions, applause, and practice of "look left, look right, look left again"!



CONGRATULATIONS

Congratulations to District 5's Bicycle and Pedestrian Coordinator, Stephanie Moss, for earning her Road Safety Professional I (RSP I) Certification!

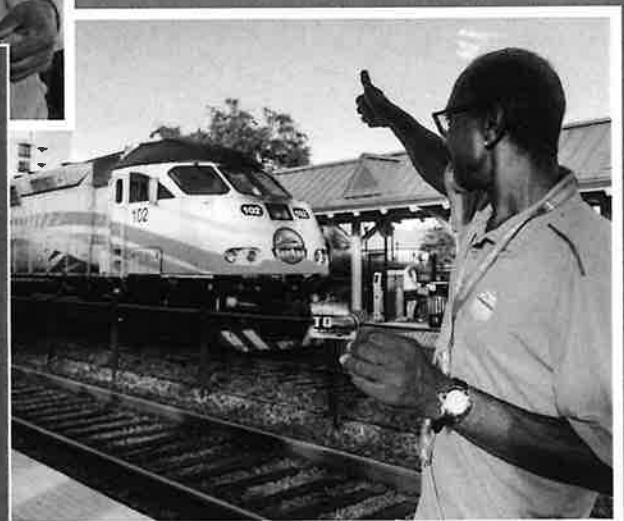


Rail Safety Week

During Nation Rail Safety Week (Sept. 19-23), the Florida Department of Transportation (FDOT) and SunRail worked together to remind everyone to be safe on or near rail crossings. Efforts included education and enforcement events in six counties, a video series on social media, and an art display at the Orlando Museum of Art showcasing original SunRail-inspired pieces created by students of the Autism Society of Greater Orlando. The outreach aimed to educate the public that every collision at a grade crossing and on the tracks is preventable and encourage the community to put safety front and center. For more information about SunRail, including fares, schedule, and station locations, please visit www.SunRail.com, or download the SunRail app.



**Special thanks
to SunRail
Ambassadors and
local law enforcement
agencies,
for providing
enforcement and
helping spread the
word about rail safety.**





Girl Scouts of Citrus showed riders about the safe way to ride SunRail by using Girl Scout laws.



Students from the Autism Center of Greater Orlando participated in an awards ceremony at the Orlando Museum of Art for their SunRail-inspired art.





What Made Me Want to Become a Target Zero Ambassador?



AMEER YOUSUF

Equipment Operator DeLand Operations

Being an ambassador for Target Zero is a sense of fulfillment and passion. Being among a work family driven towards reducing serious injuries and deaths is more than rewarding. I attend many

events and interact with many residents, kids, parents, and police officers. I'm out there making a difference, one individual at a time; that is my ultimate feeling of being an ambassador. Teaching young kids about the potential dangers of our roadways, engaging in activities to show them what being safe is all about, and not to mention....giving away gifts! Everyone should be rewarded for being safe, which we'll continue to do through determination and perseverance. I encourage all to join our family and continue our path of success. I'm proud to be a Target Zero Ambassador!



BITIA HOOMAN

Traffic Safety Specialist

Whether you're a pedestrian, a driver, a passenger, or a cyclist, road safety impacts everyone. I want to share a story with you that forever affected my friend's life. One of my friends had a serious crash on I-4 10 years

ago and lost her right arm. I have realized how this non-predictable crash has forever changed her and her family and friends' lives. She was depressed for several years; her family was under numerous mental pressures. It was a very heartbreaking experience to see someone who lost her ability. After this horrible experience, I feel so passionate about road safety. I have become a conservative driver who cares about all road users. I am proud to be an ambassador for Target Zero, our statewide goal initiative to reduce the number of transportation-related serious injuries and fatalities across Florida to ZERO. I believe that we all together can make a big difference.



JEFF PURDY

Maintenance Project Manager II

In my time at FDOT, I've learned that there are certain 'givens.' Unfortunately, one of these deals with fatal crashes. In my time in the field working emergency response, I've witnessed many fatal interactions. I'm familiar with the numbers, and they are not good.

As an organization, we've been in the transportation industry for over a hundred years. We've refined safety features, roadway designs, developed superior materials, higher construction and maintenance standards, access management, etc. We keep searching for ways to avoid conflicts and make all modes of transportation safer. But again, we get stuck on the things we can't control - behavior.

I see these numbers every month, and it never gets easier. I attend the Traffic Incident Management meeting and my local Community Traffic Safety Team meeting, where we review crash data. These forums are great exchanges of ideas between cities, counties, state and local law enforcement, and other community organizations.

The new office of safety has been created, and it is apparent that FDOT is taking safety very seriously. I volunteered to become a Target Zero Ambassador because I know I can leverage my relationships to further the cause. Target Zero is tackling the elephant of behavior; this is new for FDOT and gives me much hope and encouragement. If we can prevent even one of those fatal crashes, it is worth every effort.



JENNIFER ALLCOCK

Contract Analyst III

I was very excited about the opportunity to become a Target Zero Ambassador and share updates with the D5 Procurement Unit. The Target Zero Ambassador program is more than just sharing the information internally.

It is having conversations with your friends and family that keep safety front of mind. It is educating pedestrians on the safe use of crosswalks when they are out walking around town. It is speaking to the young people in your life who are about to start driving about what they can do to keep themselves (and everyone else) safe. It's using your unique talents and daily opportunities to promote safe practices. These seemingly small acts together can create big changes!

FLORIDA SCHOOL BUSES AND WHEN TO STOP

Florida school buses carry precious cargo – our children. According to the National Highway Traffic Safety Administration (NHTSA), students are 70 times more likely to get to school safely when taking a bus versus a car. In fact, between 2019 and 2021, there were no fatalities and only 12 incapacitating injury crashes involving school-aged (0-18) school bus passengers in Florida. School buses travel more than 200 million miles every year (according to a 2019-2020 Florida Department of Education report) and are specifically designed to be safer than most vehicles and are the most regulated vehicles on the road (NHTSA).

This safety record is, in large part, aided by driver behavior. Drivers should always be mindful and drive carefully where children may be present in the same capacity; drivers should always follow the Florida law about not using mobile devices, especially around school zones and school buses. We should especially be aware of the Florida law detailing when to stop for a school bus and when to proceed with caution. According to Florida statute 316.172, the following driver behavior should be conducted:

- Any person using, operating, or driving a vehicle on or over the roads or highways of this state shall, upon approaching any school bus which displays a stop signal, bring such vehicle to a full stop. If the bus is stopped, the vehicle shall not pass the school bus until the signal has been withdrawn.
- The driver of a vehicle upon a divided highway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when traveling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.

Passing a stopped school bus can be costly for you. Penalties vary depending on how you pass the bus and any past tickets and can result in license suspension and/or a \$1,500 fine (FLHSMV). Passing a school bus could lead to serious injury or death in worst-case scenarios. According to the National Association of State Directors of Pupil Transportation Services, millions of drivers pass bus stop paddles illegally every year, a handful of whom cost a child their life. This can be prevented through the education of motorists.



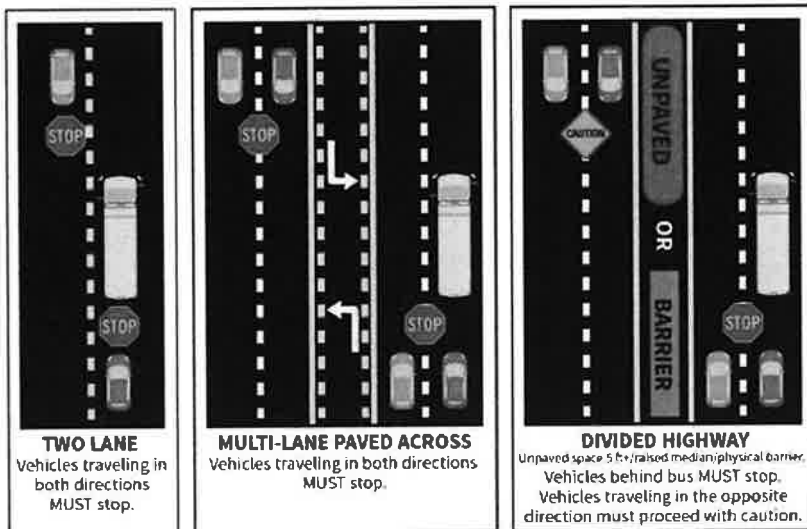
Let us all, motorists, students, and parents strive to practice safer habits around school buses to help ensure the safety of our young learners.

WHAT TO EXPECT FROM A SCHOOL BUS (NHTSA):

- Bus drivers will signal that they are slowing down to stop by using yellow flashing lights first. Following those, the flashing light-equipped red stop paddles will swing out along with red flashing lights at the back of the bus to signal the bus is stopped and for all drivers to stop.
- Bus drivers are expected to stop at all railroads before crossing to ensure there are no trains.
- Bus drivers are expected to stop as close to the right side of the road as possible, so please allow buses to change lanes when they use their turn signals as their stop may be approaching.
- Bus drivers are advised not to stop at locations with obscured vision below 200 feet away.

SAFETY TIPS FOR FAMILIES (FLHSMV):

- At bus stops, children should wait in a safe place away from the road. Never on the road/curb.
- Never walk behind a bus and always stay away from the bus wheels. When the bus stops, wait for the driver's signal that it is safe to cross the road or board the bus.
- Look both ways before crossing the street- look left, right, and left again. Tell them to make eye contact to ensure the bus driver and motorists can see them as they cross the street.
- Avoid loud or disruptive behavior that could distract the bus driver from safely operating the bus.



