

MetroPlan Orlando Board

DATE & TIME:

Wednesday, June 12, 2024
9:00 a.m.

LOCATION:

MetroPlan Orlando
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

[CLICK HERE TO JOIN VIRTUALLY](#)

MEMBERS OF THE PUBLIC ARE WELCOME!

Participate at the location above or online from your computer, smartphone or tablet. Zoom meeting ID and dial-in info available here on [web calendar](#).

I.	CALL TO ORDER	Chairwoman Grieb
II.	CHAIR'S ANNOUNCEMENTS	Chairwoman Grieb
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS	Mr. Gary Huttman
IV.	FDOT REPORT	Secretary John Tyler
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	AGENDA REVIEW	Mr. Gary Huttman
VII.	COMMITTEE REPORTS:	
	<ul style="list-style-type: none"> • Municipal Advisory Committee • Community Advisory Committee • Technical Advisory Committee • Transportation System Management & Operations Advisory Committee 	Mayor John Dowless Dr. Dan Stephens Mr. Joshua DeVries Mr. Brian Sanders
VIII.	PUBLIC COMMENTS ON ACTION ITEMS	

Comments on *Action Items* can be made in two ways:

1. In person at the meeting location listed at the top of this agenda.
2. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak.

How to comment:

1. Complete an electronic speaker card at MetroPlanOrlando.org/SpeakerCard. Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.
2. Each speaker has two minutes to address the board and should state his/her name and address for the record.
3. If your comment does not pertain to action items on the agenda, you may comment at the general public comment period at the end of the meeting.

IX.	CONSENT AGENDA	Tab 1
A.	Minutes of the May 8, 2024, Board Meeting – page #5	
B.	Approval of Financial Report for April 2024 – page #13	
C.	Approval of FY’24 Budget Amendment #6 – page #15	
X.	OTHER ACTION ITEMS	Tab 2 - 3
A.	Approval of Amendments to the FY2024-25 TIP – Tab 2 (ROLL CALL VOTE)	Mr. Jason Sartorio MetroPlan Orlando
B.	Approval of Amendments to the 2045 Metropolitan Transportation Plan – Tab 3 (ROLL CALL VOTE)	Ms. Taylor Laurent MetroPlan Orlando
XI.	INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)	Tab 4
A.	Executive Directors Report – page #29	
B.	FDOT Monthly Construction Status Report- April 2024 – page #31	
C.	Bicycle & Pedestrian Report – page #50	
D.	Air Quality Report – page #53	
E.	Letter of Support– Lynx FY 2025 Community Project Funding – LYNX Central Station Modernization Project - page #55	
F.	Letter of Support – FY 2025 Community Project Funding – LYNX Digital Signage Program page #56	
G.	Letter of Support - Small Business Innovation Research (SBIR) Complete Streets AI Initiative Proposal - page #57	
H.	Letter of Support – Lynx Intermodal Grant Request - page #58	
I.	Letter of Support – City of Cocoa CRISI Grant request for Multi-Modal Passenger Station and Rail Project- page #59	
J.	Letter of Support for the University of Central Florida application to the Centers for Research and Innovation in Science, the Environment and Society (CRISES) and the National Science Foundation – page #60	
K.	Letter of Support – City of Sanford for the Florida Department of Environmental Protection Office of Greenways & Trails for consideration of Trail Town Designation – page #61	
L.	Central Florida Safety Strategic Plan May 2024 – page #62	
M.	NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives – page #94	

N.	Greenhouse Gas Ruling - Joint Status Report – page #96
O.	Greenhouse Gas Ruling - Notice of Appeal – page #99
P.	2050 MTP Status Update – page #101

XII.	OTHER BUSINESS & PRESENTATIONS	Tab 5-7
A.	Vision Zero Safety Action Plan Update – Tab 5	Mr. Mighk Wilson MetroPlan Orlando
B.	Presentation / Preview of TIP (w/ hyperlink) - Tab 6	Mr. Jason Sartorio MetroPlan Orlando
	<p>Due to the size of the document, a link is provided to view the Draft TIP Preview online: https://metroplanorlando.gov/wp-content/uploads/Draft-FY25-FY29-Transportation-Improvement-Program.pdf</p>	
C.	Presentation/Preview of PPL (w/hyperlink) - Tab 7	Mr. Slade Downs MetroPlan Orlando
	<p>Due to the size of the document, a link is provided to view the Draft PPL Preview online: https://metroplanorlando.gov/wp-content/uploads/MetroPlanOrlando_PPL_2030-2040_DRAFT.pdf</p>	

XIII. PUBLIC COMMENTS (GENERAL)

Public comments of a general nature can be made in two ways:

1. In person at the meeting location listed on page 1 of this agenda.
2. Virtually via Zoom. Use the ‘raise hand’ feature during public comment to indicate you want to speak.

How to comment:

1. Complete an electronic speaker card at MetroPlanOrlando.org/SpeakerCard. Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.
2. Each speaker has two minutes to address the board and should state his/her name and address for the record.

XIV.	BOARD MEMBER COMMENTS	Chairwoman Grieb
XV.	NEXT MEETING: July 10, 2024 *MEETING STARTS AT 8:00 A.M.	
XVI.	ADJOURNMENT	

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act,

or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

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

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

TAB 1



MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, May 8, 2024
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Cheryl Grieb, Chair, Presided

Members in attendance were:

Hon. Brandon Arrington, Central Florida Expressway Authority
Hon. Nathan Blackwell, City of St. Cloud
Hon. Olga Castano, City of Kissimmee
Hon. Bob Dallari, Seminole County
Hon. Mayor Jerry Demings, Orange County
Hon. Mayor John Dowless, Municipal Advisory Committee
Hon. Mayor Buddy Dyer, City of Orlando
Mr. M. Carson Good, GOAA
Hon. Cheryl Grieb, Osceola County
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
Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Nicole Wilson, Orange County

Members attending the meeting via the Zoom Platform:

Hon. Lee Constantine, Seminole County
Mayor Art Woodruff, City of Sanford

Advisors in Attendance

Secretary John Tyler, FDOT District 5
Mr. Joshua DeVries, Technical Advisory Committee
Mr. Shaun Germolus, Kissimmee Gateway Airport
Mr. Brian Sanders, Transportation Systems Management & Operations Committee
Dr. Dan Stephens, Community Advisory Committee

Members/Advisors not in Attendance:

Hon. Pat Bates, City of Altamonte Springs
Hon. Emily Bonilla, Orange County
Hon. Maribel Gomez Cordero, Orange County
Mr. Tim Weisheyer, Orlando Executive Airport

Others in Attendance:

Ms. Amy Beckman, FDOT District 5

Staff in Attendance:

Mr. Gary Huttman
Mr. Jay Small, Mateer & Harbert
Mr. Jason Loschiavo
Ms. Virginia Whittington
Mr. Alex Trauger
Mr. Eric Hill
Ms. Taylor Laurent
Mr. Mighk Wilson
Ms. Adriana Rodriguez
Mr. Jason Sartorio
Mr. Slade Downs
Ms. Sarah Larsen
Ms. Mary Ann Horne
Ms. Lailani Vaiaoga
Ms. Lisa Smith
Ms. Rachel Frederick

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Board Chair Cheryl Grieb called the meeting to order at 9:00 a.m. and welcomed everyone. Mr. Shaun Germolus, Kissimmee Gateway Airport, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Chairwoman Grieb highlighted the Bike Walk Central Florida/Best Foot Forward Safety Summit and Vision Zero speaker series held on April 4th. Commissioner Vivana Janer reported on the March 28th and April 25th Central Florida Commuter Rail Commission (CFCR) meetings. Commissioner Olga Castano reported on the April 12th Central Florida MPO Alliance (CFMPOA) meeting. Commissioner Uribe reported on the April 25th MPOAC Governing Board meeting. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting April as Distracted Driving Month and May as Seat Belt Safety Month.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Huttman provided an update on the Board Apportionment Plan, and the amended Interlocal Agreement. He acknowledged Mr. Ralph Martinez, representing CFX in place of Commissioner Brandon Arrington. Mr. Huttman updated Board members that performance measures and targets for Greenhouse Gas Emissions are no longer a requirement. He reported on the April 24th Hillsborough TPO visit. He announced the FDOT Safety Summit happening May 17th at Ports of Call, Sea World and the Vision Zero Speaker Series happening May 23rd, June 4th and June 13th. He announced that the Regional Transportation Survey is open through Memorial Day weekend. He congratulated MetroPlan Orlando staff member Eric Hill and MPO staff members across the I-4 corridor on the efforts with the Regional TSMO program and being honored at the 30th Annual Future of the Region Awards. He congratulated MetroPlan Orlando staff member Alex Trauger on his appointment to the Transportation Research Board's Standing Committee on Urban Freight Transportation. Mr. Huttman recognized Commissioner Mayra Uribe for her appointment to the FDOT Statewide Transportation Steering Committee.

IV. FDOT REPORT

Secretary John Tyler provided updates on I-4 from Seminole County down to Darryl Carter Parkway and Moving Florida Forward projects in Osceola and Polk County. Secretary Tyler informed that introductory toll prices remain on the I-4 Express Toll Lanes and does not anticipate an increase over the summer. He reported that the Department will transition to dynamic tolling when the time is right. He showed a time enhanced video of the work done to open the Sand Lake Road Diverging Diamond Interchange. He provided an update on SunRail noting that the Transition Agreement has been executed by the five local governments involved; Phase 2 expansion into Deland; next steps in moving the Sunshine Corridor forward and the introduction of a new mobile ticketing app.

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 there were no changes to the agenda.

VII. COMMITTEE REPORTS

Advisory Committee reports from the 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 of the March 13, 2024 Board Meeting
- B. Approval of Financial Report for February & March 2024
- C. Approval of the Annual Investment Report

MOTION: Commissioner Mayra Uribe moved to approve the Consent Agenda Items A through C. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

X. OTHER ACTION ITEMS

- A. Approval of the Final Draft Unified Planning Work Program (UPWP)

Mr. Alex Trauger, MetroPlan Orlando, requested approval of the Unified Public Work Program (UPWP) for Fiscal Years 2024/25 through 2025/26. He stated that MPOs in the State of Florida are required to prepare a UPWP every two years. Mr. Trauger provided an overview of the components of the UPWP. He noted that the UPWP defines in very general terms the work that the MPO staff will be doing over the planning period. Some of the tasks will be done with the assistance of our General Planning Consultants.

MOTION: Commissioner Bob Dallari moved to approve the final draft Unified Planning Work Program (UPWP). Commissioner Maribel Gomez-Cordero seconded the motion. Motion carried unanimously.

- B. Approval of the MetroPlan Orlando Public Participation Plan

Ms. Mary Ann Horne, MetroPlan Orlando staff, requested approval of the Organizational Public Participation Plan (PPP). She noted that there will be a joint presentation with item VII.C, 2050 MTP Public Participation Plan. She outlined the differences between the two plans. Ms. Horne stated that the 45-day public comment period for both plans closed on May 10th and those comments were included in the MAC agenda package. She noted that the public comment period was promoted via social media, the MetroPlan Orlando website and e-mail updates to MPO subscribers. She reviewed the MPO approach to plan updates, overarching themes, and plan goals.

MOTION: Commissioner Viviana Janer moved to approve the MetroPlan Orlando Public Participation Plan. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

Ms. Mary Ann Horne, MetroPlan Orlando staff, requested approval of the 2050 Metropolitan Transportation Plan Public Participation Plan (MTP PPP). This was a joint presentation with the MetroPlan Orlando Public Participation Plan. She requested approval of the Metropolitan Transportation Plan Public Participation Plan.

MOTION: Mayor Buddy Dyer moved to approve the 2050 Metropolitan Transportation Public Participation Plan. Commissioner Mayra Uribe seconded the motion. Motion carried unanimously.

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report – February and March 2024
- C. Air Quality Report
- D. PD&E Tracking Report
- E. Letter of Support– Lynx 2024 Climate Pollution Reduction Grant (CPRG) Implementation Application
- F. Letter of Support – Rails to Trails Conservancy (RTC)'s application to the Centers for Disease Control and Prevention's Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health (CDC-RFA-PW-24-00) program
- G. Letter of Support – Lynx - Submission to the Federal Transit Administration (FTA) FY 2024 Low or No Emission Grant Program (FTA-2024-003-TPM-LWNO) and the Grants for Buses and Bus Facilities Competitive Program (FTA-2024-004-TPM-BUS)
- H. Letter of Support - Seminole County Government Community Project Funding Request North Street Roadway Improvement Projects
- I. Letter of Support - FDOT Multimodal Project Discretionary Grant application for improvements to JYP/Pleasant Hill Intersection
- J. Letter of Support - City of Casselberry Safe Streets and Roads for All Planning & Demonstration Grant Application
- K. Letter from Mr. Huttman to Secretary Tyler – Modification to the Transportation Improvement Plan (TIP)
- L. Letter of Support – Changes to the National Highway Freight Network in Orange and Osceola Counties
- M. Correspondence from Secretary Perdue re: Greenhouse Gas (GHG) Emissions
- N. Vision Zero Safety Speaker Series Flyer
- O. FDOT Safety Summit Flyer
- P. Info Flyer: PD&E Widen Florida's Turnpike/SR 91 from SR70 to SR 60
- Q. District 5 MPO/TPO Newsletter
- R. Operation Best Foot Forward Schedule of Enforcement

MOTION: Commissioner Viviana Janer moved approval of the Information Items for Acknowledgement; Items A through R. Commissioner Mayra Uribe seconded the motion. Motion carried unanimously.

XII. OTHER BUSINESS/PRESENTATIONS

A. Vision Zero Safety Action Plan Update

Mr. Mighk Wilson presented an update on the Vision Zero initiative. He detailed community engagement events, called attention to the newly available social media templates, and shared the details of the upcoming Speaker Series Events. Mr. Wilson detailed the prior Task Force meeting which included discussions on policy framework and potential prioritization categories. He also shared the details of the supplemental analysis which identified the overlap of transit stop locations, high injury network and pedestrian/bicyclist crash locations, noting that 50% of transit boardings occur on the high injury network (HIN). He highlighted countermeasures that could be installed to improve crossing at these points. Mr. Wilson discussed the takeaways for crash responses gathered from Florida Traffic Crash Reports. He shared an Action Plan outline, noting that the local plan follows the same structure for consistency, with each team being able to customize the content. He discussed the next steps which include the Safe Streets 4 All grant application process, noting August 29th as the deadline for submission.

B. Active Transportation Plan

Ms. Kathrin Tellez, Fehr & Peers, presented the final steps of the Active Transportation Plan also known as the Ride & Stride 2050. The plan can be viewed at MetroPlanOrlando.gov/ATP. Ms. Tellez outlined the background of the plan, public engagement efforts, and provided an overview of a common vocabulary for active transportation facility types used to develop a naming standard. She detailed the 2050 ATP Network Development that was created which identified possibilities of new trails, crossing enhancements, corridor improvements, target speed reduction corridors, and safety improvements. Ms. Tellez noted that this plan was presented at a workshop where feedback was gathered from various committees and the public. She noted that in total 253 projects were identified on the 2050 ATP Network Projects, 148 being new projects and 105 as enhancements to planned projects. She stated that the full report includes detailed maps for each county, and how the projects reduce traffic stress, increase comfort in walking facilities, accessibility to schools, jobs, shopping etc. in the region, and for underserved communities. Ms. Tellez concluded by highlighting strategies for consideration, and policy recommendations when project implementation begins. She concluded by stating that Active Transportation Plan will be incorporated into the 2050 MTP.

C. TSMO Master Plan

Mr. Eric Hill, MetroPlan Orlando, presented on the TSMO Master Plan. Mr. Hill shared the history of the plan and confirmed that the plan will now be incorporated into the 2050 MTP. He detailed the plan development process, the project categories and shared the projects identified as top priorities in each of the three counties and the City of Orlando. In addition, he displayed the Intersection Analysis of each area which highlighted desired intersection improvement locations. Mr. Hill shared the path forward which included consideration of regional strategies and identifying synergies with the Active Transportation Plan, the Vision

Zero Central Florida effort, and acknowledgment of the role of Artificial Intelligence. In conclusion, Mr. Hill shared that the TSMO Master Plan Summary Document and its appendices are available on the MetroPlan Orlando website.