FLHSMV graphic summarizes expected driver behavior around stopped school buses



Refer to the official Florida Driver License Handbook for more information on school bus safety. <https://www.flhsmv.gov/resources/handbooks-manuals/>

SAFE SYSTEM APPROACH

In 2021, there were 202 pedestrian and bicycle fatal crashes within District Five, which is a 15 percent increase from 2020.¹ To help reduce the fatal crashes involving pedestrians and bicyclists, District Five has adopted the Safe System Approach (SSA). The SSA anticipates that humans will make mistakes and understands that human bodies can only withstand a certain level of kinetic energy before causing serious and fatal injuries. FDOT District Five and regional partners continue to

seek opportunities to advance the SSA through appropriate Target Zero projects and plans throughout the district. For example, the Orange Blossom Trail project in Orange County (#447395-1) and the Ocala Marion TPO's proposed "Commitment to Zero: Safety Action Plan" embrace and implement the SSA through appropriate planning and design. These two projects are described below.

¹<https://signal4analytics.com/>

Orange Blossom Trail (U.S. 441) from South of Holden Avenue to 34th Street

Orange Blossom Trail (U.S. 441) from south of Holden Avenue to 34th Street has yielded 35 pedestrian and bicycle crashes, of which 11 were severe and fatal injuries, over the past three years (2019-2022). To improve safety along the corridor and reduce these crashes, FDOT District Five is advancing a project to enhance pedestrian and bicycle safety along Orange Blossom Trail (U.S. 441) between Holden Avenue and 34th Street in Holden Heights. The proposed design calls for constructing three new midblock crossings with Pedestrian Hybrid Beacons (PHBs) and upgrading the three existing PHB crossings along the corridor. When complete, all six midblock crossings with the PHB signals will also have raised crosswalks, in-road lighting and enhanced pavement markings. The plans also include installing fencing and landscaping in the median, reducing the speed limit to 30 mph, adding speed feedback signs and upgrading pedestrian lighting.

This project advances three (3) SSA elements as discussed below.



SAFE ROADWAYS – Safe roadways aim to make streets more forgiving and will typically provide separation of users in time and space on the roadways. This project will provide six dedicated crossing locations with PHBs and raised crosswalks. These improvements will help provide separated time and space for pedestrians and bicyclists crossing the corridor.



SAFE SPEEDS – Safe speeds seek to moderate travel speeds to reduce the probability of serious injury. This project provides numerous crossing opportunities and stopping points for motorists, which should deter speeding along the corridor.



SAFE USERS – Safe users aim to create an equitable system that accommodates all users, including bicyclists, pedestrians, transit users, and motorists. As part of this project, raised crossings are proposed to change the character of the roadway, create safer crossing locations, and help make vulnerable road users (VRU) more visible to other users.



Construction is scheduled to begin this year on Orange Blossom Trail (U.S. 441) from Holden Avenue to 34th Street to improve pedestrian and bicycle crossings along the Orange Blossom Trail Corridor.

Ocala Marion TPO Commitment to Zero: Safety Action Plan

In 2021, the Ocala Marion Transportation Planning Organization (TPO) had 9,973 crashes, of which 93 were fatal and 262 crashes resulted in fatal and serious injuries.² While crashes have dropped over the past three years, the rate at which they are dropping is unacceptable. To help decrease the fatal and serious injury crashes and improve overall transportation safety, the Ocala Marion TPO has initiated "Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion." Commitment to Zero aims to develop an action plan focused on improving safety for all transportation users. The TPO is applying a Safe System Approach by implementing a collaborative planning process that will result in a comprehensive set of actionable strategies.

The Action Plan draft was released to the public in August 2022, with a planned adoption date by the TPO Board soon.



"Safety is the most important component of a community's transportation system. Commitment to Zero is a planning process that focuses on shared responsibility, collaboration and applying a Safe System approach to move our community toward zero deaths and serious injuries. We owe it to our citizens to be stewards of transportation safety for everyone in Ocala/Marion County."

- Rob Balmes, AICP CTP – Director Ocala Marion TPO

The Action Plan highlights three (3) SSA elements as discussed below.



SAFE USERS - Creating safe users is about promoting and educating individuals so that safety is a shared responsibility and proactive. As part of the Action Plan, "education and awareness" is one of the four cornerstones. The Ocala Marion TPO has facilitated community and stakeholder workshops to help individuals understand existing safety issues and identify how individuals can make small changes to improve safety for everyone in the community.



POST-CRASH CARE - Post-crash care aims to ensure that proper emergency response is deployed and that all traffic incident management systems work in unison. As part of the Action Plan, the Ocala Marion TPO is planning to "expand the role of CTST to discuss recent KSI crash trends, evaluate hospital data for trauma patients to understand long-term health outcomes and economic impacts of crashes, monitor crash response times and collectively work to identify opportunities to reduce them."



SAFE VEHICLES - Creating safe vehicles is about promoting measures that help to prevent crashes or reduce the magnitude of the crash if it occurs. As part of the Action Plan, the Ocala Marion TPO will support multimodal transportation (e.g., walking, bicycling, transit users, motorists) systems that reduce the dependency on driving. Additionally, the Action Plan will coordinate with local and national partners to ensure that safety features (e.g., seatbelts, airbags, emergency vehicle braking, lane departure) are included in all new vehicles.



The Ocala Marion TPO finalized its "Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion" and will consider it for adoption later this year.

² https://ocalamariontpo.org/wp-content/uploads/2022/05/StakeholderPresentation_051222.pdf

A Team Approach To Safety

FDOT Contractors And Consultants Work Together To Get Everyone Home Safely

The Florida Department of Transportation (FDOT) State Road (S.R.) 44 bridge reconstruction is halfway to completion. This project is replacing the existing S.R. 44 bridge over the St. Johns River, also known as the Whitehair Bridge, with a high-level fixed span bridge. This bridge connects Volusia and Flagler Counties and is a highly traveled commuter route.

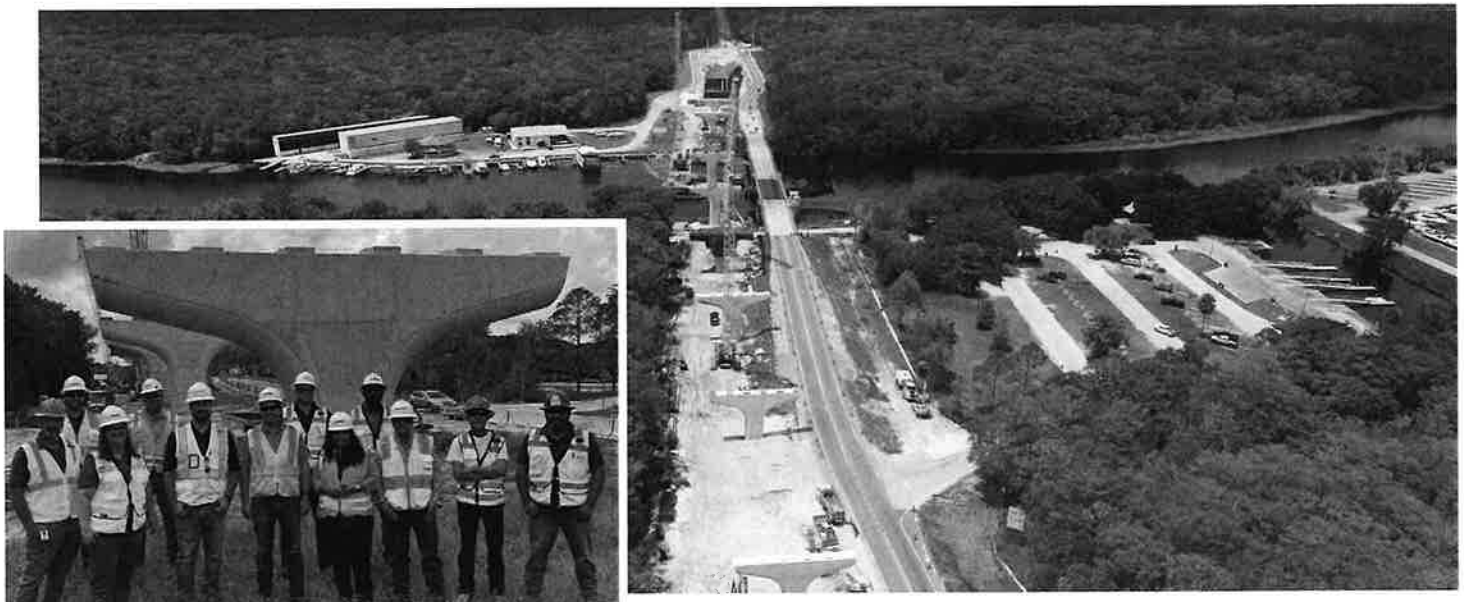
Chris Briggs with Jacobs is the Project Administrator and works closely with FDOT Project Manager Glenn Raney and Contractor Superior Construction's Project Manager Ben Charles. Chris, Ben and Glenn take a proactive and collaborative approach to safety and make it their top priority. The construction team has morning tailgate meetings, prework safety meetings, team lane closure reviews and site surveys before anyone visits the project. The team sees every new operation as an opportunity for a safety review. "Safety is one of the core values at Superior Construction. It takes the entire team working together and looking out for each other to ensure that everyone goes home healthy every day" says Ben.

"At Jacobs we take the BeyondZero approach to safety", says Chris, "BeyondZero entails going beyond just following the rules, and regulations. It means recognizing safety risks on and off the job, and doing something about it; we are all responsible for getting everyone home safely."



“Everybody should go home to their family every night, without fail, without injury, without loss; it is my top priority; the safety of the employee and contractor is number one.” – Chris Briggs, P.E., Project Administrator

On this project, the team takes extra safety precautions wherever possible; a great example is the water-activated lights on the construction crew's safety vests. During nighttime operations, crews wear vests with lights that activate if they are submerged in water. This extra step ensures crew members are seen if they fall into the water. "From the start of this project, it was apparent that Jacobs and the contractor Superior Construction were making safety their number one priority. They truly take a proactive approach and make a team effort to keep their crews and the traveling public passing through the project safely," said Glenn Raney, FDOT Project Manager. FDOT expects this project to be completed in the fall of 2023. To learn more about the S.R. 44 bridge reconstruction project visit the project website at: <https://www.cflroads.com/project/429556-1>



Michael "Glenn" Raney (FDOT Project Manager) is pictured with team members from Jacobs, Superior Construction, CivilSite and Mehta. From left are Raney; Gary Plath, Inspector Aide; Amy Scales, P.E., Senior Project Engineer; Matt Godwin, Inspector; Chris Briggs, P.E., Project Administrator; Ben Charles, P.E., Project Manager; Jose Medina, Assistant Project Administrator; Renu Paliath, Contract Support Specialist; Joel Stovall, Field Engineer; Thomas "Bo" Davis, Senior Inspector; Bruce Gibson, Roadway Superintendent; Jose Sanchez, Bridge Superintendent.

UP NEXT

What's Coming Up For D5

October

NHTSA & FHP Pedestrian Safety Month

10/7 TransPlex – Focus on Community

10/13 Volusia School's Fact Fair at DeLand High School

10/17 – 10/21 National School Bus Safety Week

10/17 – 10/23 National Teen Driver Safety Week

10/19 & 10/20 Florida Pedestrian & Bicycle Safety Coalition's Quarterly Meeting in Tallahassee

10/21 – 10/28 Mobility Week

10/29 Bike 5

10/31 FHP Buzzed Driving is Drunk Driving

November

Safe Holiday Travel Month

11/18 St. Johns River to Sea Loop Alliance hosts an Active Mobility Workshop at DeBary Hall

December

National Drunk & Drug-Impaired Driving Prevention Month

12/5 – 12/9 Older Driver Safety Awareness Week

12/10 DeLand Christmas Parade

TRAINING OPPORTUNITIES

Shifting Narratives to Prevent Bicyclist & Pedestrian Death

FDOT Safety Training Website

FLORIDA LTAP CENTER Training Calendar

Transportation Symposium Webinars 2022

National Academies TRB Webinar: Performance-Based Application of the Highway Safety Manual

National Academies TRB Webinar: New Facilities and Systems Methods in HCM7

National Highway Institute Course Search

RESOURCES FOR TRAINING AND SAFETY INFORMATION

Florida Traffic Safety Coalitions

Safe Mobility for Life Coalition

Alert Today Florida - Bicyclist and Pedestrian Tips

FLHSMV Safe Summer Travel

FLHSMV Share the Road

Department of Transportation

The National Road Safety Foundation

Governors Highway Safety Association

America Driver & Traffic Safety Education Association Drivers Education Resources

National Safety Council

National Highway Traffic Safety Administration

TARGET ZERO

TEN REASONS TO STOP ON RED



- 1 RED-LIGHT RUNNING CAN BE FATAL.**
- One in three Americans know someone who has been injured or killed in a red-light running crash.
- Between 2004 and 2018, an estimated 11,877 people were killed in red-light running related crashes.
- On average, two people died each day in red-light running crashes in the United States in 2018.
- Motor vehicle crashes are the leading cause of death for U.S. teens.
- In 2018, 846 people were killed and an estimated 139,000 were injured in crashes that involved red-light running.
- Over half of the deaths in red-light running crashes are pedestrians, bicyclists and occupants in vehicles other than the vehicle running the red light.
- Nearly 85% of drivers say it is unacceptable to go through red-lights, yet nearly 31% admitted to doing so in the past 30 days.
- The most common type of urban crashes involve drivers who run red lights, stop signs and other traffic controls.
- Red-light running is often a result of aggressive or distracted driving and is completely preventable.



**National Coalition
for Safer Roads**

DISTRICT FIVE HELMET FITTER TRAINING

Florida's Pedestrian Bicyclists Resource Center, funded by the Florida Department of Transportation, gives away over 150,000 bike helmets annually. To receive a helmet, you must be properly fitted by a certified helmet fitter. In August, District Five hosted a Helmet Fitter training for FDOT staff and consultants who partner on safety initiatives and community events.

REPLACE A HELMET
Replace your helmet when it has been in a crash, damage is not always visible.

BUY/FIT THE HELMET FOR NOW
Buy a helmet that fits your head now, not a helmet to "grow into."

ENSURE HELMET COMFORT
If you buy a helmet that you find comfortable and attractive, you are more likely to wear it. Readjust as necessary to ensure the helmet fits properly each ride.

COVER YOUR FOREHEAD
Adjust the helmet fitting based on your helmet, first being in the correct position, level on the head and low on your forehead.

ADJUST STRAPS UNTIL SNUG
Both the side and chin straps need to be snug.

AVOID HELMET ROCKING
Your helmet should not rock forward or backward, or side to side on your head. If your helmet rocks more than an inch, go back to step 6, and readjust.

BE A "ROLL" MODEL FOR SAFE BEHAVIOR
Everyone — adult and child — should wear a bicycle helmet each time they ride. Wearing a helmet on every ride can encourage the same smart behavior in others.

HELMET CERTIFICATION
Bicycle helmets sold in the U.S. must meet the standards issued by the U.S. Consumer Product Safety Commission (CPSC). Look for the certification label inside the helmet.

HELMET LAWS
More children ages 5-14 go to emergency rooms for bicycle-related injuries than with any other sport; many are head injuries. As a result, many states and local jurisdictions have child bicycle helmet laws to increase and better ensure the safety of children when bicycling. Visit: www.helmets.org/national.htm.

Like car crashes, bicycle crashes can happen at any time, involving not only children, but adults, many of whom are skilled riders. In fact, middle-age adults represent the average age of bicycle riders killed and injured.

Helmets are the single most effective piece of safety equipment for riders of all ages. Everyone should choose to wear a helmet. It just makes sense!

FOR MORE INFORMATION ON BICYCLE SAFETY, VISIT: www.AlertTodayFlorida.com




FITTING YOUR BIKE HELMET
BUY IT. FIT IT. WEAR IT. EVERY RIDE!

www.AlertTodayFlorida.com



THE PROPER HELMET FIT

Helmets come in various sizes, just like hats. Size can vary between manufacturers. Follow the steps to fit a helmet properly. It may take time to ensure a proper helmet fit, but your life is worth it. It's usually easier to look in the mirror or have someone else adjust the straps. For the most comprehensive list of helmet sizes, according to manufacturers, go to the Bicycle Helmet Safety Institute (BHSI) Web site at: www.bhsi.org.



STEP 1

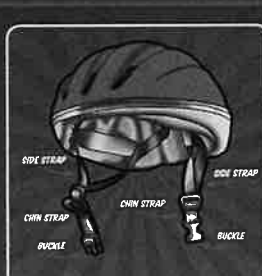
Size:
Measure your head to find your size. Try on several helmets in your size until one feels right. Now put the helmet level on your head and adjust the sliding pads or fitting until the helmet is snug.

STEP 2

Position:
The helmet should sit level on your head and low on your forehead—one or two finger-widths above your eyebrow.

STEP 3

Side Straps:
Adjust the slider on both straps to form a "V" shape under, and slightly in front of, the ears. Lock the slider if possible.



STEP 4

Buckles:
Center the left buckle under the chin. On most helmets, the straps can be pulled from the back of the helmet to lengthen or shorten the chin straps. This task is easier if you take the helmet off to make these adjustments.

STEP 5

Chin Strap:
Buckle your chin strap. Tighten the strap until it is snug, so that no more than one or two fingers fit under the strap.

STEP 6

Final Fitting:

A. Does your helmet fit right? Open your mouth wide, say yawn! The helmet should pull down on your head. If not, refer back to step 5 and tighten the chin strap.

B. Does your helmet rock back more than two fingers above the eyebrows? If so, unbuckle and shorten the front strap by moving the slider forward. Buckle and tighten the chin strap, and test again.

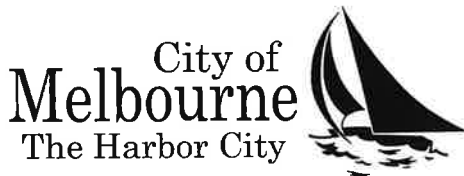
C. Does your helmet rock forward into your eyes? If so, unbuckle and tighten the back strap by moving the slider back toward the ear. Buckle and tighten the chin strap, and test again.

D. Roll the rubber band down to the buckle. All four straps must go through the rubber band and be close to the buckle to prevent the buckle from slipping.