D. Metropolitan Transportation Plan (MTP) Update

Mr. Alex Trauger, MetroPlan Orlando, gave a status report on the 2050 Metropolitan Transportation Plan. He called attention to the Status Report included in the Board agenda package. Mr. Trauger provided background information, discussed existing conditions, and various components of the technical analysis (i.e. coordination efforts with FDOT and FTE on Central Florida Regional planning model); congestion management process updates; and kicking off the health, housing, and environmental evaluations, and the financial resources estimations. He highlighted the ongoing needs assessments (transit, roadway and safety/Vision Zero Action Plan) and those that are nearing completion (TSMO and the Active Transportation Plan). Mr. Trauger recapped the April 11th MTP Technical Workshop and provided a link for viewing: [2050 MTP Technical Workshop #2 \(youtube.com\)](https://www.youtube.com/watch?v=2050MTPTechnicalWorkshop#2). Mr. Trauger requested that members provide feedback for the MTP 2050 Goals by May 10th. He concluded by stating that the Financial Resources 2050 Revenue & Transportation Funding Forecasting is underway and will be a part of a regional effort conducted by MetroPlan Orlando.

XIII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis commented on the need for bus stops and shelters at several sites in Seminole County, and the need for 24/7 mass transit in the Region.

XIV. BOARD MEMBER COMMENTS

Chair Grieb requested that staff research the crash data and provide the statistics for both visitors and residents. She announced a demonstration of a smart radar system to be installed on the school buses. The demonstration will be at the Osceola County Transportation Department on Simpson Road this afternoon and she hoped to attend. Chair Grieb then spoke about the possibility of reviewing the questions asked on the Department of Motor Vehicles Class C Knowledge Exam and perhaps having input on those; and lastly, she commented on the need for adding a safety refresher to the Driver's License renewal process.

XV. NEXT MEETING: Wednesday, June 12, 2024, 9:00 a.m.

XVI. ADJOURN BOARD MEETING

There being no further business, the meeting was adjourned at 11:08 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 12th day of June 2024.

Commissioner Cheryl Grieb, 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 4/30/24**

ASSETS

Operating Cash in Bank	\$ 1,304,746.27
Petty Cash	\$ 125.00
SBA Investment Account	\$ 1,679,340.39
FL CLASS Investment Account	\$ 1,839,097.78
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 2,171.78
Accounts Receivable - General	\$ 200.00
Accounts Receivable - Grants	\$ 654,988.98
Capital Assets - Net	\$ 1,119,684.46

TOTAL ASSETS:	<u><u>\$ 6,620,354.66</u></u>
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LIABILITIES

Accrued Personal Leave	\$ 397,911.83
Leases Payable	\$ 948,440.31

TOTAL LIABILITIES:	<u><u>\$ 1,346,352.14</u></u>
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EQUITY

FUND BALANCE:	
Nonspendable:	
Prepaid Items	\$ 2,171.78
Deposits	\$ 20,000.00
Unassigned:	\$ 5,251,830.74

TOTAL EQUITY:	<u><u>\$ 5,274,002.52</u></u>
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TOTAL LIABILITIES & EQUITY:	<u><u>\$ 6,620,354.66</u></u>
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Net difference to be reconciled:	\$ -
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METROPLAN ORLANDO
AGENCYWIDE REVENUES & EXPENDITURES
For Period Ending 4/30/24

REVENUES	Budget	Current	Y-T-D	Variance Un/(Ovr)	% OF BUDGET
Federal Revenue	\$ 10,444,846.00	654,988.98	5,787,182.69	4,657,663.31	55.41%
State Revenue	\$ 112,894.00	0.00	59,833.82	53,060.18	53.00%
Local Revenue	\$ 1,320,162.00	0.00	1,320,162.00	-	100.00%
Interest Income	\$ 186,000.00	15,688.42	173,755.53	12,244.47	93.42%
Other	\$ 12,500.00	1,220.61	17,635.63	(5,135.63)	141.09%
Contributions	\$ 25,000.00	0.00	25,000.00	-	100.00%
Cash Carryforward	\$ 1,018,166.00	0.00	0.00	1,018,166.00	0.00%
Local Funds Transfer	\$ 949,394.00	71,664.73	431,776.97	517,617.03	45.48%
TOTAL REVENUES:	\$ 14,068,962.00	\$ 743,562.74	\$ 7,815,346.64	\$ 6,253,615.36	55.55%

EXPENDITURES

Salaries	\$ 2,166,699.00	148,410.11	1,539,235.16	627,463.84	71.04%
Fringe Benefits	\$ 747,987.00	54,021.27	560,281.58	187,705.42	74.91%
Local Match-Transfer Out	\$ 949,394.00	71,664.73	431,776.97	517,617.03	45.48%
Audit Fees	\$ 24,000.00	0.00	24,000.00	-	100.00%
Computer Operations	\$ 120,138.00	15,129.04	98,629.18	21,508.82	82.10%
Dues & Memberships	\$ 22,686.00	0.00	9,635.00	13,051.00	42.47%
Equipment & Furniture	\$ 22,000.00	2,425.92	15,561.32	6,438.68	70.73%
Graphic Printing/Binding	\$ 15,200.00	0.00	2,623.24	12,576.76	17.26%
Insurance	\$ 29,530.00	0.00	40,559.85	(11,029.85)	137.35%
Legal Fees	\$ 50,000.00	1,137.50	11,440.00	38,560.00	22.88%
Office Supplies	\$ 23,124.00	893.62	11,509.37	11,614.63	49.77%
Postage	\$ 4,742.00	265.72	2,203.85	2,538.15	46.48%
Books, Subscrips/Pubs	\$ 7,739.00	189.24	1,615.35	6,123.65	20.87%
Exec. Dir 457 Def. Comp.	\$ 26,000.00	1,923.08	20,961.58	5,038.42	80.62%
Rent	\$ 123,603.00	4,030.97	62,362.03	61,240.97	50.45%
Equipment Rent/Maint.	\$ 18,369.00	0.00	10,655.29	7,713.71	58.01%
Seminar & Conf. Regist.	\$ 29,095.00	1,000.00	10,088.07	19,006.93	34.67%
Telephone	\$ 12,100.00	984.29	8,796.54	3,303.46	72.70%
Travel	\$ 66,375.00	811.76	22,458.66	43,916.34	33.84%
Small Tools/Office Mach.	\$ 2,000.00	321.22	2,250.71	(250.71)	112.54%
HSA/FSA Annual Contrib.	\$ 12,250.00	200.00	14,850.00	(2,600.00)	121.22%
Computer Software	\$ 2,500.00	0.00	0.00	2,500.00	0.00%
Contingency	\$ 75,000.00	0.00	0.00	75,000.00	0.00%
Contractual/Temp Svcs.	\$ 6,730.00	0.00	4,882.90	1,847.10	72.55%
Pass-Thru Expenses	\$ 378,698.00	20,885.08	119,465.04	259,232.96	31.55%
Consultants	\$ 8,728,977.00	512,901.57	4,160,412.04	4,568,564.96	47.66%
Repair & Maintenance	\$ 3,965.00	0.00	6,060.35	(2,095.35)	152.85%
Advertising/Public Notice	\$ 21,416.00	335.68	6,635.82	14,780.18	30.99%
Other Misc. Expense	\$ 15,190.00	2,396.01	9,039.44	6,150.56	59.51%
Contributions	\$ 100,950.00	0.00	100,000.00	950.00	99.06%
Educational Reimb.	\$ 1,020.00	0.00	0.00	1,020.00	0.00%
Comm. Rels. Sponsors	\$ 10,500.00	0.00	5,000.00	5,500.00	47.62%
Leases	250,985.00	25,333.33	256,853.18	(5,868.18)	102.34%
TOTAL EXPENDITURES:	\$ 14,068,962.00	\$ 865,260.14	\$ 7,569,842.52	\$ 6,499,119.48	53.81%

AGENCY BALANCE:

\$ (121,697.40) \$ 245,504.12



Board Action Fact Sheet

Meeting Date: June 12, 2024

Agenda Item: IX.C. (Tab 1)

Roll Call Vote: No

Action Requested:	Approval of FY'24 Budget Amendment #6
Reason:	This budget amendment reallocates UPWP tasks and line items for year-end to prevent tasks and line items from being overspent. There is no change to the total budget or total grant budgets.
Summary/Key Information:	This is the last budget amendment for the year to align all UPWP tasks and line items with actual expenditures.
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: N/A TSMO: N/A TAC: N/A MAC: N/A
Staff Recommendation:	Recommends approval
Supporting Information:	The budget amendment document and updated agencywide budget are available under tab 1.

FINANCE USE ONLY:

Approved Bd Mtg: 6/12/2024
 Agenda Item #: IX.C.

Entered:

B E No. : 6
 FDOT No. : M10

FY 2024

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 5/29/2024

(WHOLE DOLLARS ONLY)

AMOUNT

PROJECT	ELEMENT	UPWP TASK	CODE	DESCRIPTION	REVENUES	EXPENDITURES
34024	424100	100	50000	Salaries		1,500
34024	424100	100	50500	Fringe Benefit Pool		600
34024	424100	100	59700	Indirect Cost Pool		750
34024	424100	100	60800	Graphic Printing & Binding		(800)
34024	424100	100	61200	Postage		(1,250)
34024	424100	100	61600	Equipment Rent/Lease & Maintenance Agreements		(1,300)
34024	424100	100	62600	Contractual Services		500
37024	--	--	45000	Interest Income	21,000	
37024	--	--	46000	Other Income	1,022	
37024	--	--	47000	Reimbursement of Claims & Expense	5,278	
37024	--	--	49700	Cash Carryforward	(27,300)	
37024	724100	100	62000	Small Tools/Office Machinery		500
37024	724100	100	63100	Repair & Maintenance		2,500
37024	724100	100	61000	Legal Fees		(3,000)
		0				
38024	824100	100	59700	Indirect Cost Pool		16,000
38024	824120	120	50000	Salaries		4,000
38024	824120	120	50500	Fringe Benefit Pool		2,100
38024	824120	120	59700	Indirect Cost Pool		4,300
38024	824130	130	59700	Indirect Cost Pool		3,000
38024	824140	140	59700	Indirect Cost Pool		3,600
38024	824150	150	50000	Salaries		(11,000)
38024	824150	150	50500	Fringe Benefit Pool		(3,000)
38024	824150	150	59700	Indirect Cost Pool		(700)
38024	824160	160	50000	Salaries		(15,000)
38024	824160	160	50500	Fringe Benefit Pool		(4,500)
38024	824160	160	59700	Indirect Cost Pool		(1,600)
38024	824170	170	50500	Fringe Benefit Pool		1,200
38024	824170	170	59700	Indirect Cost Pool		8,200
38024	824180	180	50000	Salaries		(8,000)
38024	824180	180	50500	Fringe Benefit Pool		(1,500)
38024	824180	180	59700	Indirect Cost Pool		2,900
		0				
39024	924150	150	50000	Salaries		6,000
39024	924150	150	50500	Fringe Benefit Pool		4,000
39024	924150	150	59700	Indirect Cost Pool		6,500
39024	924130	130	63000	Consultants		(16,500)
Total					0	0

FINANCE USE ONLY:

Approved Bd Mtg: 6/12/2024
 Agenda Item #: IX.C.

Entered:

FY 2024
 B E No. : 6
 FDOT No. : M10

Fringe Cost Budget Changes

PROJECT	ELEMENT	UPWP TASK	CODE	DESCRIPTION	REVENUES	EXPENDITURES
998000	--	--	50900	Fringe Dental Insurance		650
998000	--	--	51000	Fringe Life Insurance		50
998000	--	--	51100	Fringe Long-Term Disability Insurance		110
998000	--	--	51300	Fringe Pension Fund ICMA 401		(1,910)
Total					0	(1,100)

Indirect Cost Budget Changes

PROJECT	ELEMENT	UPWP TASK	CODE	DESCRIPTION	REVENUES	EXPENDITURES
999000		0	60900	Insurance		15,000
999000		0	61501	Rentals and Leases - Staff Parking		500
999000		0	64800	Principal - Leased Assets		27,450
Total					42,950	42,950

REASON(S):

To reallocate UPWP task and line items for year-end to prevent task and line items from being overspent. There is no change to the total budget or total grant budgets. Fringe and indirect budgets are updated to balance to changes in the UPWP.

Finance Director's Signature: _____ Date: _____
 Jason S. Loschiavo

Executive Director's Signature: _____ Date: _____
 Gary D. Huttman

REMARKS: _____

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2024

REVENUES

Account Name	BE5	BE6	Change
PL Planning Funds - FY'24 (FHWA)	\$ 4,756,050	\$ 4,756,050	\$ -
SU FY'24	\$ 1,821,649	\$ 1,821,649	\$ -
FTA X016 (Carryforward FY'22)	\$ 52,905	\$ 52,905	\$ -
VECTOR Grant - USF - CUTR	\$ 16,664	\$ 16,664	\$ -
SS4A	\$ 3,797,578	\$ 3,797,578	\$ -
Transportation Disadvantaged (TD)	\$ 112,894	\$ 112,894	\$ -
Orange County Assessment	\$ 551,014	\$ 551,014	\$ -
Osceola County Assessment	\$ 171,389	\$ 171,389	\$ -
Seminole County Assessment	\$ 186,735	\$ 186,735	\$ -
Altamonte Springs Assessment	\$ 23,707	\$ 23,707	\$ -
Kissimmee Assessment	\$ 41,084	\$ 41,084	\$ -
Orlando Assessment	\$ 160,952	\$ 160,952	\$ -
Sanford Assessment	\$ 31,586	\$ 31,586	\$ -
Apopka Assessment	\$ 28,695	\$ 28,695	\$ -
Central Florida Expressway Authority	\$ 25,000	\$ 25,000	\$ -
Sanford Airport Authority	\$ 25,000	\$ 25,000	\$ -
Greater Orlando Aviation Authority	\$ 25,000	\$ 25,000	\$ -
LYNX	\$ 25,000	\$ 25,000	\$ -
Belle Isle	\$ 471	\$ 471	\$ -
Eatonville	\$ 158	\$ 158	\$ -
Edgewood	\$ 177	\$ 177	\$ -
Maitland	\$ 1,333	\$ 1,333	\$ -
Oakland	\$ 361	\$ 361	\$ -
Ocoee	\$ 3,289	\$ 3,289	\$ -
Windermere	\$ 203	\$ 203	\$ -
Winter Garden	\$ 3,362	\$ 3,362	\$ -
Winter Park	\$ 2,036	\$ 2,036	\$ -
St. Cloud	\$ 4,097	\$ 4,097	\$ -
Casselberry	\$ 2,006	\$ 2,006	\$ -
Lake Mary	\$ 1,158	\$ 1,158	\$ -
Longwood	\$ 1,062	\$ 1,062	\$ -
Oviedo	\$ 2,678	\$ 2,678	\$ -
Winter Springs	\$ 2,609	\$ 2,609	\$ -
Interest Income	\$ 186,000	\$ 207,000	\$ 21,000
Other Income	\$ -	\$ 1,022	\$ 1,022
Reimbursement of Claims & Expenses	\$ 12,500	\$ 17,778	\$ 5,278
Other Grant/Contribution Income (MPO Alliance)	\$ 25,000	\$ 25,000	\$ -
Cash Carryforward	\$ 1,018,166	\$ 990,866	\$ (27,300)
Local Match Transfer In	\$ 949,394	\$ 949,394	\$ -
	\$ 14,068,962	\$ 14,068,962	\$ -

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2024

Expenditures

Account Name	BE5	BE6	Change
Salaries (Plus Leave)	2,166,699	2,144,199	(22,500)
Fringe FICA Employer - 7.65%	151,854	151,854	0
Fringe Unemployment Insurance	10,000	10,000	0
Fringe Health Insurance	355,205	355,205	0
Fringe Dental Insurance	6,317	6,967	650
Fringe Life Insurance	1,468	1,518	50
Fringe Long-Term Disability Insurance	2,664	2,774	110
Fringe Workers Comp Insurance	4,200	4,200	0
Fringe Pension Fund ICMA 401	215,170	213,260	(1,910)
Fringe Vision Insurance	1,109	1,109	0
Fringe Short-Term Disability Insurance	0	0	0
Fringe - Grant Carry Forward	0	0	0
Local Match Transfer Out	949,394	949,394	0
Audit Fees	24,000	24,000	0
Computer Operations	120,138	120,138	0
Dues and Memberships	22,686	22,686	0
Equipment & Furniture (Capital)	22,000	22,000	0
Graphic Printing & Binding	15,200	14,400	(800)
Insurance	29,530	44,530	15,000
Legal Fees	50,000	47,000	(3,000)
Office Supplies	23,124	23,124	0
Postage	4,742	3,492	(1,250)
Books, Subscriptions & Publications	7,739	7,739	0
Deferred Compensation 457 Executive Director	26,000	26,000	0
Rent	0	0	0
Rentals and Leases - Staff Parking - Indirect	31,920	32,420	500
Rentals and Leases - Parking Validations	16,000	16,000	0
Rentals and Leases - Offsite Meetings	5,000	5,000	0
Rentals and Leases - Building Operating Expenses	36,000	36,000	0
Rentals And Leases - Equipment - Indirect	1,450	1,450	0
Equipment Rent/Lease & Maintenance Agreements	6,369	5,069	(1,300)
Equipment Maintenance - Indirect	12,000	12,000	0
Seminars & Conference Registrations	29,095	29,095	0
Telephone	12,100	12,100	0
Travel	66,375	66,375	0
Small Tools/Office Machinery	2,000	2,500	500
HSA Employer Contribution	12,250	12,250	0
Computer Software	2,500	2,500	0
Contingency	75,000	75,000	0
Contractual Services	6,730	7,230	500
Interest Expense	33,233	33,233	0
Pass Thru Expenses (LYNX)	378,698	378,698	0
Consultants	8,728,977	8,712,477	(16,500)
Repair & Maintenance	3,965	6,465	2,500
Advertising/Public Notice	21,416	21,416	0
Other Miscellaneous Expense	5,190	5,190	0
Awards & Promotional	10,000	10,000	0
Contributions	100,950	100,950	0
Educational Reimbursement	1,020	1,020	0
Community Relations Sponsorships	10,500	10,500	0
Grant Carry Forward	0	0	0
Principal - Leased Assets - Indirect	250,985	278,435	27,450
	\$ 14,068,962	\$ 14,068,962	\$ -

TAB 2





Board Action Fact Sheet

Meeting Date: June 12, 2024

Agenda Item: X. A. (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT and FTE request approval of amendments to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP).

Reason: Funding is being added for two projects where cost estimates have increased for construction materials. Additionally, a new districtwide project is being added into the TIP.

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

- FM #447610-1: US 441/SR500 – This amendment adds a total of \$4,084,073 in state funds for construction in FY 2025 including: \$3,725,349 in DDR funds and \$453,694 in DS funds. Additionally, \$93,810 in ACNR funds and \$1,160 in DIH funds were removed.
- FM #443702-1: SR 60 EB & WB Passing Lanes - This amendment adds a total of \$12,278,834 in federal funds for construction in FY 2025 including: \$5,250,604 in ACFP funds and \$7,028,230 in ACNP funds.
- FM #423374-2: PD&E Widen Turnpike (SR91) – This amendment adds a new PD&E study to widen a 48-mile section of the Turnpike located in St. Lucie County, Indian River County, Okeechobee County, and Osceola County. Funding includes \$275,000 in PKYI funds programmed in FY 2024.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	TBD
TSMO:	TBD
TAC:	TBD
MAC:	TBD

Staff Recommendation: Recommends approval.

Supporting Information: The following documents are provided at Tab 2:

- FDOT letter dated May 13, 2024
- FTE letter dated May 15, 2024
- Proposed Board Resolution No. 24-06



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

05/13/2024 | 2:48 PM EDT

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

RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)

Dear Mr. Huttmann:

Florida Department of Transportation requests MetroPlan Orlando revise the FY 2023/24-2027/28 TIP to reflect project changes as described below.

Project #447610-1 is a resurfacing project programmed in state FY 25 and new cost estimates for construction phase indicated a increase that requires an amendment to the current TIP. The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however in order to request authorization of federal funding prior to October 1, 2024 the project must also be accurately reflected in the current TIP.

Project #443702-1 will add additional passing lanes in both directions on SR 60 programmed in state FY 25 and new cost estimates for construction phase indicated a increase that requires an amendment to the current TIP. The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however in order to request authorization of federal funding prior to October 1, 2024 the project must also be accurately reflected in the current TIP.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
447610-1	US 441/SR 500	Wadsworth Rd to Lake County Line	1.084	CST	ACNR DDR DIH DS TOTAL	\$3,901,279 \$4,743,168 \$ 41,160 <u>\$ 825,211</u> \$9,510,818	2025
443702-1	SR 60 EB & WB Passing Lanes	Blanket Bay Slough to Peavine Trail	4.042	CST	ACFP ACNP Total	\$14,944,573 <u>\$17,735,980</u> \$32,680,553	2025

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

DocuSigned by:

Amy Beckmann

527E98EFF9A8497...

Amy Beckmann
MPO Liaison, FDOT

c: Jonathan Scarfe, FDOT
FDOT D5 Work Program



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza
Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.
SECRETARY

May 15, 2024

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

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

The Florida Department of Transportation (FDOT), Florida’s Turnpike Enterprise (The Enterprise) requests the following modifications to be made to MetroPlan Orlando’s Adopted Fiscal Year 2024 – Fiscal Year 2028 Transportation Improvement Program (TIP) in compliance with the corresponding changes to the Department’s Adopted Work Program.

Update Section 6: Toll Road Projects (page 91-124). Please amend the project information as described below.

FM#423374-2 PD&E FOR WIDEN TPK FROM N OF SR 70 TO N OF SR 60 (MP 152 - 193)

Current TIP Status: Project is not included in the FY 2024-FY 2028 TIP.

FPN: -		From: -		MTP Ref.: -					
Project -		To: -		Managed -					
Name:				by:					
Description: -		Length: -		SIS					
Historic Costs Prior to FY 2023/24	Fund	Phase	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Estimated Future Costs After FY 2026/27	Total Cost
	PKYI	PDE	\$ -	\$ -	\$ -	\$ -	\$ -		
\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed Amendment:

FPN: 423374-2		From: N of SR 70		MTP 1030					
Project Name: PD&E Widen TPK (SR 91)		To: N of SR 60		Ref.: FDOT					
Description: PD&E/EMO Study		Length: 48.88 miles		SIS					
Historic Costs Prior to FY 2023/24	Fund	Phase	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Estimated Future Costs After FY 2026/27	Total Cost
	PKYI	PDE	\$ 275*	\$ -	\$ -	\$ -	\$ -		
\$ 3,304			\$ 275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,579

***Funds are shown in thousands**

Difference: New project FM#423374-2 has Project Development & Environmental (PD&E) Study funds in Fiscal Year 2024. The TIP must be amended to reflect this new project and the associated funding.

Explanation: This Project and Development and Environment (PD&E) study analyzes widening the Turnpike Mainline from 4 to 6 lanes and stretches from SR 70 in St. Lucie County to SR 60 in Osceola County. This project is a regional PD&E study that began in 2021.

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

Sincerely,



Siaoqi Fine, FCCM, MPO Liaison
Florida's Turnpike Enterprise

cc: Jason Sartorio, MetroPlan Orlando Transportation Planner
Katina Kavouklis, Enterprise Planning Manager
Victoria Williams, Enterprise Liaison Administrator

Amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendments are described as follows:

- FM #447610-1: US 441/SR500 from Wadsworth Rd. to Lake Co. Line – Funding is in FY 2024/25 for CST and consists of \$3,725,349 in DDR funds and \$453694 in DS funds being added. Additionally, \$93,810 in ACNR funds and \$1,160 in DIH funds are being removed;
- FM #443702-1: SR 60 EB &WB Passing Lanes from Blanket Bay Slough to Peavine Trail – Funding is in FY 2024/25 for CST and consists of \$5,250,604 om ACFP funds and \$7,028,230 in ACNP funds;
- FM #423374-2: PD&E Widen Turnpike (SR 91) from N of SR 70 to N of SR 60 – Funding is in FY 2023/24 for PD&E and consists of \$275,000 in PKYI funds; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation’s amendment to the FY 2023/24 – FY 2027/28 TIP be approved as requested.

CERTIFICATE

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

Commissioner Cheryl Grieb, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
12th day of June 2024**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

TAB 3



Board Action Fact Sheet

Meeting Date: June 12, 2024

Agenda Item: X. B. (Tab 3)

Roll Call Vote: Yes

Action Requested: MetroPlan Orlando Staff requests approval of plan revisions (amendments / modifications) to the 2045 MTP.

Reason: MetroPlan Orlando staff are proposing these Plan Revisions to include changes to complete streets project phasing, incorporate a discretionary grant award, addition of a proposed trail need, and other minor updates for planning consistency in the 2045 MTP.

Summary/Key Information: Requested amendments / modifications will be made to the *Cost Feasible Plan: Strategies, Programs* documentation of the adopted 2045 Metropolitan Transportation Plan. Items of particular significance for our Committees and the Board are as follows:

- Table 12, split five projects into multiple phases:
 - Edgewater Drive Complete Streets
 - Downtown Kissimmee Complete Streets (i.e. Connect Kissimmee Complete Streets)
 - Winter Park Drive Complete Streets
 - North Central Avenue Complete Streets
 - Rock Springs Road Complete Streets
- Table 13, addition of the City of Orlando’s Safe Streets and Roads for All Discretionary Grant Award
- Table 13, addition of the Headwaters Trail from south of Nova Rd to SR 528
- Table 12, 17, and 18, minor revisions for planning consistency:
 - North St Phase I from Raymond Ave to Palm Springs Dr
 - St. Andrews Trail in Winter Park
 - Kissimmee Park Rd from Lake Toho to Cross Prairie Pkwy
 - Liberty Commons Blvd from US 192 to Neptune Rd

MetroPlan Budget Impact: None

Local Funding Impact: None

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

Staff Recommendation: Recommends Approval.

Supporting Information: The following documents are provided at Board Agenda Tab 3:

- 1) Overview of Proposed Plan Revisions
https://metroplanorlando.gov/wp-content/uploads/Overview-of-Plan-Revisions_May-2024.pdf
- 2) Hyperlink to 2045 Cost Feasible Plan with proposed revisions:
<https://metroplanorlando.gov/wp-content/uploads/2045-MTP-Cost-Feasible-Plan-Adopted-Dec.-2020-Revised-May-2024-Draft-for-Public-Review.pdf>

2045 Metropolitan Transportation Plan (MTP)

Overview of Proposed Plan Revisions

May 2024



Reason for Amendment / Modification:

Complete streets projects have continued to see significant cost escalations, which has made several projects within the MTP infeasible due to the upfront capital needed to fund the entirety of a project at one time. This has necessitated splitting several complete streets projects into multiple phases to allow for the project to move forward through incremental steps. To maintain planning consistency, MetroPlan Orlando staff are proposing to amend the 2045 Metropolitan Transportation Plan to include the new phased implementation plans for affected projects.

Changes to Technical Reports / Documentation:

Requested amendments and modifications will be made to the *Cost Feasible Plan: Strategies, Programs, and Projects* documentation of the adopted 2045 Metropolitan Transportation Plan, as follows:

1. **Amendment** – Table 12 (Complete Streets projects) – Revising five projects to document the new phased implementation approach. Phasing results are all cost feasible.
 - a. Edgewater Drive Complete Streets Study
 - i. Design Phase for Entire Corridor: Lakeview St to Par St (MTP ID# EC189)
 - ii. Segment A: at Lakeview St (MTP ID# 4033)
 - iii. Segment B: from Lakeview St to Shady Lane Dr (MTP ID# 4034)
 - iv. Segment C: from Shady Lane Dr to Bryn Mawr St (MTP ID# 4035)
 - v. Segment D: from Bryn Mawr St to W Par St (MTP ID# 4036)
 - b. Downtown Kissimmee Complete Streets (i.e. Connect Kissimmee Complete Streets)
 - i. Phase 1: S John Young Pkwy to US 192 (MTP ID# EC190)
 - ii. Phase 2: W Emmett St and Main St (MTP ID# 4031)
 - c. Winter Park Drive Complete Streets
 - i. Design Phase for Entire Corridor: Red Bug Lake Rd to SR 434 (MTP ID# 4011)
 - ii. Phase 1: Marigold Rd to Seminola Blvd (MTP ID# 4025)
 - iii. Phase 2: Seminola Blvd to SR 434 (MTP ID# 4026)
 - iv. Phase 3: Red Bug Lake Rd to Cannon Way (MTP ID# 4027)
 - d. North Central Avenue Complete Streets
 - i. Design Phase for Entire Corridor: Martin Luther King Blvd to W Donegan Ave (MTP ID#4012)
 - ii. Phase 1: Central Ave from Dakin Ave to Vine St/US 192 and Dakin Ave from Church St to Central Ave (MTP ID# 4028)
 - iii. Phase 2: Vine St/US 192 to W Columbia Ave (MTP ID# 4029)
 - iv. Phase 3: W Columbia Ave to W Donegan Ave (MTP ID# 4030)

- e. Rock Springs Rd Complete Streets
 - i. Phase 1 Design Phase for Corridor: Welch Rd to Lester Rd (MTP ID# 4010)
 - ii. Phase 2 Design Phase for Intersection: Rock Springs Rd at Welch Rd (MTP ID# 4037)
 - iii. Phase 3 Construction for Project Limits: Welch Rd to Lester Rd (MTP ID# 4032)
- 2. Amendment – Table 12 (Complete Streets projects) and Table 17 (Seminole County locally funded projects) –North St Phase I from Raymond Ave to Palm Springs Dr (MTP ID# 4014) will be advanced using local funds by Seminole County. For planning consistency, the project was removed from Table 12 and added to Table 17. No impacts to project cost feasibility.
- 3. Amendment – Table 13 (Bicycle and Pedestrian projects) – Addition of the Safe Streets and Roads for All (SS4A) discretionary grant awarded to the City of Orlando for their FORWARD Orlando project (MTP ID# EC711). No impacts to project cost feasibility.
- 4. Amendment – Table 13 (Bicycle and Pedestrian projects) – Addition of the Headwaters Trail from south of Nova Rd to SR 528 (MTP ID# 5086) as requested by Osceola County staff for planning consistency. No impacts to project cost feasibility.
- 5. Modification – Table 13 (Bicycle and Pedestrian projects) – Revised the St. Andrew’s Trail (MTP ID# EC196) project description to clearly identify its potential eligibility for funding through the SunTrail Program. Also consolidated the project under a single MTP ID number (removed MTP ID# EC280). No impacts to existing project cost feasibility.
- 6. Amendment – Table 18 (Osceola County locally funded projects) – Updated the cost estimates for Canoe Creek Road from Deer Run Rd to Pine Tree Dr (MTP ID# 8002) and Canoe Creek Road from Pine Tree Dr to US 192 / US 441 / 13th St (MTP ID# 8001) for consistency with Osceola County’s latest cost estimates and projected phase implementation. No impacts to project cost feasibility.
- 7. Amendment – Table 18 (Osceola County locally funded projects) – Revisions to three projects as requested by Osceola County staff. No impacts to project cost feasibility.
 - a. Revision of the Kissimmee Park Rd project limits to now extend from Lake Toho to Cross Prairie Pkwy, approximately 3.8 miles (MTP ID# 8103).
 - b. Removal of Liberty Commons Blvd from US 192 to Shady Ln (MTP ID# 8128) as it is no longer consistent with the latest adopted Osceola County Comprehensive Plan Transportation Element.
 - c. Removal of NeoVation Way from US 192 to Neptune Rd (MTP ID# 8129) as it is a duplicate project to MTP ID# 8144.