Is your agency interested in becoming a community partner and training staff to be certified helmet fitters? To learn more visit:
https://www.pedbikesrc.ce.ufl.edu/pedbike/Bike_Helmets.asp

GETTING TO ZERO TOGETHER

Safety Starts With Us - Vision Zero Partner



Safety Is All Our Responsibility

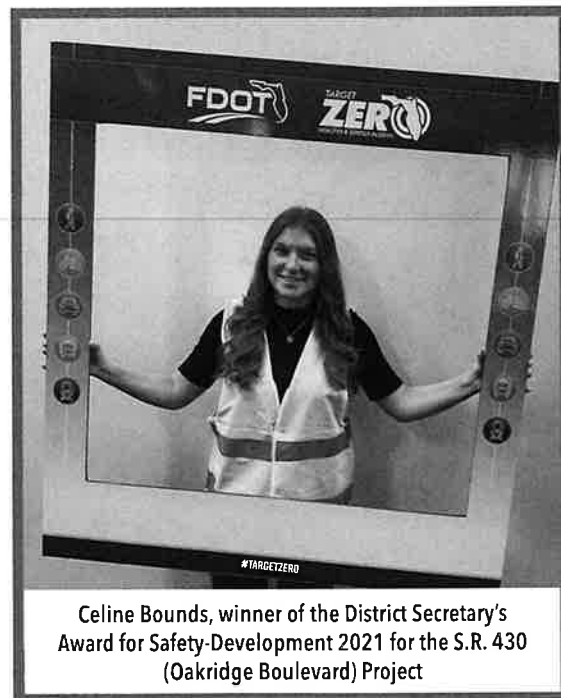
WITH CELINE BOUNDS, FDOT SCOPING MANAGER

Safety is Job #1 for all FDOT employees. I've always thought of safety as my top priority no matter what my role with the Department. I spent my entire life in Volusia County and am invested in safety in District Five both personally and professionally.

During my time in Design with the Department, I worked on numerous bike/ped projects, where the safety of the traveling public was always paramount. My first project was SR 518 and Mosswood Drive. The project, expedited due to a motorcycle fatality, widened the road to provide a dedicated left turn lane for vehicle storage. After much discussion and thought, we matched the typical section to the east to provide curb and gutter and six-foot sidewalks to accommodate both bikes and pedestrians.

On another safety-focused design project we converted S.R. 430 from a three-lane one-way road to a two-lane one-way road. The excess pavement created a seven-foot bike lane and bulb outs. We were able to provide a dedicated bike facility where one previously did not exist. This project also included zicla zippers, which are part of a pilot program to separate bikes and motor vehicles.

These kinds of projects, designed to save lives, make me extremely proud to have worked in FDOT Design. Now that I am in PLEMO, I am responsible for the Target Speed Recommendation Reports and am an active member of the Scoping Team. We document crash information, local input, development studies and known issues for the target speed recommendation reports. I have participated in annual Safety Weeks to evaluate corridors to address known safety concerns, which allows us to better leverage resurfacing funds and incorporate safety features on 3R projects.



Celine Bounds, winner of the District Secretary's Award for Safety-Development 2021 for the S.R. 430 (Oakridge Boulevard) Project

The Department's impact on safety has been tremendous, but like everyone else, I would like to see the bike and ped fatality rate in District 5 and the state decrease drastically as we incorporate safety features and target speeds into our 3R scopes. My personal goal is to see Florida achieve Vision Zero during my career and to know I've had a hand in that is very rewarding.



Alice Giuliani, FDOT Planning Project Manager

Florida Truck Driving Championship

District Five is leading the effort to provide more truck parking facilities on the I-4 corridor. The D5 PLEMO office attended the event to speak with truckers to find out more about their needs as drivers. The feedback will be taken into consideration in the design phase of the new facilities.



Love Like Jace, Inc. Partners With Community Members For Summer Safety Events



Lyndy Moore, Helmet Fitters R Us

Love Like Jace, Inc., is a non-profit organization founded in April 2021 by Makia Wallace in memory of her 21-month-old son Jace Lucas Leslie. Jace's life tragically ended on September 11, 2020, after being left in the back seat of his caregiver's car. Love Like Jace is dedicated to bringing awareness and resources to the community to advance children's safety through advocacy and community outreach.



In June, Love Like Jace kicked off the Summer with a Kids Summer Safety event focused on sharing safety information with families and children, including water, fire, car seat and pedestrian/bicycle safety. FDOT (Florida Department of Transportation) and Helmet Fitters R Us partnered at this event to share safety walking and biking safety information and fit helmets to families and children at the Children's Safety Village.



Cristina Pichardo-Cruz and Kelvin Thompson Jr., Helmet Fitters R Us



Ameer Yousuf, Target Zero Ambassador and Rashad Yousuf, FDOT Maintenance



In September, FDOT District Five Office of Safety participated in the Fun in the Sun event at Lake Eola Park. The team distributed safety promotional items such as reflective safety vests, bicycle lights, and safety tip cards. The team also fitted children and adults with bicycle helmets that are correctly fitted to their size requirements.



Victoria Naskale, Office of Safety Intern



Shuang Xi, ASHA Planning

SCOOPS AND SPOKES

Scoops & Spokes was a two-part event this Summer hosted by Bike/Walk Central Florida in collaboration with community partners. The event helped families learn how to safely ride and commute on their bikes over two consecutive Saturday mornings, July 30 and August 6, in the Milk District, just east of Downtown Orlando.

At the 'Bike Rodeo & Repair Day' on July 30, participants learned safety and repair tips, got fitted for a helmet, and visited several skills-boosting stations. FDOT supported by doing helmet fittings and sharing safety materials. Participants in the Bike Rodeo were eligible to join for a group bike ride on August 6 to showcase their new skills.



Photo Credit - Bike Walk Central Florida

MOBILITY WEEK IS AROUND THE CORNER

The countdown to Mobility Week 2022 starts now! Mark your calendars for Oct. 21-28 – that's when FDOT and partner agencies across the state will gather to celebrate making safe, sustainable, and multimodal transportation choices. During Mobility Week, partner agencies around the state will host events to promote transportation choices, highlight achievements and roll out new initiatives. You can participate in Mobility Week by attending events in your area, hosting an event, or trying a new way of getting around other than driving. You can find out about Mobility Week events at www.MobilityWeekFL.com.

Since the inception of Mobility Week in 2016, more than 500 events have been held across the state, including free transit rides, travel training, group bike rides, bike helmet fittings, commuter travel events, safe walking training, transportation workshops, and other community experiences. In 2021, almost 300 partners collaboratively held events sharing safety information with the public and offering incentives to try alternatives to driving.

Have you registered for the Love to Ride Florida Challenge? Mobility Week kicks off the month-long bicycle challenge to get more people riding bikes. You can win prizes simply by riding your bike to work, leisure, or other activities. Individuals, employers, or social clubs statewide are eligible to participate and compete against each other. Even riding as little as 10 minutes can enter you in the drawing for some fantastic prizes! Find out more and register in just 30 seconds at LovetoRide.net/Florida. Last year, FDOT District Five came in first place on the statewide leaderboards for organizations with 200-499 staff. If you are an FDOT District Five employee, you can join our D5 team while registering for the challenge and help us win again this year.

District Five Office of Safety will participate in and support multiple Mobility Week events and initiatives. If you are interested in volunteering at any of these events and sharing safety information with the public, reach out to Stephanie.Moss@dot.state.fl.us or Libertad.Acosta-Anderson@dot.state.fl.us.



m20w22 MOBILITY WEEK
WHAT MOVES YOU?

SAVE THE DATE!

Mark your calendars for Mobility Week 2022
from October 21 – 28, 2022.

Join communities around the state to promote safe and sustainable transportation choices. During Mobility Week, cities, counties, and transportation agencies host events and offer special promotions to encourage Floridians to try new transportation options.

To partner with FDOT, send an email to
Contact@MobilityWeekFL.com

Looking back at Mobility Week 2021

278 STATEWIDE PARTNERS 142 EVENTS STATEWIDE	200 LOVE TO RIDE WORKPLACES 1,685 INDIVIDUALS	16,652 LOVE TO RIDE TRIPS 308,116 MILES
5 SCHOOLS SAFETY MUSIC VIDEO	14 SCHOOLS BIKE LANE DESIGN	2.6 MILLION MEDIA IMPRESSIONS
30,000 SAFETY ITEMS DISTRIBUTED	67,000 FREE TRANSIT RIDES	12,000 SAFETY-RELATED LITERATURE

For news and updates, please visit MobilityWeekFL.com

Breaking Ground On S.R. A1A

IMPLEMENTING A 4E APPROACH TO SAFETY PROJECTS

State Road (S.R.) A1A serves as an economic lifeline to communities on the east coast of Brevard County and a major route for visitors and residents, providing access to tourist destinations and employment centers. In the spring of 2022, District Five upgraded 16 crosswalks as part of our continued efforts to improve pedestrian safety along S.R. A1A in Brevard County. The crosswalks with Rectangular Rapid Flashing Beacons (RRFB) between Second Avenue in Indialantic and Grant Avenue in Satellite Beach were retrofitted to add in-pavement lighting and audible detectors. The in-pavement lighting is intended to increase the visibility of crosswalks by alerting to the presence of pedestrians. An audible message reminds pedestrians to ensure traffic is stopped before crossing.

District Five Office of Safety partnered with Traffic Operations to implement a comprehensive 4E approach to safety by combining engineering improvements with complementary education, enforcement, and evaluation strategies. The team put together various educational and outreach materials to maximize our reach to motorists, pedestrians, and bicyclists using the corridor to increase project awareness and share crosswalk safety practices.

The education and enforcement programs were conducted in partnership with Space Coast Transportation Planning Organization and law enforcement agencies in Brevard County. A series of outreach events were held along the corridor, alerting motorists to yield to pedestrians in the crosswalks and reminding pedestrians to ensure traffic is stopped before crossing. Three pop-up events were held during Spring Break 2022 to disseminate project information during the construction phase. Another five pop-up events were held during the summer, beginning with the July 4th weekend. The events were held at strategic locations along the corridor to capture a variety of road users, including residents, tourists, children, and other traveling motorists.