Hyperlinks to documentation with proposed revisions incorporated:

- Cost Feasible Plan: <https://metroplanorlando.gov/wp-content/uploads/2045-MTP-Cost-Feasible-Plan-Adopted-Dec.-2020-Revised-May-2024-Draft-for-Public-Review.pdf>

For additional information regarding these Plan Revisions:

Please contact Taylor Laurent, Manager of Transportation Planning at Taylor.Laurent@MetroPlanOrlando.gov

TAB 4





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

June 12, 2024

To: Commissioner Cheryl Grieb, Board Chair
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report

- I moderated an event, The Leaders Moving I-4 Forward, for the SMPS meeting on May 7
- I met with Commissioner Moore on May 13 to discuss the Transportation For All Plan
- I attended a de-briefing of the 2024 Legislative Session with our Lobbyists on May 15
- I attended the TDLCB meeting on May 16
- I attended the FDOT Safety Summit on May 17
- I attended the Osceola County Vision Zero Open House on May 20
- I participated in the OEP "Big Sort" Event on May 22
- I participated in the AMPO Policy Committee meeting on May 22
- I participated in the MetroPlan Orlando Vision Zero Speaker Series on May 23
- I attended the Destination Tourism Master Plan Lunch on May 23
- Staff attended the CFCRC meeting on May 23 (I was not available to attend)
- I met with Seminole County staff on May 23 to discuss the next SS4A grant application
- I attended the Sunset & Southcot Double Ribbon Cutting event in Casselberry on May 28
- I gave a News 6 interview on May 28
- I participated in a Peer Exchange Interview with a consultant for the Des Moines, Iowa MPO on May 29
- I attended the CAC meeting on May 29
- I attended the Federal Planning Findings Meeting on May 30
- I attended the Central Florida Clean Cities Quarterly Stakeholder meeting on May 30
- I attended the TSMO meeting on May 31
- I attended the TAC meeting on May 31
- I met with Commissioner Dallari on June 6 for agenda review
- I met with Commissioner Moore on June 6 for agenda review
- I met with Commissioner Uribe on June 6 for agenda review
- I met with Chairwoman Grieb on June 6 for agenda review
- I attended the Orange County State of the County on June 7
- I met with Mayor Demings on June 7 for agenda review
- I met with Commissioner Cordero on June 10 for agenda review

- I met with Commissioner Castano on June 10 for agenda review

FDOT

- I continue regular monthly meetings with FDOT leadership

Association of Metropolitan Planning Organizations

- I continue to participate in regularly scheduled meetings of the AMPO Policy Committee
- I participated in Policy Committee meetings to plan the 2024 Coffee Chats
- I attended the Policy Committee Coffee Chat #2 on hiring and staff retention

National Association of Regional Councils

- I continue to participate in regularly scheduled meetings of the NARC Executive Directors Council
- I continue to participate in regularly scheduled meetings of the Major Metros Group as topics of discussion are relevant to MetroPlan Orlando



Florida Department of Transportation

RON DESANTIS
GOVERNOR

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JARED W. PERDUE, P.E.
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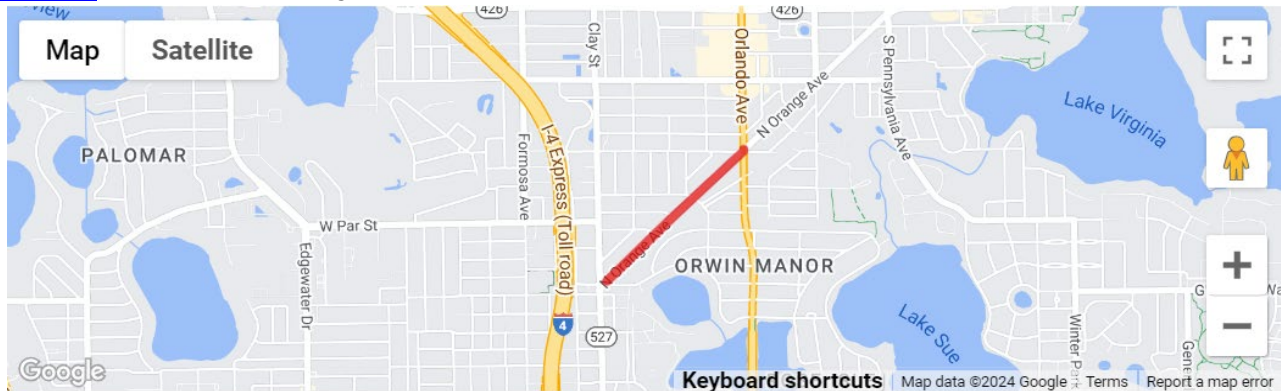
Orange, Osceola, and Seminole Counties Project Status Update as of May 5, 2024

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the May 5th cutoff. The next cutoff date is June 5, 2024. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

[445691-1](#) SR 527 From Clay Ave to S Orlando Ave



- Contract T5814
- Contractor: Atlantic Civil Constructors Corp.
- Project Cost: \$3.7 million
- Project Start: May 2024
- Estimated Completion: Early 2025
- **Description:** This project is aiming to provide crash reduction countermeasures and increase safety for drivers and pedestrians alike at the North Orange Avenue (State Road (S.R.) 527) intersections of Clay Avenue and Harmon Avenue. This safety project also includes pavement widening, milling, and resurfacing; construction of new sidewalks and bus pads; construction of a raised crosswalk; construction of new drainage structures; replacement of signs and pavement markings; signalization improvements; construction of new mast arms; tree removal; pruning of trees and branches; inclusion of new lighting structures; and utility relocation along North Orange Avenue (S.R. 527) from Clay Avenue to South Orlando Avenue (U.S. 17/92). This project is located within the City of Orlando, just north of the City of Orlando downtown core and within the Orlando Urban Area boundary

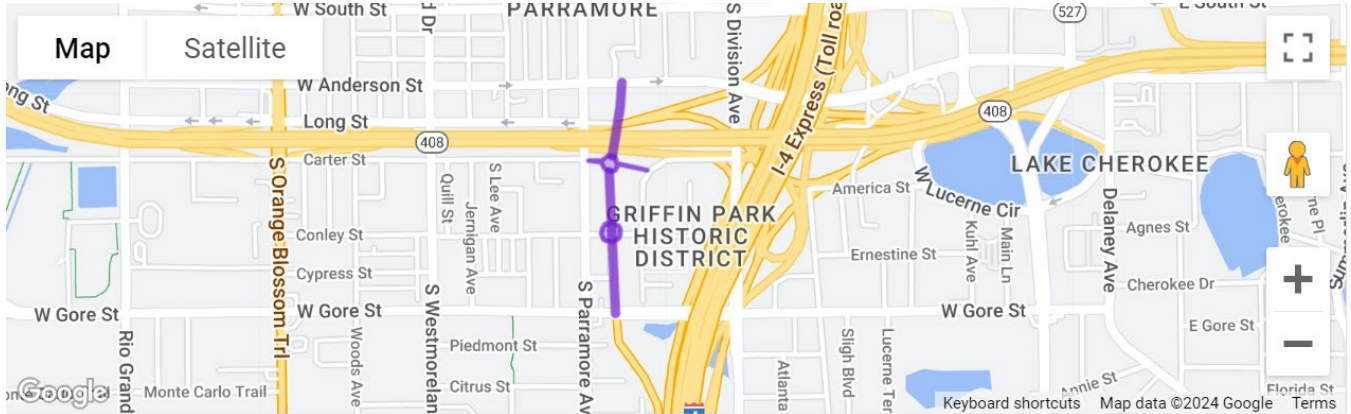
Update: This project was originally scheduled to begin early May, but the contractor has requested an additional 30 days of lead time from FDOT. The request was recently approved, pushing the start date to early June.

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

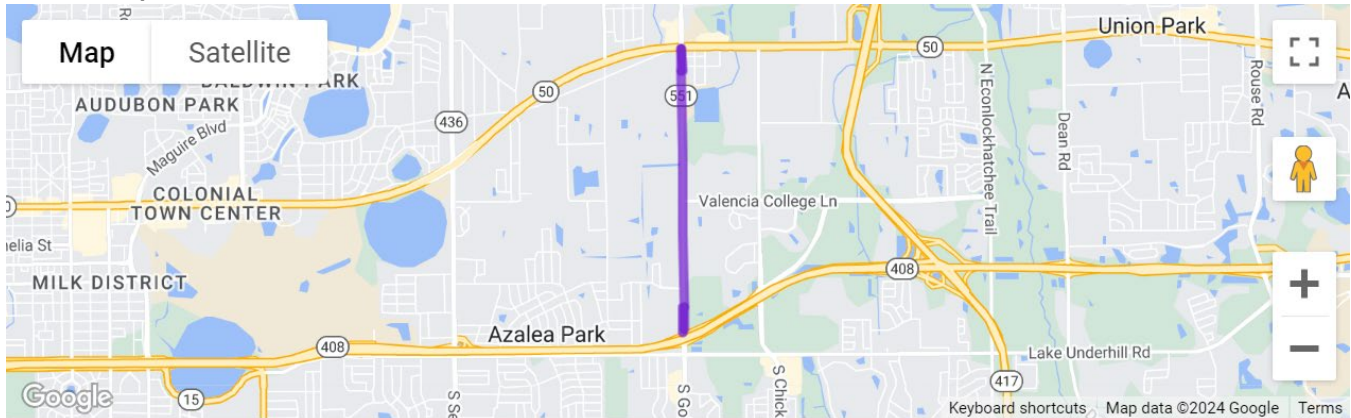
ORANGE COUNTY CURRENT PROJECTS:

432193-5 I-4 Ultimate Terry Avenue Road Project



- Contract T5745
- Atlantic Civil Constructors Corporation
- Project Cost: \$8.3 million
- Project Start: November 2022
- Estimated Completion: Spring 2024
- **Description:** The Hicks Avenue Extension Project comprises the building of a new section of Hicks Avenue between Gore Street and Anderson Street to the north. The project also includes the construction of two roundabouts at the intersections between Hicks Avenue and Carter and Conley streets. New on-street parking and sidewalks will be constructed as well.
- **Update:** Final checklist items remain such as final paving repairs, striping, and final inspections. The Hicks Avenue extension from Anderson Street to Gore Street should be open to traffic around Memorial Day.

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

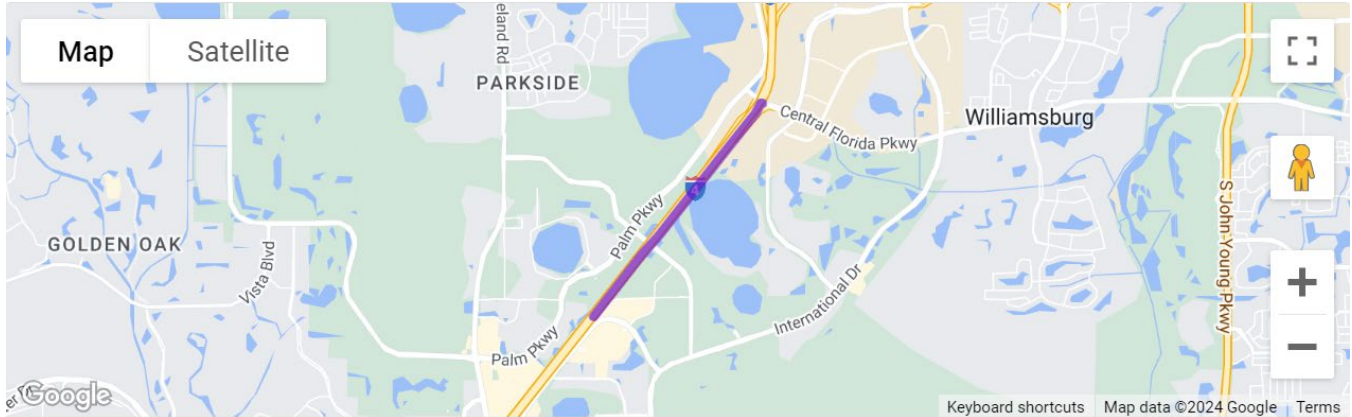


- Contract T5718
- Contractor: Southland Construction, Inc.
- Construction Cost: \$11.9 million
- Project Start: August 2021
- Estimated Completion: Fall 2024
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing and implementing safety improvements on State Road (S.R.) 551 (Goldenrod Road) from S.R. 408 to S.R. 50. Safety

improvements include widening the lanes to make room for bike lanes, constructing raised medians, upgrading traffic signals, and lighting and improving drainage.

Update: The Contractor continues with work along the northbound side of the project with driveways, curbs, and sidewalks. Contractor is also working on placing sod along the northbound side. Intermittent lane closures along the project for construction activities are ongoing.

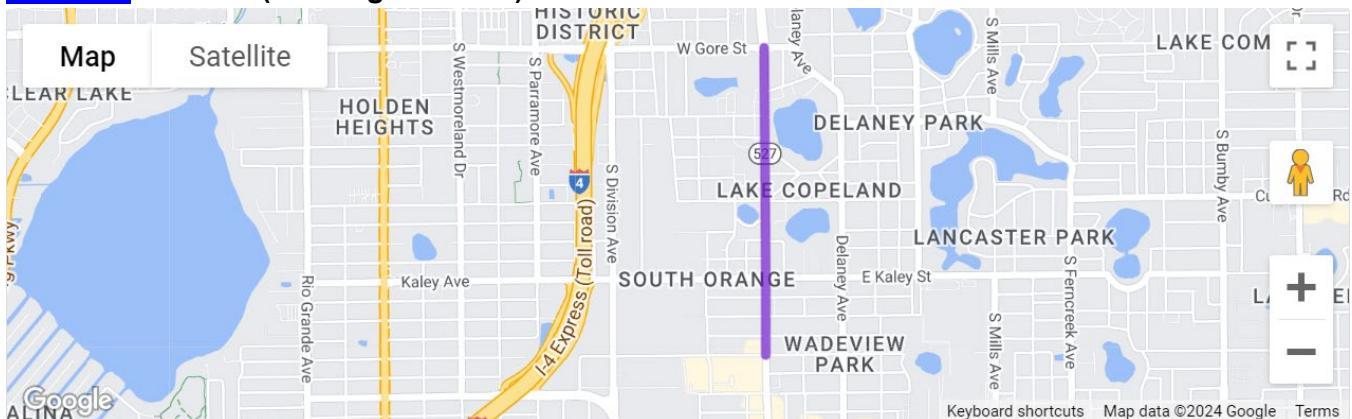
441113-1 I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: Fall 2022
- Estimated Completion: Early 2026
- **Description:** This project will convert the Daryl Carter Parkway overpass, between Central Florida Parkway and State Road 535, into a diverging diamond interchange. The interchange will give motorists an alternate route to reach retailers and restaurants in the Lake Buena Vista area. Three new ramps connecting Interstate 4 (I-4) to Daryl Carter Parkway will be built: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. Project includes drainage improvements for Big Sand Lake, project 441113-3.

Update: Contractor is converting the Daryl Carter Parkway overpass over I-4 into a diverging diamond interchange. Crews are working on constructing and filling MSE walls, barrier wall installation and lighting installation. Crews are also working on paving the Central Florida Parkway ramp as well as drainage improvements and erosion control. Crews are working on filling and sub grading ramps.