HOW TO USE AN RRFB

(Rectangular Rapid Flashing Beacon)

Pedestrians and Bicyclists



Press the button to activate the RRFB signals; the lights will begin to flash indicating to motorists a pedestrian is ready to cross.

Pedestrians

1. Make eye contact with motorists to be sure traffic is yielding before entering the crosswalk.
2. Walk defensively, scanning both directions to be sure motorists see you.
3. Always scan the road while crossing making sure all vehicles have stopped.

Bicyclists

1. Obey all traffic signs and signals.
2. When using the crosswalk, follow the pedestrian rules.
3. When using the travel lane, ride in the direction of traffic and always yield to pedestrians.

www.AlertTodayFlorida.com

Funded by the Florida Department of Transportation



The outreach events allowed the team to connect with pedestrians and bicyclists and share safety gear, including tip cards, reflective safety vests and bicycle lights.

The outreach events also helped increase awareness amongst motorists to slow down and yield to pedestrians on the crosswalk.

A crucial component of implementing safety countermeasures is to follow up with an evaluation phase to determine the impacts of countermeasures on motorist behavior and non-motorist experience. Adding in-pavement lighting and the audible message is one of the first installations in Central Florida. The

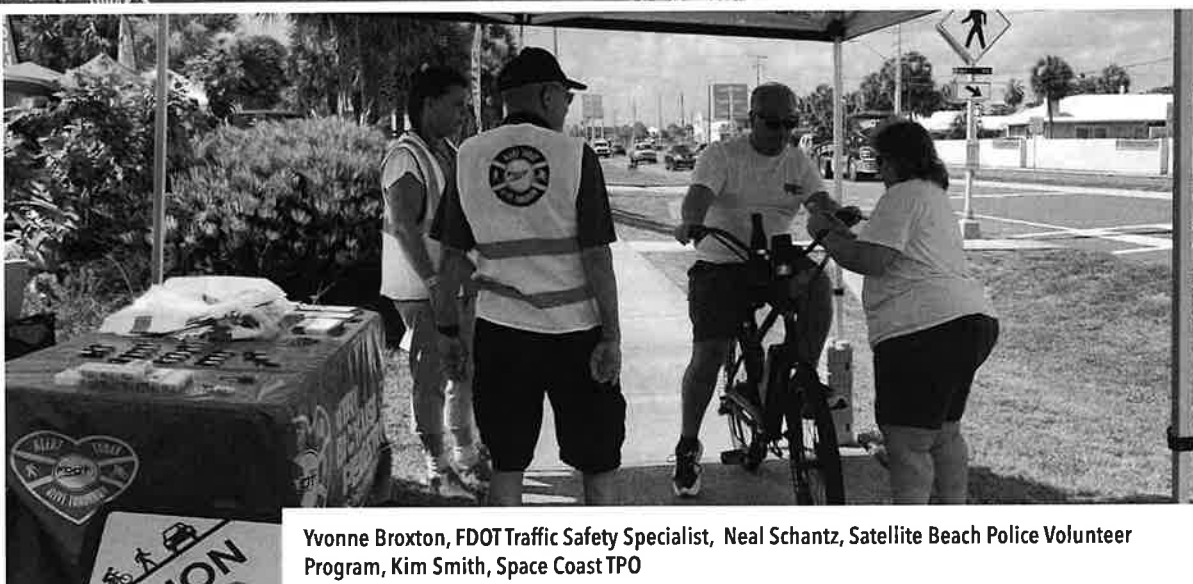


Sgt. Jackie Hughes, Cocoa Beach Police Department, Abby Hemenway, Space Coast TPO, Stephanie Moss, FDOT Bicycle & Pedestrian Coordinator, Loreen Bobo, FDOT Safety Administrator and Kim Smith, Space Coast TPO



team collected data on motorist yielding behavior and non-motorist perception of safety at these crosswalks before and after these improvements. The evaluation results will inform decision making on future safety improvements.

Through these outreach efforts, staff received positive feedback from the residents along the corridor about how the midblock crosswalks and related enhancements have provided additional and safer crossing opportunities for pedestrians and bicyclists. Motorists along the corridor were receptive to the crosswalk safety information. This is one of many ways FDOT is trying to improve safety for all road users along S.R. A1A.



Yvonne Broxton, FDOT Traffic Safety Specialist, Neal Schantz, Satellite Beach Police Volunteer Program, Kim Smith, Space Coast TPO

COMING UP

Calendar Of Events

OCTOBER - NHTSA & FHP Pedestrian Safety Month

06	West Volusia CTST Meeting
11	Flagler County CTST Meeting
12	Osceola County CTST Meeting
13	Marion County CTST Meeting
17-21	National School Bus Safety Week
17-23	National Teen Driver Safety Week
17-Oct	Sumter County CTST Meeting
18-Oct	Orange County CTST Meeting
20-Oct	Lake County CTST Meeting
25-Oct	Seminole County CTST Meeting
26-Oct	Brevard County CTST Meeting
27-Oct	East Volusia County CTST Meeting
31-Oct	FHP Halloween Buzzed Driving is Drunk Driving

NOVEMBER - Safe Holiday Travel

03	West Volusia CTST Meeting
08	Flagler County CTST Meeting
09	Osceola County CTST Meeting
10	Marion County CTST Meeting
15	Orange County CTST Meeting
17	Lake County CTST Meeting
20	World Day of Remembrance for Road Traffic Victims
21	Sumter County CTST Meeting
22	Seminole County CTST Meeting
23	Brevard County CTST Meeting
24	East Volusia County CTST Meeting

DECEMBER - National Drunk & Drug-Impaired Driving Prevention Month

01	West Volusia CTST Meeting
05-09	Older Driver Safety Awareness Week
08	Marion County CTST Meeting
13	Flagler County CTST Meeting
14	Osceola County CTST Meeting
15	Lake County CTST Meeting
19	Sumter County CTST Meeting
20	Orange County CTST Meeting
22	East Volusia County CTST Meeting
27	Seminole County CTST Meeting
28	Brevard County CTST Meeting

JANUARY

05	West Volusia CTST Meeting
10	Flagler County CTST Meeting
11	Osceola County CTST Meeting
12	Marion County CTST Meeting
16	Sumter County CTST Meeting
17	Orange County CTST Meeting
19	Lake County CTST Meeting
24	Seminole County CTST Meeting
25	Brevard County CTST Meeting
26	East Volusia County CTST Meeting

Subscribe to the D5 Safety Central Newsletter
by emailing: D5-SafetyCentral@dot.state.fl.us

Special Thanks To Our Contributors

FDOT D5 STAFF

- John Tyler, P.E., District Secretary
- Loreen Bobo, P.E., CPM, Safety Administrator
- Anthony Nosse, P.E., CPM, District Traffic Safety Program Engineer
- Libertad Acosta-Anderson, P.E., Passenger Operations Manager
- Stephanie Moss, CPM, PMP, RSP1, Bicycle and Pedestrian Coord.
- Joe Steward, Community Traffic Safety Team Program Coordinator
- Yvonne Broxton, Traffic Safety Specialist
- Bitu Hooman, Traffic Safety Specialist
- Jon Askins, Law Enforcement Liaison
- Celine Bounds, PLEMO, Scoping Manager
- Ameer Yousuf, Equipment Operator, DeLand Operations
- Jeff Purdy, Maintenance Project Manager II
- Jennifer Allcock, Contract Analyst III

COMMUNITY PARTNERS

- Bike/Walk Central Florida
- Children's Safety Village
- Florida Trucking Association
- Love Like Jace, Inc.
- Ocala Marion Transportation Planning Organization
- City of Orlando
- Space Coast Transportation Planning Organization
- District 5 Community Traffic Safety Teams

INDUSTRY PARTNERS

- ASHA Planning
- Burgess & Niple
- Landis Evans
- Jacobs
- Superior Construction
- Quest



www.cflroads.com



facebook.com/myFDOTCFL



[@myFDOT_CFL](https://myFDOT_CFL)



[@myFDOT_CFL](https://myFDOT_CFL)

PUBLIC HEARING ANNOUNCEMENT

You are invited to a Public Hearing for the widening of the Western Beltway (SR 429) from north of Interstate 4 (I-4) to Seidel Road (Milepost 1 - 11) in Osceola and Orange Counties. There are three participation options to select from:

- ☐ **OPTION 1:** Virtual/Online via a computer, tablet or smartphone on **December 6, 2022**
- ☐ **OPTION 2:** By telephone in listen-only mode on **December 6, 2022**
- ☐ **OPTION 3:** In-Person on **December 7, 2022**

Please visit the project website, www.SR429I-4toSeidel.com to register for the Public Hearing and to select your desired participation option. **Please note that registration works best in Google Chrome, Microsoft Edge, or Firefox web browser.** The same material will be presented in each participation option. Please contact the Project Manager for assistance registering.

PUBLIC HEARING MATERIALS

All materials that will be on display at the in-person location are available for review on the project website, www.SR429I-4toSeidel.com, in the Public Hearing Exhibit Room. A recording of the entire Public Hearing will be posted to the project website within three days of the hearing.

PROJECT MANAGER'S CONTACT INFORMATION:

Michael Leo, P.E.
Project Manager for Florida's
Turnpike Enterprise (HNTB)
P.O. Box 613069
Ocoee, FL 34761-3069
Michael.Leo@dot.state.fl.us
407.264.3414

OPTION 1: VIRTUAL/ONLINE – Tuesday, December 6, 2022 (5:30 p.m.)