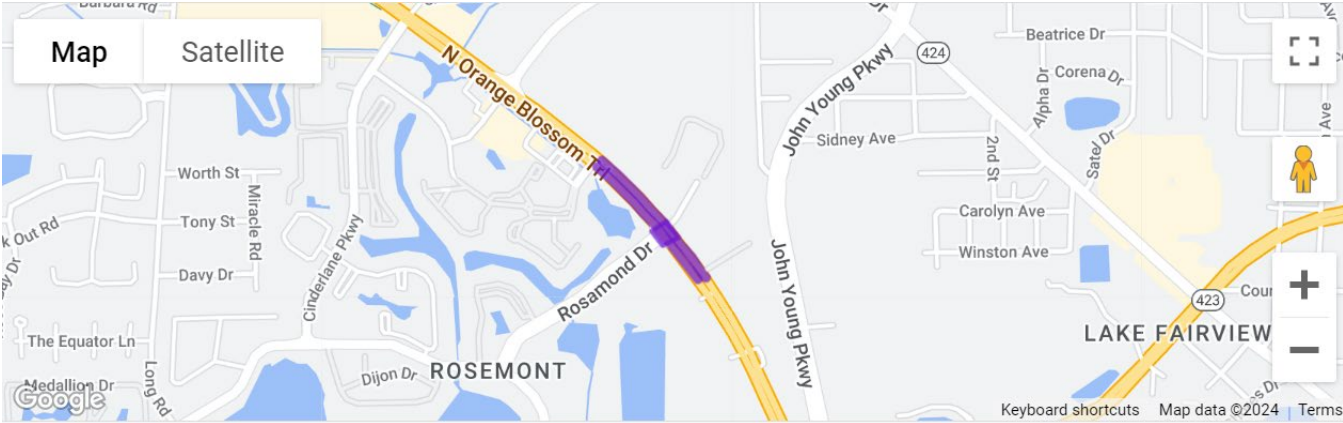
441145-1 S.R. 527 (S Orange Avenue) from Grant Street to Gore Street



- Contract T5760
- Contractor: Hubbard Construction Company
- Project Cost: \$4.7 million
- Project Start: January 29, 2024
- Estimated Completion: Spring 2025
- **Description:** The purpose of this job is to resurface State Road 527 (S. Orange Avenue) from Grant Street to Gore Street. In addition to repaving the roadway, the project plans to extend curb lines in certain areas to better define on-street parking and improve sight lines for traffic turning onto Orange Avenue from side streets. Short, raised traffic separators are also planned within the existing center two-way left turn lane at four locations: south of Lake Beauty Drive, south of Copeland Drive, near Underwood Street and north of Annie Street. Improved crosswalks and new pedestrian lighting are planned, along with decorative sidewalk & crosswalk features in conjunction with the Pulse Memorial.

Update: At present, contractors are completing drainage improvements & sidewalk reconstruction at the intersection of East Miller Street and South Orange Avenue as well as the intersection of Wisteria Avenue and South Orange Avenue. Once done with this, contractors will begin drainage improvements at the intersection of East Copeland Drive and South Orange Avenue. The contractor is currently working with City of Orlando officials to figure out the best possible detour route for this closure.

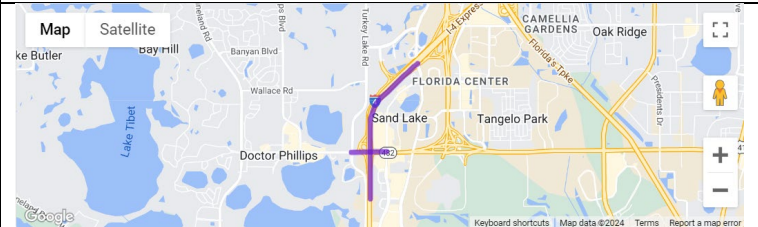
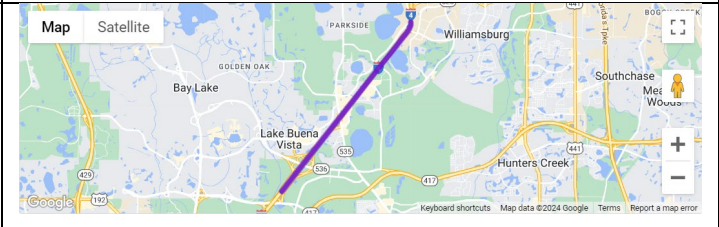
441395-1 U.S. 441 at Rosamond Drive



- Contract E57B0
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$1.9 million
- Project Start: October 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of the project is to signalize the intersection of U.S. 441 (North Orange Blossom Trail) and Rosamond Drive. Additional work will include resurfacing the roadway, installing pedestrian facilities, and upgrading signage and pavement markings.

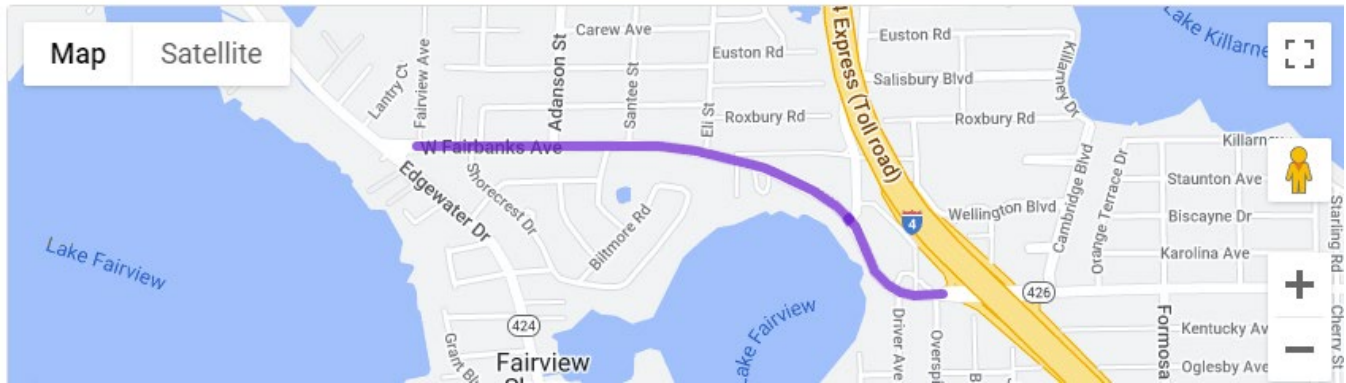
Update: The contractor expressed that they will finish up asphalt correction, install sod, replace broken concrete, and received and install UPS cabinet during the first week of May. The following week they will work on completing all signal items and connect the power in preparation for the necessary City inspection.

444315-1 & 444315-3 I-4 at Sand Lake Road Interchange

444315-1	444315-3
 <p>A Google Map showing the Sand Lake Road Interchange area. A purple line highlights the project location at the intersection of Sand Lake Road and I-4. Landmarks include Sand Lake, Tangelo Park, Florida Center, and various residential areas like Camellia Gardens and Oak Ridge.</p>	 <p>A Google Map showing a section of I-4. A purple line highlights the project location on the westbound side of I-4, between State Road 528 and State Road 536. Landmarks include Williamsburg, Southchase, and Lake Buena Vista.</p>
<p>This project will convert the Sand Lake Road and I-4 interchange into a diverging diamond interchange. The Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic at an interchange cross to the opposite side of the road on both sides of the bridge. A DDI eliminates several traffic conflict points by moving drivers to the side of the road where they can turn left without having to cross in front of oncoming traffic. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency.</p> <p>For the most up-to-date information and status on this project log onto https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/</p> <p>Click on link to learn more about using a Diverging Diamond Interchange: Diverging Diamond Interchange (DDI) Video.</p>	<p>The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction coarse and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536</p> <p>For the most up-to-date information and status on this project log onto https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/</p>

- Contract E59A6
- Contractor: Lane Construction Corp.
- Project Cost: \$218 million
- Project Start: Summer 2023
- Estimated Completion: Spring 2027
- **Update:** Contractor is driving pile to lay the foundations to support a new loop ramp connecting westbound Sand Lake Road with Turkey Lake Road, eliminating the existing left turn from westbound Sand Lake Road onto southbound Turkey Lake Road. The interchange was reconfigured into a diverging diamond interchange (DDI) in early March 2024 to provide crews space to work in the median of Sand Lake Road to do overhead work on the I-4 overpass.

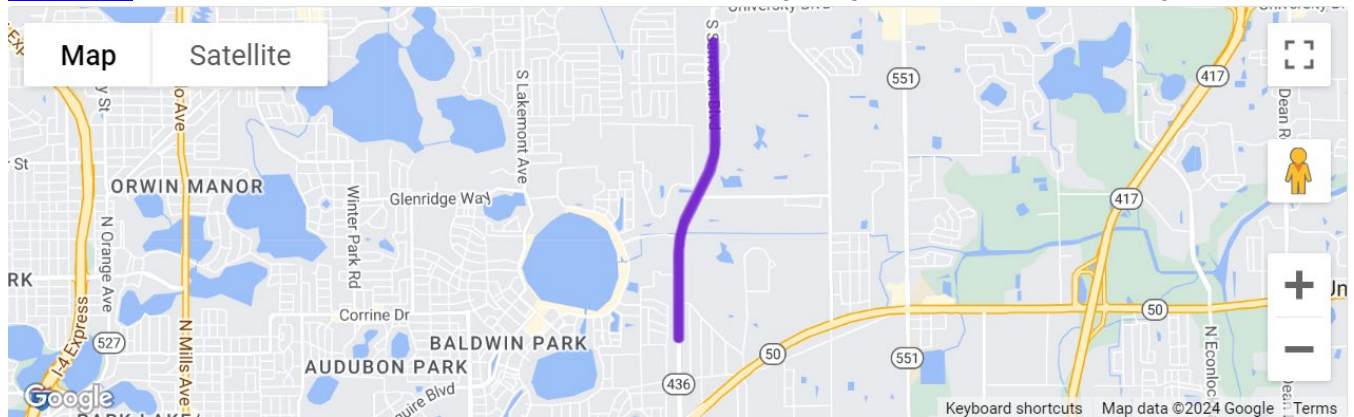
445211-1 SR 426 from east of SR 424 (Edgewater Drive) to west of I-4



- Contract : E56B6
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$2.4 million
- Project Start: March 2024
- Estimated Completion: Fall 2024
- **Description:** This project plans to repave this segment of Fairbanks Avenue (State Road (S.R.) 426) from east of Edgewater Drive (S.R. 424) to west of Interstate 4 (I-4) to extend the life of the existing roadway. Pedestrian safety improvements are also planned, including upgrading pedestrian crosswalks, reconstructing sidewalk curb ramps and pedestrian signals, and adding new sidewalk at the intersection with Wymore Road. Other work includes traffic signal upgrades and necessary drainage modifications. Fairbanks Avenue within the project limits provides two travel lanes in each direction with a center, two-way left turn lane along most of the corridor. No changes to the lane configuration are planned.

Update: The Contractor is currently working behind lane closures performing concrete and pedestrian signal work throughout the project limits.

445303-1 State Road (S.R.) 436 from north of Old Cheney Hwy to south of University Park Drive

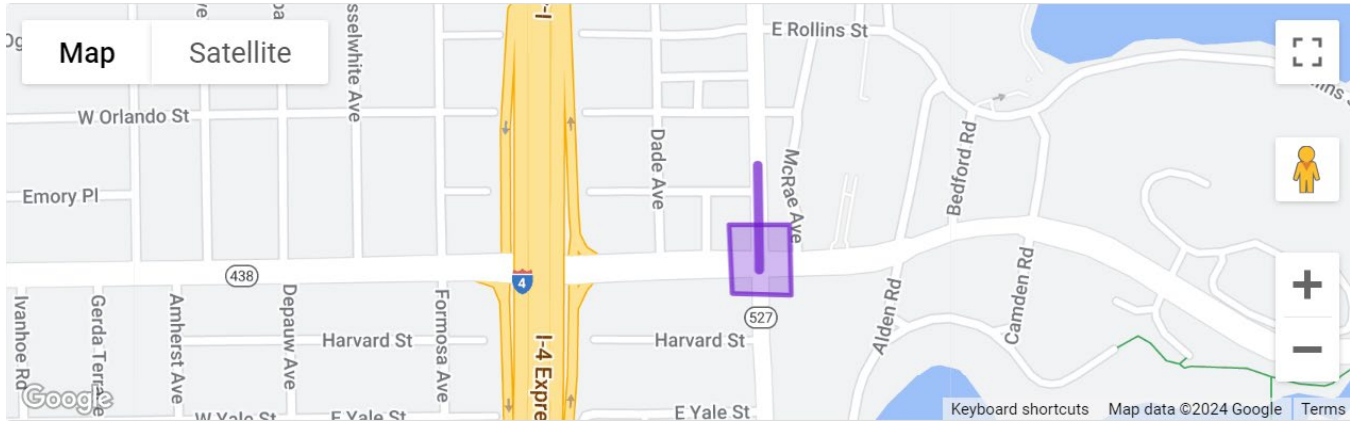


- Contract E57B5
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$11 million
- Project Start: November 2023
- Estimated Completion: Spring 2025
- **Description:** This project plans to construct improvements along State Road (S.R.) 436 from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project

corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separated and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive.

Update: The Contractor is currently working on the installation of drainage and sidewalks as well as driveway modifications. Installation of right lane traffic separators for the bike lane is ongoing. Intermittent lane closures along the project to accommodate this work are ongoing.

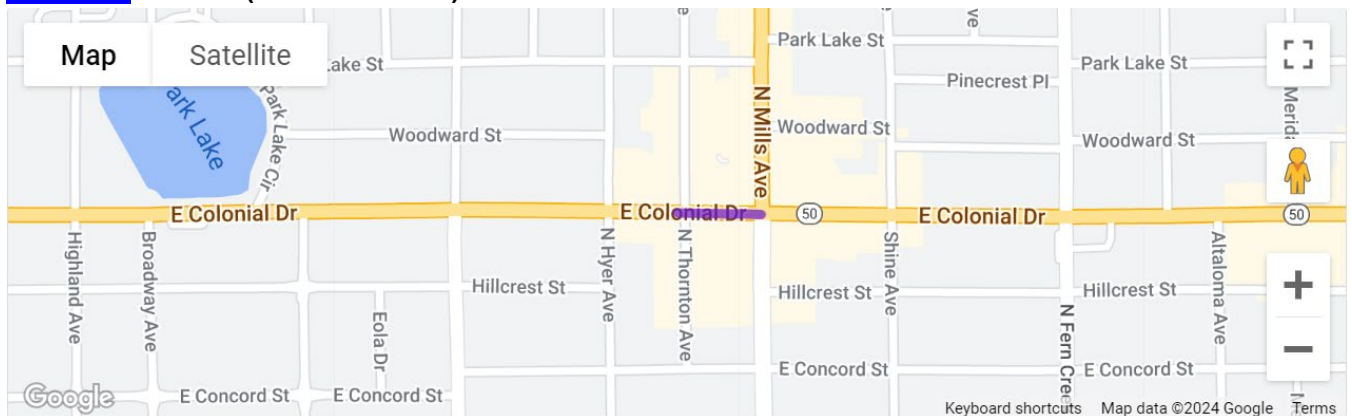
445692-1 S.R. 527 (Orange Avenue) Milling & Resurfacing at S.R. 438 (Princeton Street) Intersection



- Contract T5778
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$1.6 million
- Project Start January 2024
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to improve the intersection of Orange Avenue (State Road (S.R.) 527) at Princeton Street (S.R. 438) in Orlando. The improvement will reconstruct the traffic signals with new signal poles and upgrade pedestrian features at the intersection. A new traffic separator will also be added along Orange Avenue north of Princeton Street between the southbound left turn lane and northbound lanes.

Update: As of the beginning of May, the contractor is working on concrete cylinders, filling CFL tubes, and building overhead structures.