Once registered, you will receive a confirmation email including instructions on how to join the Public Hearing online. During registration you will be asked if you want to make a verbal statement during the formal comment period. If you desire to make a verbal statement, your microphone will be unmuted by the hearing moderator at the appropriate time. Any questions will be answered following the formal comment period. We are using the GoToWebinar platform for the online option. Please review the Public Hearing exhibits on the project website in advance of the Public Hearing. The Public Hearing webinar will begin at 5:30 p.m. with a formal presentation and informational video followed by the formal comment period. For technical assistance during the webinar, please contact TPKMeetingSupport@dot.state.fl.us.

OPTION 2: BY TELEPHONE – Tuesday, December 6, 2022 (5:30 p.m.)

To join the Public Hearing in listen-only mode, please call 1 (914) 614-3221 and enter access code 280-307-429. Please review the Public Hearing exhibits on the project website in advance of the hearing. The line will open at 5:30 p.m. with a formal presentation and informational video followed by the formal comment period, which is limited to statements only. Any questions will be answered outside of the formal comment period. You can provide comments directly to the Project Manager, Michael Leo, before or after the Public Hearing.

OPTION 3: IN-PERSON – Wednesday, December 7, 2022 (5:30 p.m.)

You may participate in-person at the **AdventHealth Nicholson Center, 404 Celebration Place, Celebration, Florida 34747**. During registration, you will be asked if you want to make a verbal statement during the public comment period; you can also request to speak at the venue. If you desire to make a verbal statement, you will be called to a microphone by the hearing moderator at the appropriate time. Any questions will be answered outside of the Public Hearing's formal comment period. You will also be able to provide your verbal statements directly to a court reporter. The doors will open at 5:30 p.m. for review of the presentation boards and project documents. The formal Public Hearing will begin at 6:00 p.m. followed by the formal comment period.

PROPOSED IMPROVEMENTS

The proposed improvements include widening the Western Beltway (SR 429) from north of I-4 to Seidel Road, Mile Post (MP) 1 to MP 11, from four lanes to eight lanes. Improvements to the existing interchanges at Sinclair Road (MP 1), US 192/SR 530 (MP 6), Western Way (MP 8), and Seidel Road (MP 11) are proposed. Additionally, a new interchange is proposed at Livingston Road.

PROJECT DOCUMENTS

Draft project documents are available for public review beginning November 8, 2022 through December 21, 2022 at the following locations:

West Osceola Branch Library

305 Campus Street
Celebration, Florida 34747
Monday – Thursday: 9:00 a.m. – 9:00 p.m.;
Friday – Saturday: 9:00 a.m. – 6:00 p.m.;
Sunday: 12:00 p.m. – 6:00 p.m.

Windermere Library

530 Main Street
Windermere, Florida 34786
Monday – Thursday: 10:00 a.m. – 7:00 p.m.;
Friday – Saturday: 10:00 a.m. – 6:00 p.m.

Florida's Turnpike Enterprise Headquarters

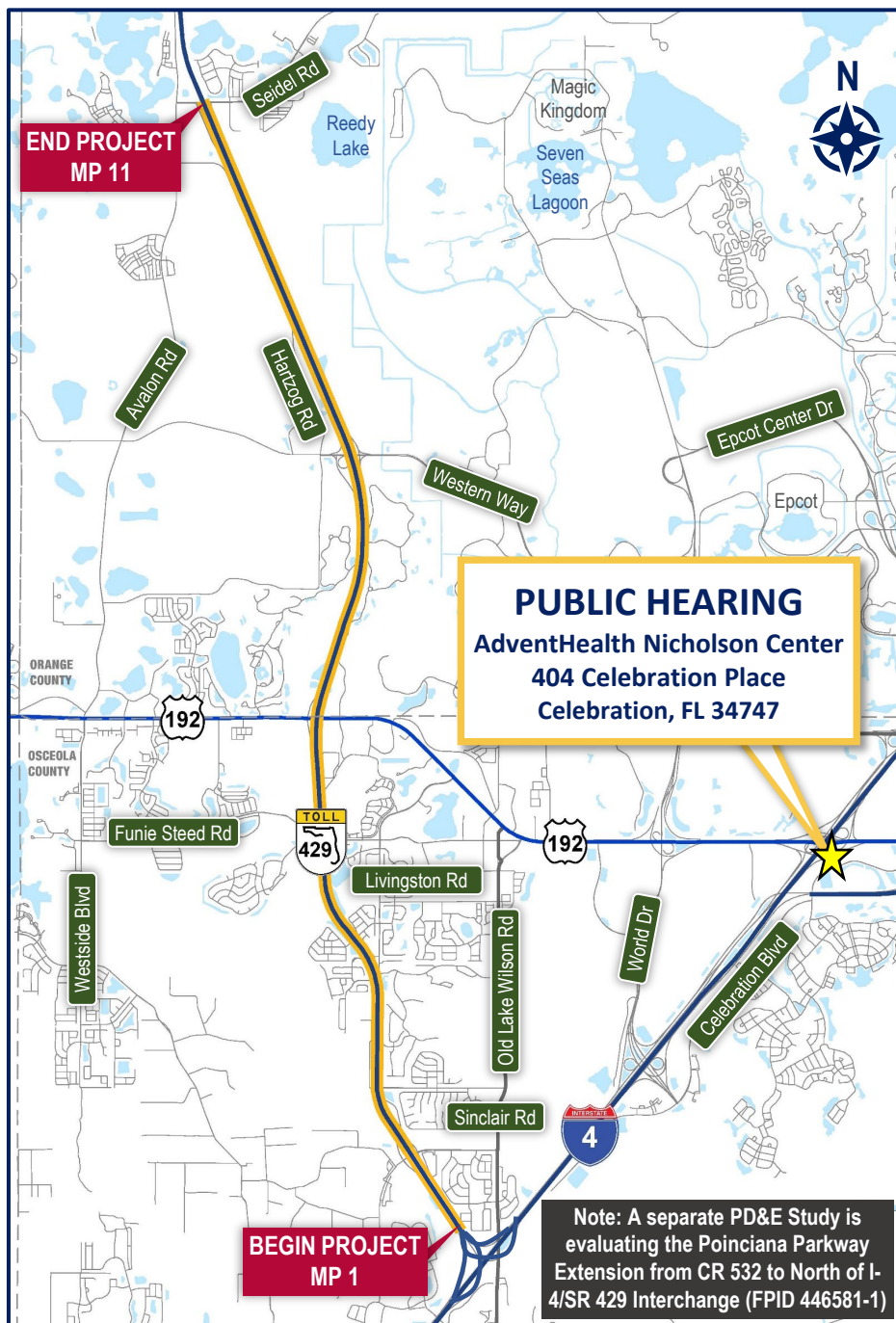
MP 263, Turkey Lake Service Plaza
Ocoee, Florida 34761
Monday – Friday: 7:00 a.m. – 7:00 p.m.
Saturday: 8:30 a.m. – 5:00 p.m.

Draft project documents will also be available on the project website (www.SR429I-4toSeidel.com) and at the in-person Public Hearing.

QUESTIONS AND COMMENTS

The formal comment period at the Public Hearing is reserved for statements only. Any questions will be answered either before or after the Public Hearing's formal comment period. Persons wishing to submit written or verbal statements may do so at the hearing or may contact the Project Manager, Michael Leo. All statements provided, or postmarked, on or before **December 21, 2022**, will become a part of the Public Hearing record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Michael Leo at least seven days prior to the Public Hearing. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).



Project Location Map



STATE ROAD 429/BINION ROAD INTERCHANGE

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

In August 2022, CFX began a Project Development and Environment (PD&E) Study of the SR 429/Binion Road Interchange. The study is evaluating a proposed half interchange (northbound exit ramp and southbound entrance ramp) expressway connection from Binion Road to SR 429 to provide enhanced access and mobility to southwest Apopka.

STUDY DESCRIPTION

The study area runs along the vicinity of South Binion Road and Boy Scout Road at SR 429. Currently, drivers must enter and exit SR 429 by traveling approximately three miles north to just north of US 441 at the SR 429 Connector Road interchange or travel three miles south to the interchange at Ocoee Apopka Road.

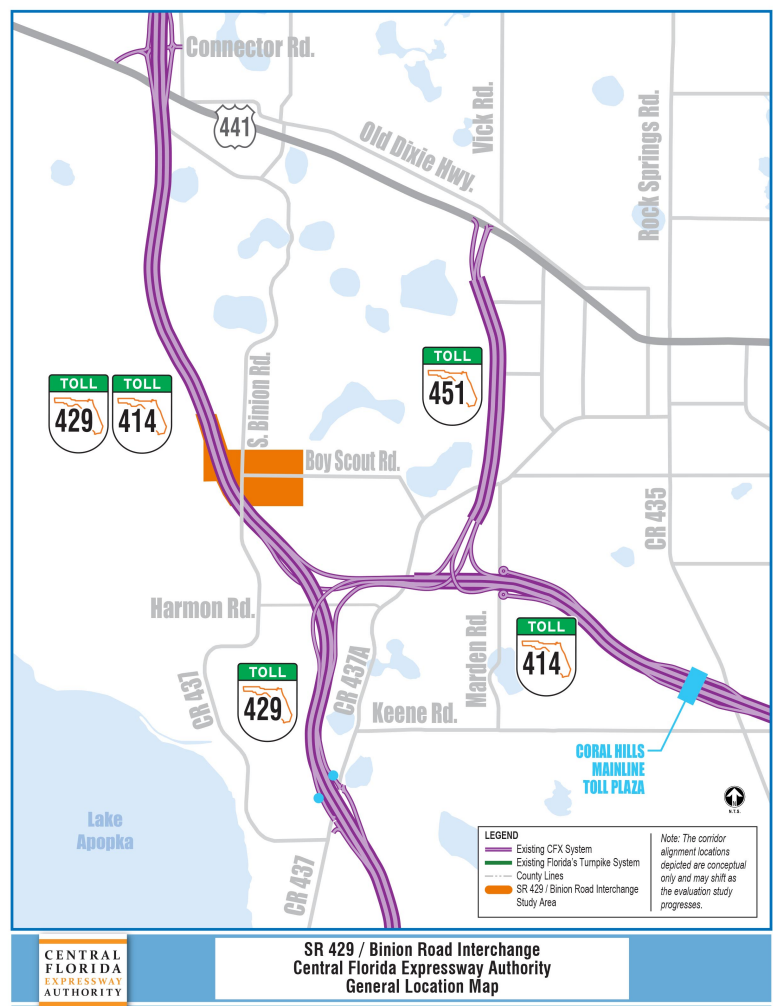
The 6-month study will analyze intersection improvements and access management modifications along the proposed interchange.