445693-1 S.R. 50 (Colonial Drive) from Thornton Avenue to Mills Avenue

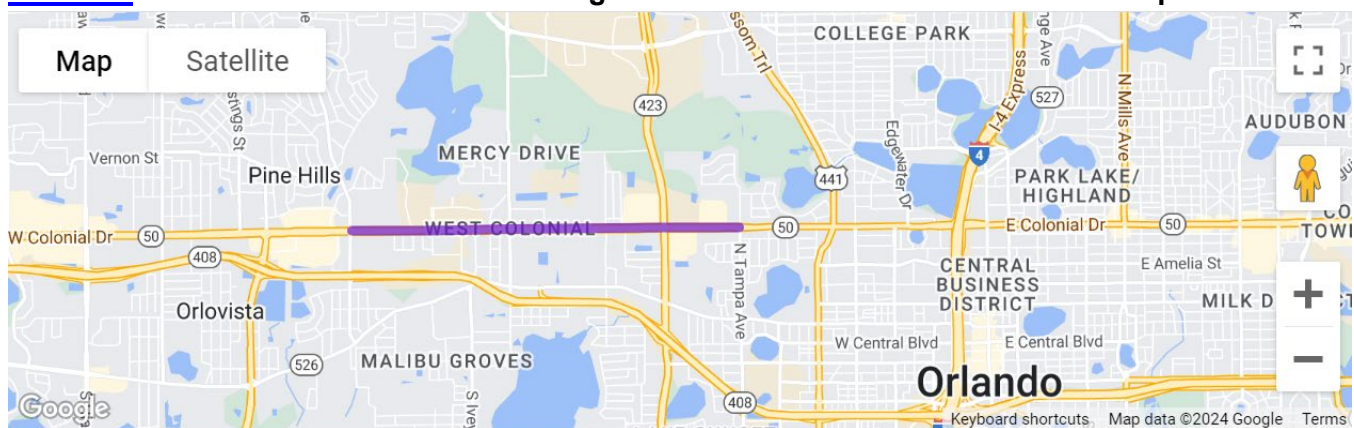


- Contract T5772

- Contractor: Highway Safety Devices, Inc.
- Project Cost: \$1.9 million
- Project Start: May 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of this project is to construct improvements on East Colonial Drive (S.R. 50) from North Thornton Avenue to North Mills Avenue (U.S. 17-92). The project will promote motorist and pedestrian safety along this segment of East Colonial Drive. Specific improvements include: Reconstructing and upgrading the traffic signal at the intersection of East Colonial Drive and Mills Avenue, including new signal poles; Extending the eastbound left-turn lane to North Mills Avenue to increase space for turning vehicles; Constructing a traffic separator on East Colonial Drive west of North Mills Avenue to better define the extended left turn lane, and Reconstructing and extending all four corners at the intersection of East Colonial Drive and North Thornton Avenue to improve safety for pedestrians. Other improvements include reconstructing sidewalk as needed and enhancing intersection lighting. No changes are planned for the existing on-street parking.

Update: Project is nearing completion, with contractors finishing up paving, striping, and overhead signal work. This project is estimated to be completed between late May to mid-June.

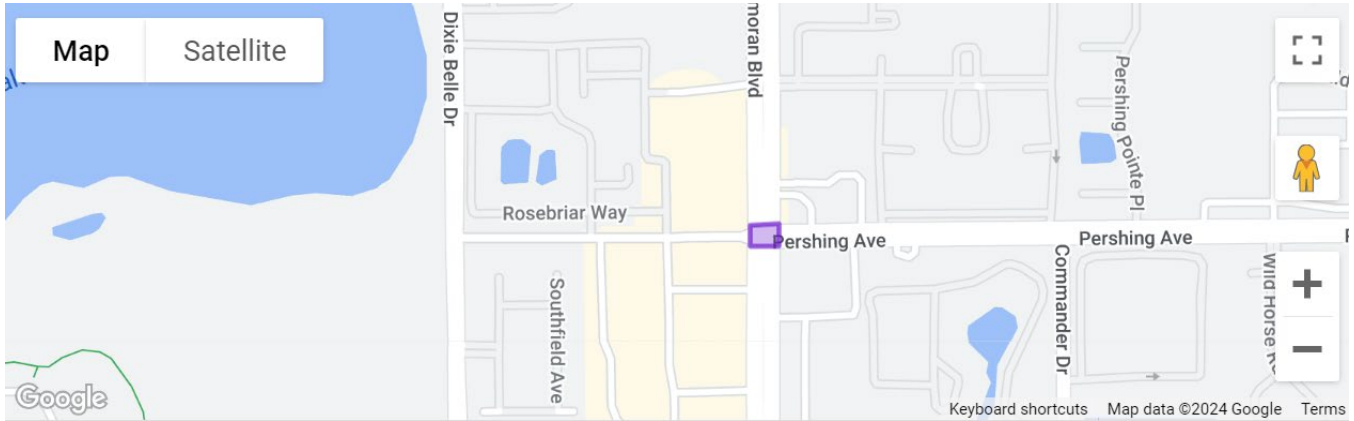
445694-1 Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue



- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 25, 2024
- Estimated Completion: Fall 2025
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Avenue. The project will improve crosswalk conditions and install new signal improvements. Additionally, the project will modify several existing median openings along the corridor to improve safety and operations.

Update: Preliminary work has begun on this project. The first progress meeting is scheduled for early May.

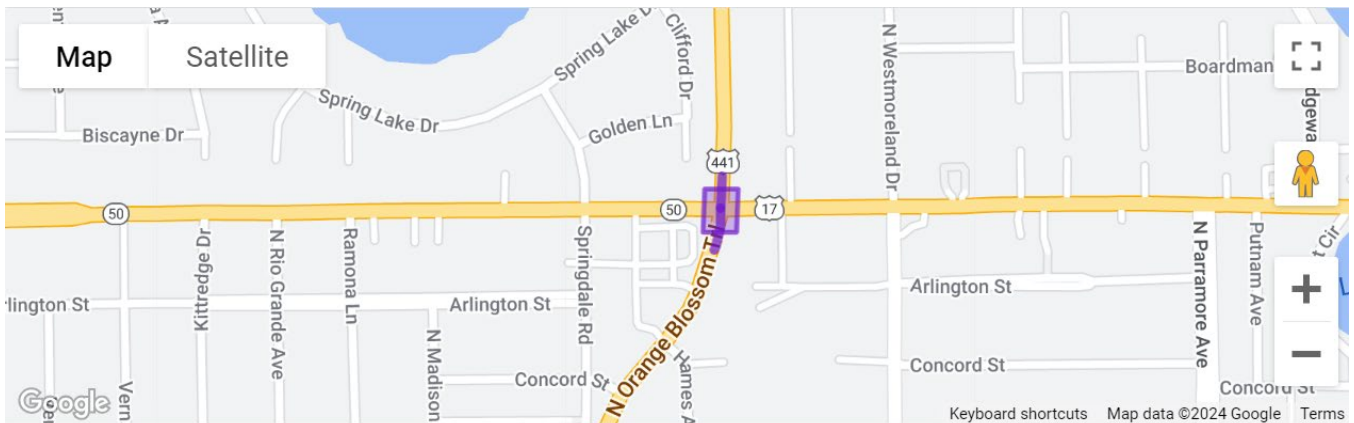
445707-1 S.R. 436 at Pershing Avenue Traffic Signal Improvements



- Contract T5775
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$937,000
- Project Start: August 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of this project is to improve the intersection of State Road 436 at Pershing Avenue. The improvement will add new mast arm signals to increase the safety of the intersection.

Update: The contractor is currently working on completing thermo and flatwork as well as coordinating with OUC on pole removal.

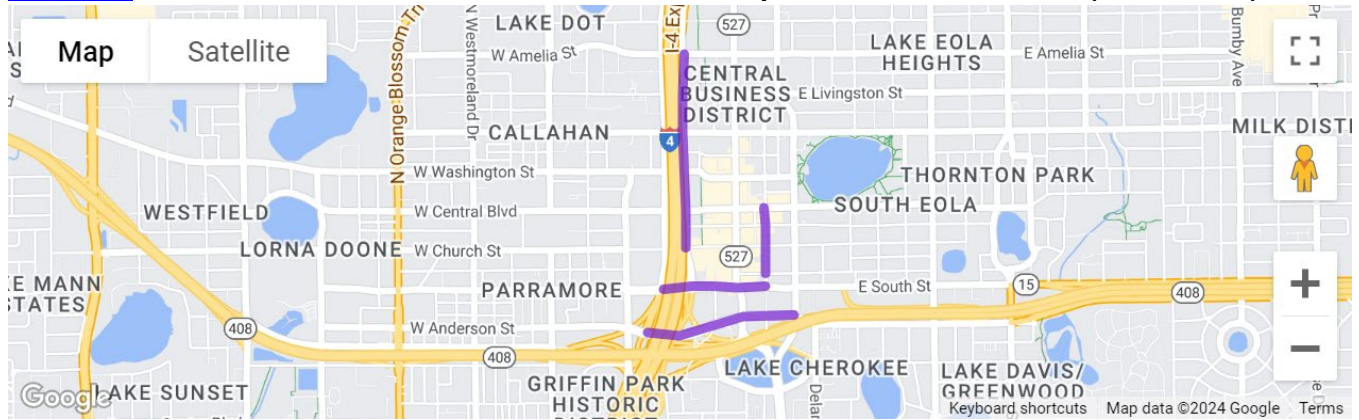
445767-1 S.R. 500/U.S. 441 (Orange Blossom Trail) and S.R. 50 (Colonial Drive) signal reconstruction



- Contract T5783
- Contractor: Highway Safety Devices, Inc.
- Project Cost: \$2 million
- Project Start: October 2023
- Estimated Completion: Summer 2024
- **Description:** The purpose of the project is to improve overall safety and operations at the intersection of State Road 50 (Colonial Drive) and U.S. 441 (Orange Blossom Trail), including pedestrian crossing improvements. Work involves construction of new mast arms, new accessible pedestrian signals, construction of sidewalk and curb ramp, and resurfacing within the intersection.

Update: Contractor is working on completing pedestrian signal bases, concrete work on sidewalks, and maintaining/cleaning up any areas disrupted by construction.

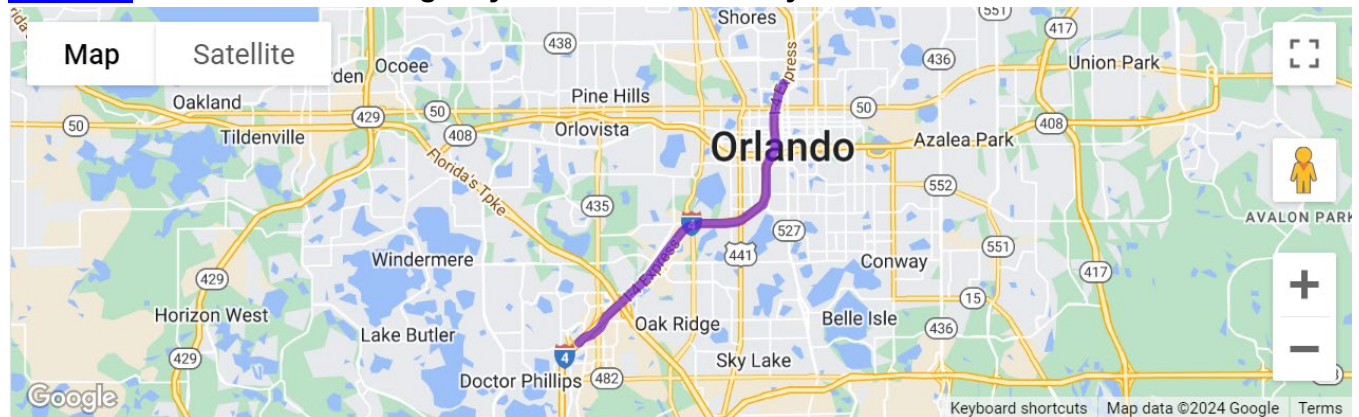
447807-1 Smart Orlando Downtown Advance Traffic Operations Performance (SODA TOP)



- Contract E59A5
- Contractor: Sice, Inc.
- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Early 2024
- **Description:** This is a design-build Intelligent Transportation Systems (ITS) project to install hardware and software to provide Transit Signal Priority (TSP) operation for signalized intersections and LYNX Buses in Orange County.

Update: Contractor to begin installing overhead controllers in early May.

448520-1 & 450770-1 I-4 Wrong Way Vehicle Detection System

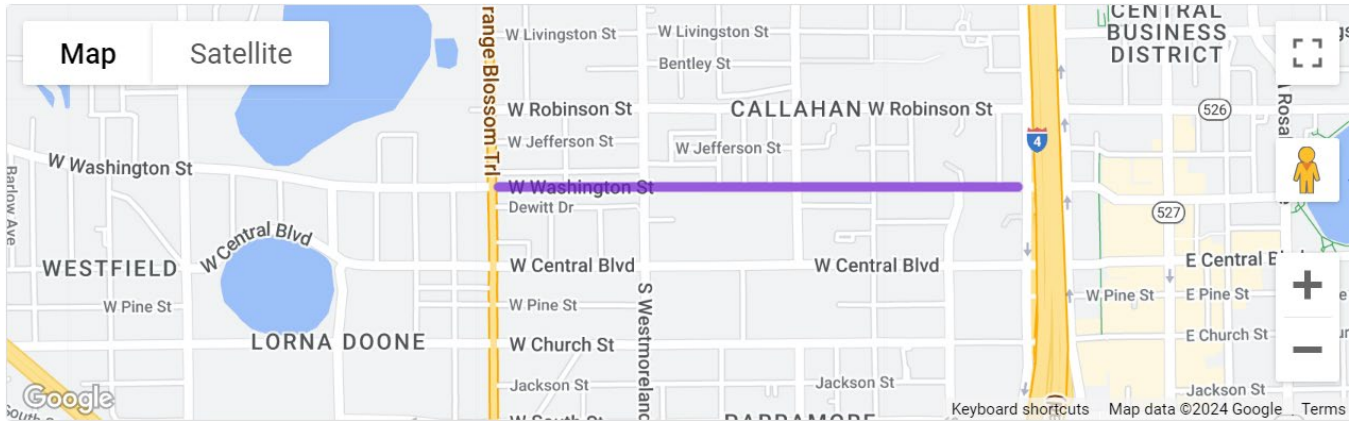


- Contract E56B7
- Contractor: Sice, Inc.
- Project Cost: \$3.5 million
- Project Start: August 2023
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. This goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at 16 ramps on I-4 from SR 435/Kirkman Road to Ivanhoe Blvd.

The WWVDS initiative supports the FDOT’s commitment to achieving zero fatalities and serious injuries on the State Highway System. For more information on the WWVDS initiative and technology visit <https://www.fdot.gov/traffic/teo-divisions.shtm/cav-ml-stamp/Wrong-Way-driving>

Update: Continuing to install wrong way vehicle detection systems (WWVDS) throughout the interstate off-ramps.

448789-1 Washington Street from Orange Blossom Trail to I-4



- Contract E58B0
- Contractor: Gibbs & Register, Inc.
- Project Cost: \$1.8 million
- Project Start: January 2, 2024
- Estimated Completion: Fall 2024
- **Description:** This is a safety and resurfacing project on Washington Street (State Road (S.R.) 526) from Orange Blossom Trail (U.S. 441) to I-4. In addition to resurfacing the travel lanes, the project is considering various safety and speed management strategies such as: reducing travel lane widths, installing speed tables at multiple locations, the installation of high visibility crosswalks and improving intersection lighting. Some trees that are presenting safety hazards may also be removed.

Update: The contractor is currently finishing up the installation of speed tables. Once done, they will begin brick paving work as well as working to install boxes and pedestrian bases.

448914-1 & 449771-1 I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
<p>This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.</p> <p>Planned improvements include:</p> <ul style="list-style-type: none"> • Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic. 	<p>This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482).</p>

- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow and giving motorists more time to merge onto I-4.
 - Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline.
 - Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.
- This project will be constructed in conjunction with FPID 449771-1.

Please visit to <https://i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/>

The single, buffer-separated express lane will be open once all three segments are completed.

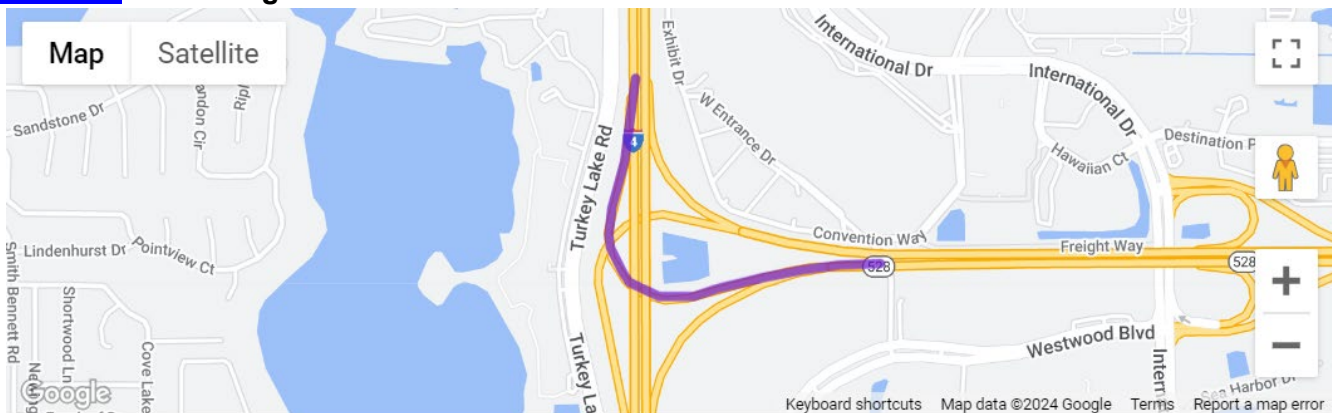
This project will be constructed in conjunction with FPID 448914-1.

To learn more, please visit to <https://i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/>.

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: Fall 2023
- Estimated Completion: Summer 2026

Update: Contractor is performing intermittent lane closures on I-4 for light pole moving. Other work includes clearing and grubbing, erosion control, and pond excavation. Crews are beginning to prepare for pile driving.

448915-1 Interchange at SR 528



- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway) by widening the ramp from one to two lanes.

Update: Contractor is conducting bridge demolition to prepare for widening of the ramp and will start to drive pile as soon as early June.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None

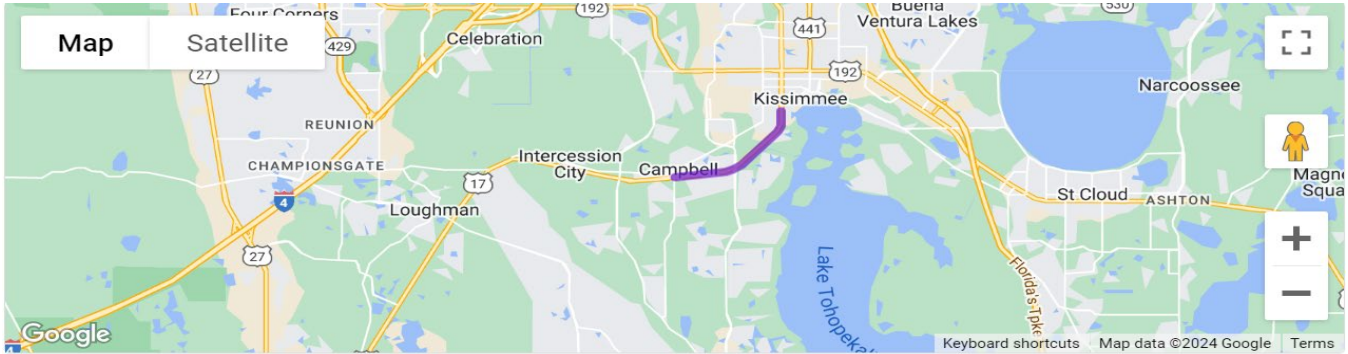
OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None upcoming.

OSCEOLA COUNTY CURRENT PROJECTS:

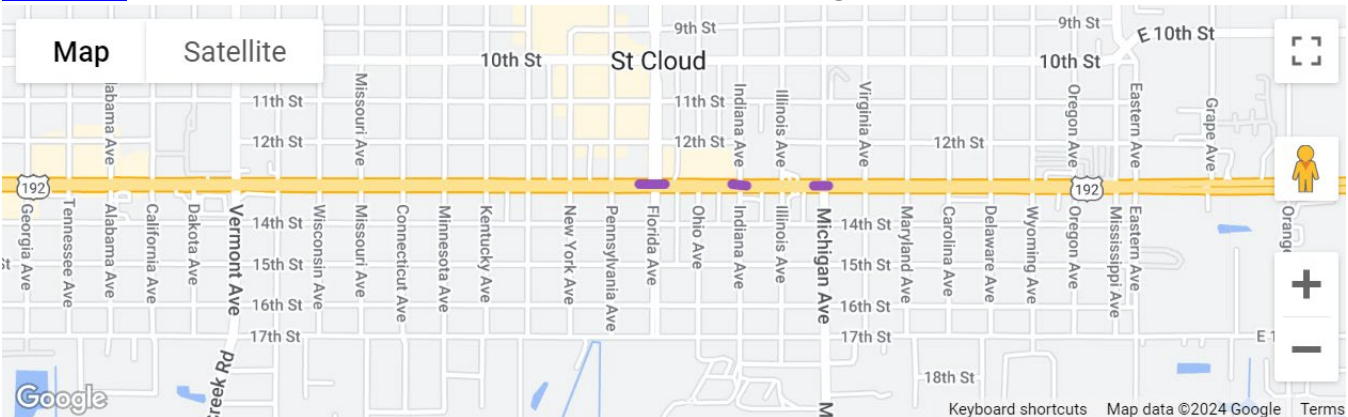
445210-1 John Young Parkway (U.S. 17-92) from east of Ham Brown Road to south of Portage Street



- Contract E50B0
- Contractor: Preferred Materials, Inc.
- Project Cost: \$14.2 million
- Project Start: September 2022
- Estimated Completion: Spring 2024
- **Description:** This project will resurface U.S. 17-92 (Orange Blossom Trail/John Young Parkway) from east of Ham Road to south of Portage Street to extend the life of the roadway. The project will construct concrete islands at the intersection of U.S. 17-92 and Pleasant Hill Road to facilitate new pedestrian crosswalks and widen some right turn lanes to accommodate bicycle through lanes. The project also includes drainage improvements, shoulder widening, new sidewalk construction to fill some existing gaps where possible, curb ramp reconstruction, and traffic signal upgrades.

Update: Contractor is continuing working on signalization, drainage work, and paving operations. Intermittent lane closures are in place along Ham Brown Road to allow them to complete this work.

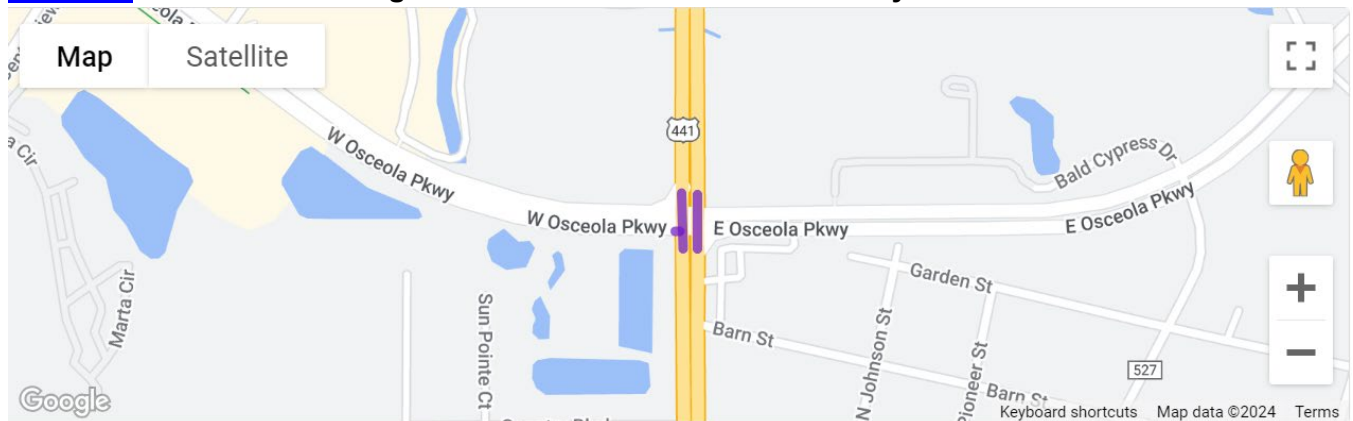
445709-1 13th Street (U.S. 192) from Florida Avenue to Michigan Avenue



- Contract T5779
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$3.5 million
- Project Start: September 2023
- Estimated Completion Summer 2024
- **Description:** The purpose of the project is to improve pedestrian safety along this section of 13th Street (U.S. 192) in St. Cloud. The project plans to add pedestrian activated signals and reconstruct the existing directional median at Florida Avenue and Indiana Avenue. The new signals would remain green for drivers on 13th Street until activated by a pedestrian. Once activated, the signal will turn to yellow and red, stopping traffic to allow the pedestrian to cross. Additionally, the project proposes to reconstruct and upgrade the existing signal on 13th Street at Michigan Avenue, including updated pedestrian features to enhance safety and meet current Americans with Disabilities Act (ADA) requirements.

Update: Contractor is currently working on overhead signals. All three new signals are expected to be live by the end of May 2024.

445801-1 S.R. 500/600 Orange Blossom Trail at Osceola Parkway

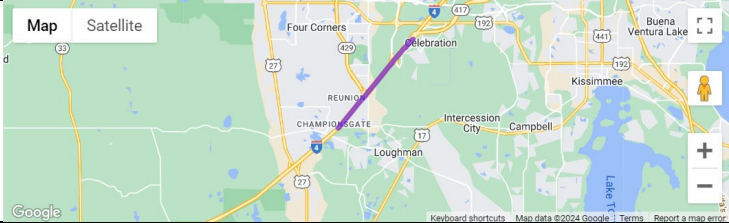
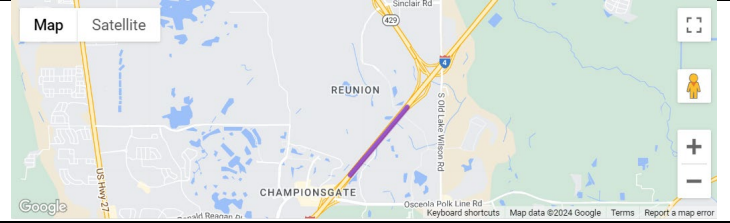


- Contract T5787
- Contractor: Atlantic Civil Constructors Corporation
- Project Cost: \$2.4 million
- Project Start: October 2023
- Estimated Completion: Spring 2024
- **Description:** The purpose of the project is to improve safety and operations at the intersection of Orange Blossom Trail (U.S. 441/S.R. 500/S.R. 600) and Osceola Parkway. The project will include signal modifications and left turn lane extension to improve overall safety and operations of the intersection. Proposed improvements also include sidewalk construction along eastbound Osceola Parkway to fill the existing sidewalk gap.

Update: Following the April 25th drill shaft installation, the contractor is currently working on signal conduit and tie in. Next on their schedule is the installation of uprights.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

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

443958-1	444329-1
	
<p>The purpose of this project is to mill and resurface all travel lanes on I-4 from the Polk County Line to west of State Road (S.R.) 417. This project will be constructed in conjunction with FPID 444329-1.</p>	<p>The purpose of this project is to add one auxiliary lane on both eastbound and westbound I-4 between County Road (C.R.) 532 and State Road (S.R.) 429. The westbound off-ramp to C.R. 532 will also be widened to two lane to increase off-ramp flow and capacity. This project will also mill and resurface S.R. 429 between I-4 and Sinclair Road. This project will be constructed in conjunction with FPID 443958-1.</p>

- Contract T5728
- Contractor: Southland Construction, Inc.
- Project Cost: \$10.4 million
- Project Start: November 2022
- Estimated Completion: Early 2024

Update: Construction on this project was completed in March 2024.

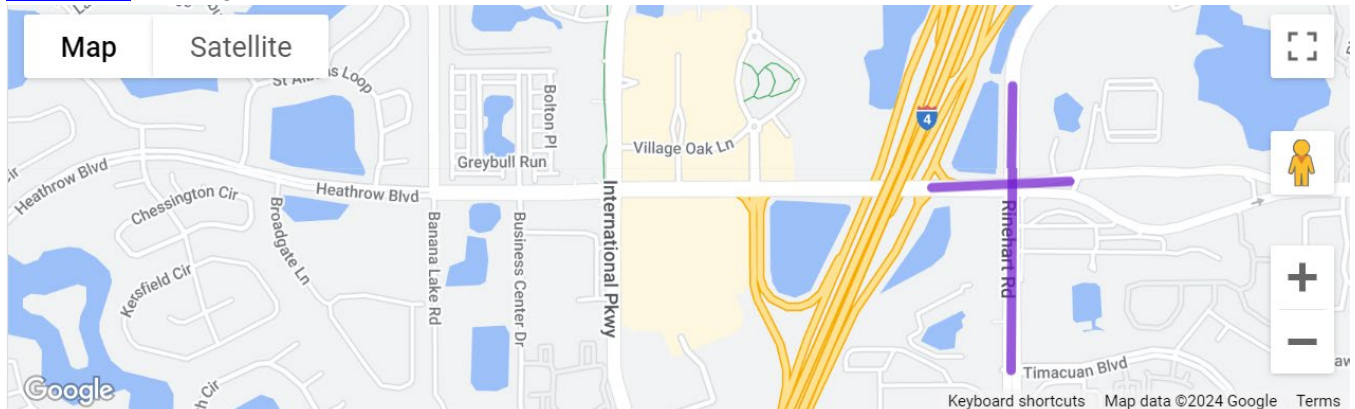
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None upcoming.

SEMINOLE COUNTY CURRENT PROJECTS:

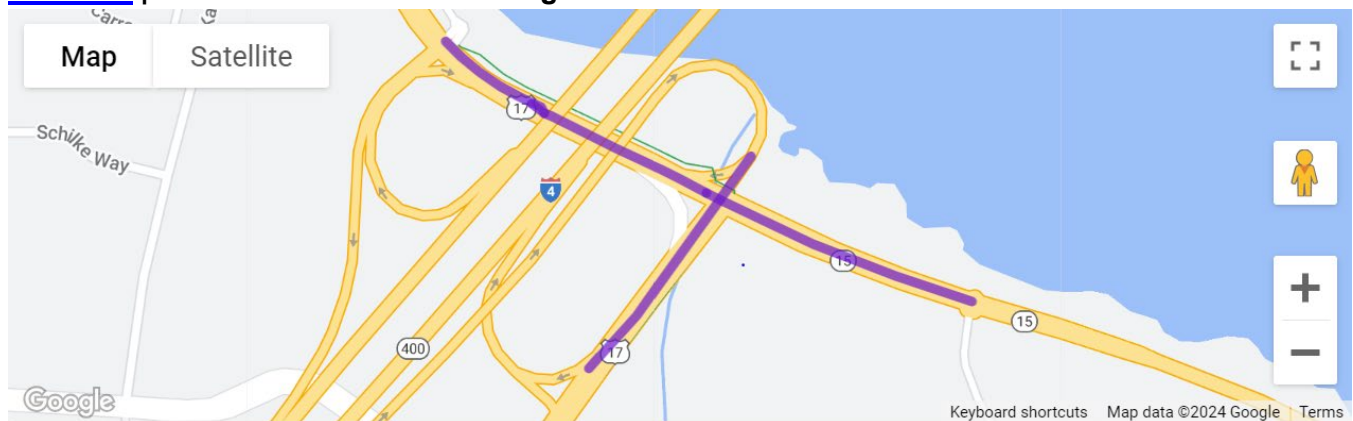
242592-6 County Road 46A and Rinehart Road Intersection



- Contract: E57B3
- Contractor: Atlantic Civil Constructors Corporation.
- Construction Cost: \$9.8 Million
- Project Start: October 2023
- Estimated Completion: Summer 2025
- **Description:** The purpose of the County Road (C.R.) 46A (H.E. Thomas Parkway) and Rinehart Road intersection improvement project is to increase traffic efficiency while reducing congestion onto the Interstate 4 (I-4) and C.R. 46A interchange. The proposed enhancements will increase capacity at the intersection by modifying select existing turn lanes and adding new turn lanes. Construction began in the fall of 2023 and is anticipated to reach completion in 2025. For the most up-to-date project information, please visit: [C.R. 46A and Rinehart Road intersection project.](#)

Update: The Contractor is currently backfilling the cantilever wall on EB C.R. 46A, clearing and grubbing, earthwork, widening work and the installation of Maintenance of Traffic per the Temporary Traffic Control Plan.