STUDY GOALS

The goals of the SR 429/Binion Road Interchange PD&E Study include:

- Identify transportation mobility options and programs that could meet future demand.
- Enhance mobility of the area's growing population and economy by providing additional transportation infrastructure.
- Provide consistency with local plans and policies.
- Promote regional connectivity.

STUDY MAP



The Central Florida Expressway Authority (CFX) is an independent agency of the State of Florida that operates and maintains a regional network of expressways for 3.3 million residents of Brevard, Lake, Orange, Osceola, and Seminole counties and more than 75 million annual visitors to Central Florida. CFX's 125-centerline mile, user-funded system which includes 73 interchanges, 14 mainline toll plazas, 5 mainline gantries, 76 ramp toll plazas and 343 bridges. On average, more than 1.3 million toll transactions are recorded daily, over 95 percent of them electronically. CFX operates E-PASS, the first electronic toll collection system in Florida, with more than one million E-PASS accounts. For more information, visit CFXWay.com.

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



STATE ROAD 429/BINION ROAD INTERCHANGE

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

SR 429/Binion Road Interchange PD&E Study Schedule (Subject to Change)

	2022					2023
	AUG	SEPT	OCT	NOV	DEC	JAN
Notice to Proceed	★					
Review Existing Studies/Reports						
Additional Data Collection/Analysis						
Develop/Review Alternatives						
Public Meeting				★		
Refine Alternatives						
Final PD&E Study Reports					★	
Present Findings to CFX Board					★	
Study Complete						★

STUDY PARTICIPATION

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

VISIT THE STUDY WEBPAGE AT:
[Bit.ly/SR429BinionRdIntPDE](https://bit.ly/SR429BinionRdIntPDE)

For more information:

Contact: Kevin Camara, Public Involvement Coordinator



786-859-1826



ProjectStudies@CFXway.com



www.CFXway.com



[@DriveEPASS](https://twitter.com/DriveEPASS)

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**



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

Newsletter 1 – September 2022

About this Study

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE), is conducting a Project Development and Environment (PD&E) Study for widening Florida's Turnpike (SR 91) from north of SR 70 to north of SR 60 (mile posts 152-193) in St. Lucie, Indian River, Okeechobee and Osceola counties. The project will evaluate improvements to existing interchanges and consider adding new interchanges at several locations. The study area extends approximately 41 miles as shown below in the project location map. For more information on this project, please visit the project website at www.TurnpikeSR70toSR60.com.

What is a PD&E Study?

A PD&E Study is an environmental and engineering process conducted to determine social, economic, physical and environmental impacts associated with a proposed transportation improvement project. An important component of the process is public and agency involvement. The process follows federal and state laws and regulations. It requires the combined efforts of professional engineers, planners and scientists who collect and analyze project-related information to develop the optimal solution for a community's transportation needs while minimizing impacts.

The key components of the PD&E process are existing conditions, future traffic needs, alternatives development, environmental and engineering evaluations, public and agency input, documentation, and study recommendations.



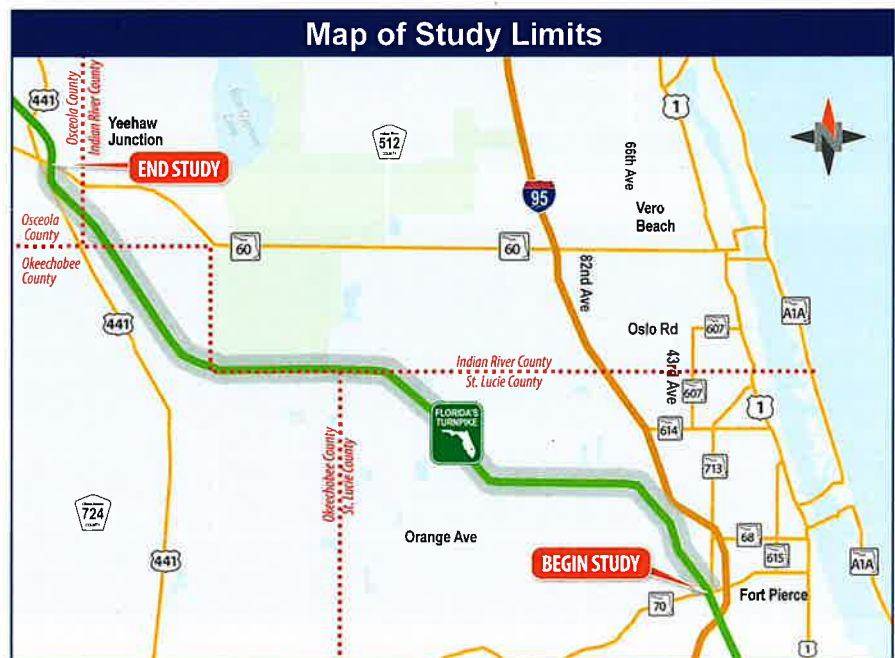
Purpose and Need

The Turnpike roadway within the study limits is currently a four-lane (two lanes in each direction) limited access facility. Travel demand on the Florida's Turnpike (SR 91) has increased significantly. FTE identified the need to widen this portion of the Florida's Turnpike (SR 91) to six lanes to accommodate present and future traffic (year 2050) volumes of freight and passenger vehicles linked to the projected growth in population.

The PD&E Study will evaluate potential improvements in the study limits as listed below:

- Widening the Turnpike to three lanes in each direction;
- Improvements/modifications to the Florida's Turnpike (SR 91 / SR 60) interchange; and
- Potential new interchange access points at locations to be determined.

The project is anticipated to enhance safety, accommodate travel demands, enhance and maintain Central Florida's economic and employment viability, and enhance emergency response times and evacuation.



Public Participation

Florida's Turnpike Enterprise encourages the public to get involved by providing comments, questions, and suggestions to the study team. Information will be available through newsletters, the project website, public inquiries, public meetings, and a public hearing. Please contact the Project Manager, Suman Juluru, using the contact information provided below to request more information or to be added to the mailing list. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Project Schedule & Opportunities to Participate

Activity	2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Study Begins	★											
Data Collection												
Public Involvement												
Kickoff Newsletter												
Alternatives Analysis												
Alternatives Public Information Meeting												
Alternatives Refinement and Documentation												
Public Hearing												
Finalize Documents												
State Environmental Impact Report (SEIR) Approved												

Project Contacts

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Title VI/Nondiscrimination Program – Policy Statement

It is the policy of the Florida Department of Transportation, under Title VI of the Civil Rights Act of 1964; Section 504 of the Rehabilitation Act of 1973; Age Discrimination Act of 1975; Section 324 of the Federal-Aid Highway Act of 1973; Civil Rights Restoration Act of 1987; and related statutes and regulations, that no person in the United States shall, on the basis of race, color, national origin, sex, age, disability/handicap, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any federally or non-federally funded program or activity administered by the Department or its sub-recipients.



District 5



Integrated Corridor Management (ICM) Quarterly Newsletter, Q3-2022

I-4 Express Opens Smoothly in District Five - Thanks to Years of Planning

It was an event years in the making. So, it should come as no surprise that in the wee hours of Saturday, February 26, the operations floor of the Florida Department of Transportation's (FDOT) District Five Regional Transportation Management Center (RTMC) was abuzz with anticipation. FDOT representatives, RTMC staff, and I-4 Ultimate project representatives huddled around computer workstations while many of the center's 84 Closed Circuit Television screens broadcast images of crews removing barrels and barricades blocking ramps to and from Central Florida's first managed lanes, known locally as I-4 Express.

"We were all on the edge of our seats watching the monitors," said Jim Stroz, P.E., FDOT District Five Traffic Operations Engineer. "It was exciting. We couldn't wait to see that first car go in the lanes."

One by one, traffic control devices were removed from the 28 entry and exit ramps that connect to two new lanes in each direction. With a few clicks of a mouse, at about 7:45 a.m., overhead dynamic message signs began notifying drivers that I-4 Express was finally open.



Jeremy Dilmore, TSM&O Program Engineer for FDOT District Five, looks on as Jovanny Varela tracks the removal of barrels and barricades, opening I-4 Express ramps to traffic.

There are 13 tolled segments on I-4 Express, 18 toll and data collection areas, hundreds of traffic cameras and roadway detectors connected by miles of wires and cable. To keep everything in sync and functioning properly, all that technology is connected to the RTMC.

"I've spent nearly 12 years of my life planning and helping manage this project," said Jeremy Dilmore, P.E., TSM&O Program Engineer for FDOT



Mike Hudson explains to Florida Highway Patrol troopers how to open emergency access gates in I-4 Express barrier walls.

District Five. "The complexity leading up to this moment was enormous."

I-4 Express runs down the center of Interstate 4 (I-4) separated from the general use lanes by concrete barrier walls and stretches 21 miles from west of Kirkman Road (State Road 435) to east of State Road 434. Motorists have the option to pay a toll for access to the lanes for a more reliable trip. I-4 Express was constructed as part of the I-4 Ultimate project to improve safety and mobility on the busiest roadway in the Orlando metro area. Public response has been positive, with over 15,000 customers per day choosing to use the lanes.

Prior to I-4 Express opening, the RTMC hosted and facilitated training sessions with local emergency personnel on how to access and navigate the new interstate facilities. Mock accident response exercises were conducted on I-4 Express weeks before they opened, and first responders gained hands-on experience using electronic emergency access gates between I-4 Express and the general use lanes.

"In an emergency, every second matters," said Traffic Incident Management Program Manager Mike Hudson. "Making sure our rescue personnel know how and where to go when responding to a crash is crucial. This training can help save someone's life."

RTMC operations staff keep a watchful eye on the region's network of highways, including I-4 Express, and arterial roadways 24 hours a day, seven days a week. Utilizing state-of-the-art Intelligent Transportation Systems (ITS), they help detect incidents, coordinate emergency responses, and disseminate real-time

traveler information all in an effort to keep traffic moving.

Dilmore believes that the success of I-4 Express is not measured in tolls collected, but in time saved by drivers, crashes prevented, and lives saved.

“As long as it’s reducing congestion, it’s doing its job,” Dilmore said. “As long as it’s increasing safety, it’s doing its job. It’s not about making money.”

Combining ICM and Managed Lanes Enhances Traffic Flow

Integrated Corridor Management (ICM) and Managed Lanes have similar goals of strengthening mobility and improving corridor system operations. Combining them can deliver greater service to motorists by providing options to divert traffic to parallel facilities or to the excess capacity available on the price-managed facility when situations warrant. Interstate 4 (I-4) managed lanes, known locally as I-4 Express, opened to traffic in February 2022. I-4 Express is two dedicated lanes in each direction of the median of I-4, physically separated from the non-tolled general use lanes by concrete barrier walls with limited access points. I-4 Express added 50 percent more capacity to 21 miles of I-4 in Orange and Seminole counties, providing immediate congestion relief to Central Florida as well as accommodating future demand as the region continues to grow. Currently operating with a fixed introductory toll rate, I-4 Express will transition to dynamic tolling in the future providing opportunities to enhance Traffic Incident Management (TIM) within the corridor. In case of incidents, crashes, emergencies, special events, or construction, dynamically adjusted toll rates will help manage I-4 traffic flow. Integrating ICM and I-4 Express paves the way for FDOT to provide an efficient and reliable travel experience for all users on the corridor.



ICM Service Spotlight

I-4 Express, Managing Crash Congestion — When a fatal crash occurred on westbound Interstate 4 (I-4) at MM 86.5 near Fairbanks Avenue over Easter weekend, ICM Operators coordinated efforts to get vehicles out of the general use lanes and keep traffic moving. An SUV collided with another vehicle and rolled over multiple times. Debris blocked all westbound lanes and traffic quickly backed up for more than 3 miles. ICM Operators quickly coordinated diversion routes with Arterial Corridor Managers, law enforcement, and asset maintenance. Traffic was diverted off I-4 at Fairbanks Avenue or into I-4 Express, where tolls were set to zero to assist with traffic congestion. Motorists were notified of the incident by overhead DMS messages and FL511.



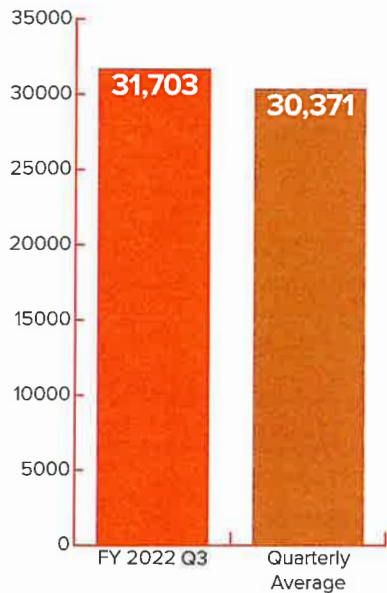
What is ICM?

ICM is a collection of operational strategies and advanced technologies that allow transportation subsystems to operate in a coordinated and integrated manner. The goal is to operate the transportation network in a balanced way that utilizes both the freeways and arterials to improve the overall safety, efficiency, and reliability of the network. Learn more about the major components of ICM – freeway, TIM, arterials, and technology – in future issues of the quarterly report.

Trends

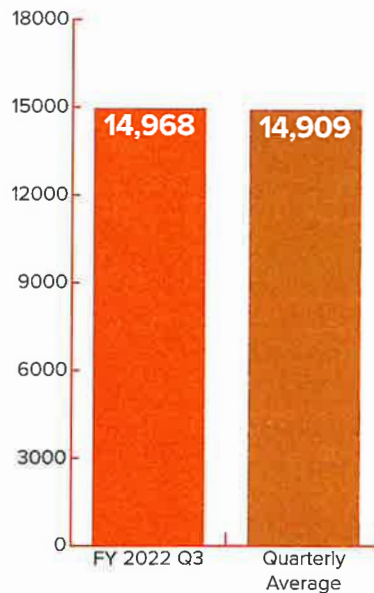
ICM is playing an increasingly vital role in District Five as traffic rebounds from the lower levels experienced during the height of the COVID-19 pandemic.

Total Systemwide Events



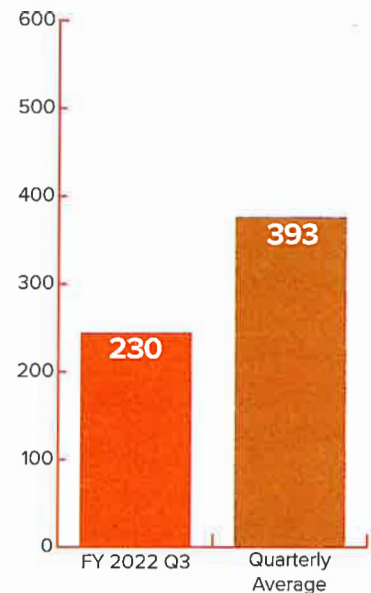
ICM operators worked a total of 31,703 events in FY 2022 Q3, which is 4 percent higher than the quarterly average.

Road Ranger Assists



Road Rangers provided assistance on 14,968 events, which is 4 percent higher than the quarterly average.

Secondary Crashes Prevented

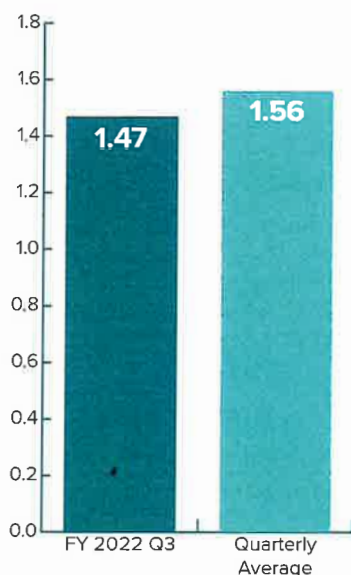


Chances of secondary crashes increase 1% every minute that a roadway remains closed from the initial crash. (Shah et al., 2022) Crashes prevented is based on exceeding the Department's Open Roads goal of 60 minutes.

Holding Steady

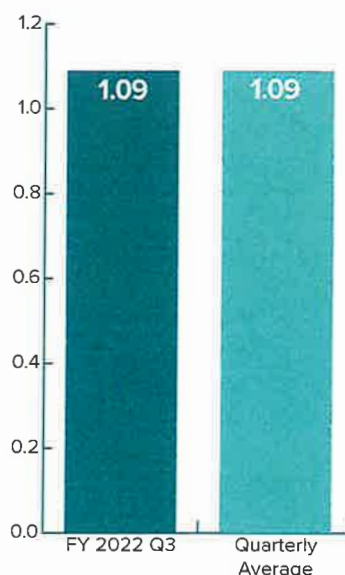
Despite increased demands on the transportation system, ICM efforts succeeded in improving or maintaining some key performance measures.

Arterial Travel Time Index



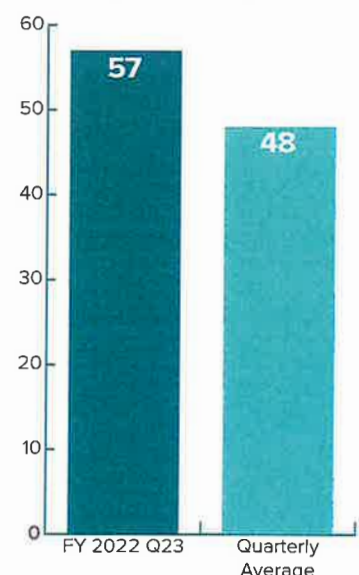
Despite a greater number of events, arterial travel time improved. The Travel Time Index represents the average additional time required for a trip during peak congestion compared to the same trip in a hypothetical no-traffic condition.

Freeway Travel Time Index



Freeway travel time was equal to the quarterly average. The Travel Time Index represents the average additional time required for a trip during peak congestion compared to the same trip in a hypothetical traffic condition.

Average Roadway Clearance Time (Minutes)



The average roadway clearance time was 18% higher than the quarterly average.