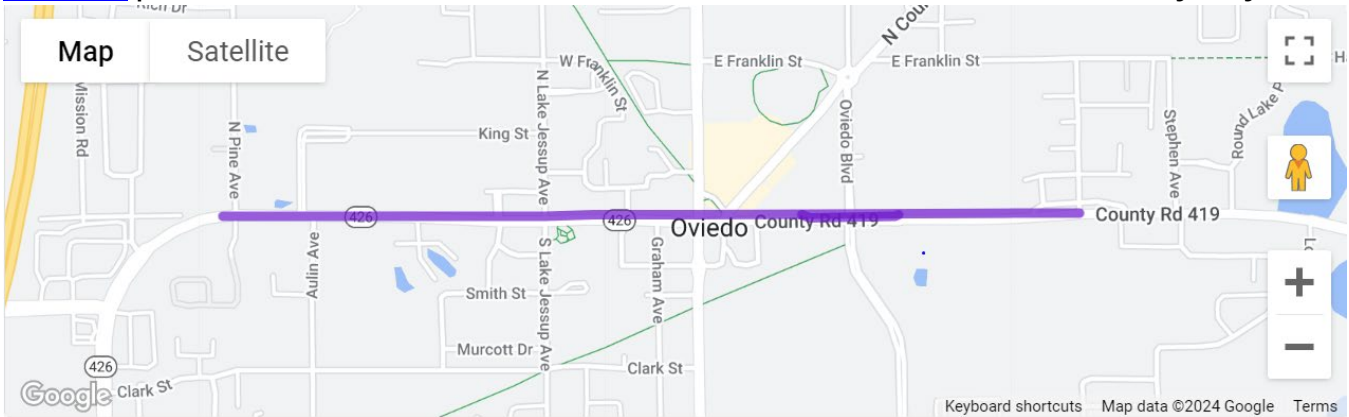
[242592-8](#) | I-4 and U.S. 17-92 Interchange



- Contract: T5795
- Contractor: Hubbard Construction Company
- Construction Cost: \$8.3 Million
- Project Start: October 2023
- Estimated Completion: Fall 2024
- **Description:** The purpose of this project is to improve safety, mobility and enhance operations at the Interstate 4 (I-4) and U.S. 17-92 interchange. Improvements include adding an additional right turn lane at the I-4 off-ramps and replacing the existing signalization at both I-4 ramp intersections with U.S.-17-92 with new mast arms. Construction started in the fall of 2023 and is expected to be completed by late 2024. For the most up-to-date project information, please visit: [I-4 and U.S. 17-92 interchange project.](#)

Update: The Contractor is currently working on erosion control and maintenance, stabilization, barrier wall work on the EB I-4 off ramp and the installation of Maintenance of Traffic per the Temporary Traffic Control Plan.

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



- Contract: T5736
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Fall 2024
- **Description:** The proposed improvements to State Road 426/County Road 419 begin at Pine Avenue and extend east to Adeline B. Tinsley Way for 1.4 miles. The proposed improvements include widening the two-lane roadway to a four-lane divided urban roadway. It will consist of two travel lanes in each direction, separated by a 22-foot-wide raised grassed median, bike lanes, and sidewalks on both sides. This project will also include improvements to Lake Jessup Avenue and Oviedo Boulevard. Improvements to stormwater ponds for drainage and flood control are included in this project, as well. In addition, a pedestrian hybrid beacon (PHB) is being installed at Oviedo High School to aid students in crossing SR 426. This PHB will stop traffic in both directions when activated and has been proven to reduce pedestrian crashes by 55% and reduce serious injury and fatal crashes by 15%.

Update: Contractor is continuing work on base, concrete curb and sidewalk, street lighting, signalization and asphalt paving along SR 426 from Pine Ave to SR 434. Contractor has recently reopened the reconstructed Geneva Dr to traffic and removed detour. Work has begun on widening of Oviedo Blvd. This includes new concrete curb and sidewalk, subgrade, base and asphalt paving. No detour in anticipated to be needed to complete this widening.

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

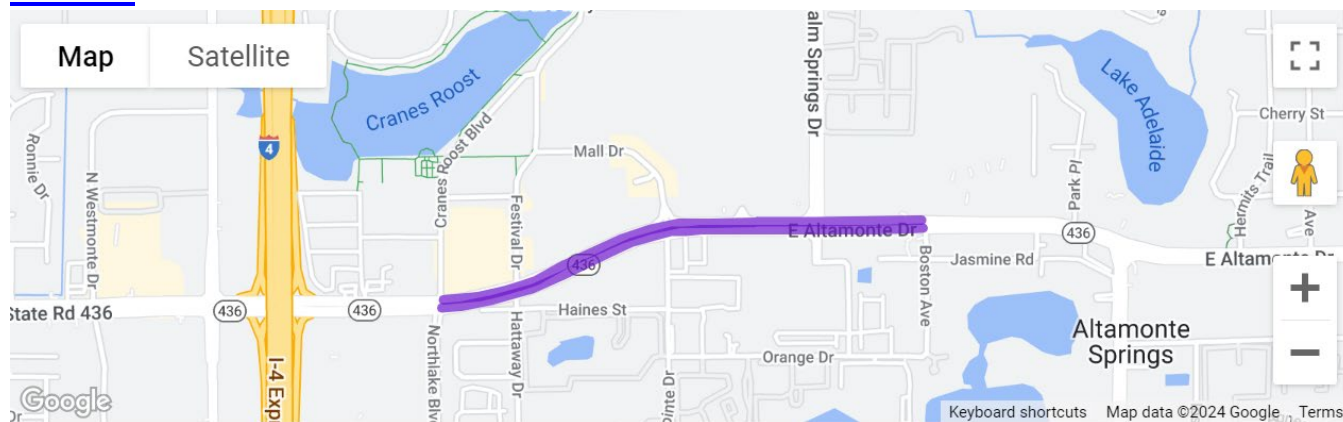
436679-1	436679-2	436857-1
<p>This project will extend existing right turn lanes on Orlando Drive (U.S. 17-92) to create continuous</p>	<p>The purpose of this project is to resurface the roadway, add a westbound right turn lane, restripe the two eastbound right turn lanes on Airport Boulevard,</p>	<p>This project consists of milling and resurfacing of the four existing lanes on U.S. 17-92 (Orlando Drive).</p>

<p>outside turn lanes in southbound and northbound directions.</p> <p>A pedestrian hybrid beacon (PHB) mid-block crossing will also be added onto Orlando Drive (U.S. 17-92).</p> <p>Pedestrian Hybrid Beacon Video</p> <p>What to do at PHBs</p>	<p>and install a new traffic signal with mast arm poles.</p>	
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- Contract: T5686
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$10.4 Million
- Project Start: March 2021
- Estimated Completion: Early 2024

Update: The Contractor is working on punch list items in order to reach final acceptance for the project.

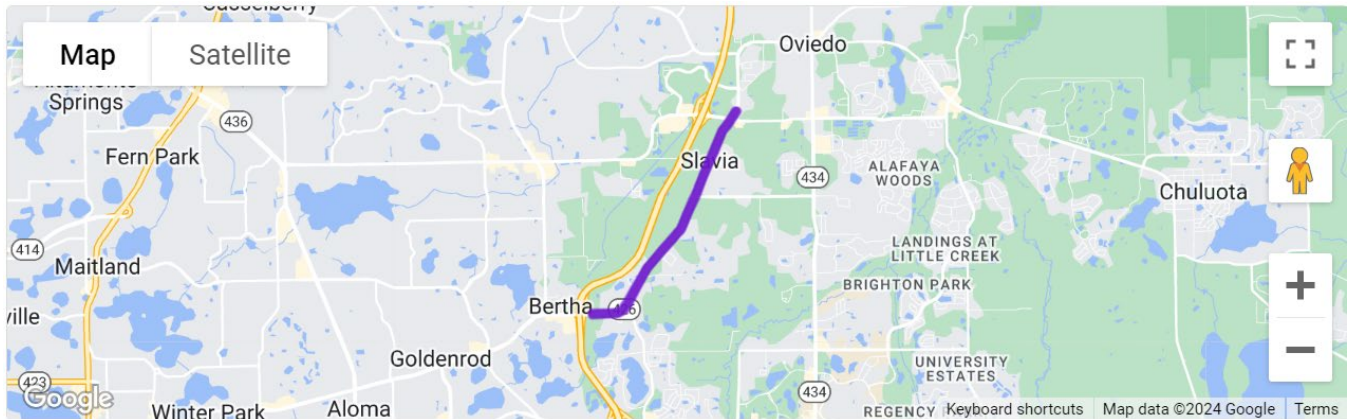
441140-1 SR 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue



- Contract: T5749
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$13.9 Million
- Project Start: June 2023
- Estimated Completion: Summer 2024
- **Description:** The purpose of the project is to resurface State Road (S.R.) 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue. Additional work includes sidewalk additions and reconstruction, curb ramps reconstruction, drainage improvements, signing and pavement markings, bicycle keyhole additions, traffic signal upgrades, and pedestrian lighting improvements.

Update: The Contractor is currently working on curb cut ramps, sidewalk improvements, traffic signalization including pedestrian features, street light pole foundations and permanent signs throughout the corridor. The contractor recently completed the structural lift of asphalt paving and pedestrian handrails throughout the project.

445221-1 State Road (S.R.) 426 from Mystic Lake / Starwood Drive to Eyrie Drive



- Contract: E56B8
- Contractor: P&S Paving, Inc.
- Construction Cost: \$6.7 Million
- Project Start: September 2023
- Estimated Completion: Fall 2024
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 426 from Mystic Lake Drive (Starwood Drive) to Eyrie Drive. This resurfacing project will include safety improvements for cyclists and pedestrians. These safety improvements include reconstructing curb ramps to meet current ADA (Americans with Disabilities Act) standards, enhancing pedestrian crossings, upgrading crosswalk signalization equipment, and enhancing pedestrian lighting at the signalized intersections. Speed feedback signs will be installed to notify drivers when the posted speed limit has been exceeded.

Update: The Contractor is currently conducting milling & resurfacing, along the project limits. Median separator improvements, concrete sidewalk, ADA curb ramp, and driveway pad replacements throughout the project are also ongoing, as well as pedestrian signalization improvements. Various lane closures are expected throughout the project.

RECENTLY COMPLETED:

None to report.



Memorandum

May 21, 2024

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: May 2024 Bicycle & Pedestrian Activity Update

City of Casselberry

Wrapping up construction for Southcot Drive Bicycle/Pedestrian Improvements. Together with the recently completed Sunset Drive Livable Street Improvements Project, this project has helped extend the Casselberry Greenway Trail by over one mile. A special double ribbon-cutting is scheduled on May 28th for both projects.

On May 13th the City Commission passed a Resolution adopting a Vision Zero Goal to eliminate traffic deaths and severe injuries on all City-owned streets by 2030 and all other streets in the City by 2040.

Orange County

Currently under construction:

- Shingle Creek Trail Phase 3
- Pine Hills Trail Phase 2A
- Innovation Way North Trail Phase 1A

Working on final FDOT construction plan approvals for Shingle Creek Trail Phase 1, Segments 2 and 3.

Reviewing bids for construction for the Lake Apopka Connector Trail.

Advertising for construction for Pine Hills Trail Phase 2B

Moving towards design:

- Little Econ Trail Phase 3 A-C
- Pine Hills Trail Phase 2C
- West Orange Trail Phases 4B and 4D
- Horizon West Trail Phase 1A are in or moving towards Design.

Post Design plan updates are under way for the Coast to Coast Trail (which includes the County's Pine Hills Trail Phase 3 and Clarcona Ocoee Connector Trail Phase 2).

Seminole County

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 1

Limits: Mellonville Ave from Seminole Ave to
Celery Ave. Celery Ave from Mellonville Ave to
343 feet east of Sipes Ave.

Status: Design at 99%. All ROW acquired.

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 2

Limits: Celery Ave from 343 feet east of Sipes
Ave to Chickasaw Dr.

Status: ROW acquisition at 70%.

EE Williamson Rd Trail Connector

Limits: East of I-4 Bridge to CR 427/Ronald
Reagan Blvd

Status: Project complete.

CR 419 at Snowhill Rd Sidewalk

Limits: Snowhill Rd to 7th Street

Status: Construction at 80% complete.

Oxford Rd Drainage & Sidewalk

Limits: Derbyshire Road to East Blvd (sidewalk
on west side only)

Status: Design plans at 100%. County and City
of Casselberry to enter an ILA for shared work
effort.

Old Lake Mary Rd Sidewalks

Limits: Windtree Ct to W 25th Street

Status: Design plans at 93%. ROW 92%
acquired.

Orange Blvd/CR 431 Safety Improvements
(includes Ped/Bike enhancements)

Limits: SR 46 to Monroe Rd

Status: Design and ROW acquisition ongoing.
Relocation and redesign of ponds continues.

Cross Seminole Trail Connector Ramps at US
17-92

Limits: Cross Seminole Trail at US 17-92.

Connect sidewalks on US 17-92 to the Trail.

Status: Project to be readvertised for
construction after just one high bid was
received.

Wymore Rd Drainage, Bike & Ped
Improvements

Limits: Orange County line to Spring Valley Rd

Status: Construction at 70%.

Central Seminole Trail – North Section
(formally Power Corridor Trail Study)

Limits: SR 434 at Winter Park Drive to Cross
Seminole Trail at US 17-92 via Power
Easement

Status: Project on hold.

Seminole Wekiva Trail Tunnels at SR 434 and
SR 436

Limits: One underpass at SR 434 at Orange
Blvd. and a second underpass at SR 436 at
Laurel St.

Status: 30% design work submitted for review.

SR 434 Improvements to include
Roundabouts and Bike/Ped/Trail
improvements

Limits: SR 417 to Franklin St.

Status: Design at 87%.

Oranole Road/Linneal Beach Sidewalks

Limits: Orange County Line to Playa Way.

Status: Design at 90%.

Lake of the Woods Blvd Crosswalk and
Sidewalk Gaps

Limits: Fontebranda Loop west to existing
sidewalk east of US 17-92

Status: Design complete. Construction
Procurement at 90%.

North Street Corridor Improvement Phase I

Limits: Raymond Ave / west North St / north
Palm Springs Drive

Status: Design plans at 93%.

North Street Corridor Improvements Phase 2

Limits: Palm Springs Drive from Center St to
North St

Status: Design procurement at 80%.

North Street Corridor Improvements Phase 3

Limits: North St from Palm Spring Drive to
Ronald Reagan Blvd

Status: Scope of Services changes underway.

Riverview Ave – Sidewalks

Limits: SR 46 to existing sidewalk at Narcissus
Ave

Status: Working on ROW acquisitions. Design
at 97%.

Sanford Ave and Rosehill Trail – RR Crossing

Limits: East side of Sanford Ave, north of
Rosehill Trail to north of CSX RR crossing.

Status: Design complete. Coordination with
CSX continues on several work products.

Tucker Drive Sidewalks
Limits: Ronald Reagan Blvd and north 470
feet to existing sidewalk.
Status: Design plans at 90% complete.

Air Quality Monitoring: Ozone Attainment Status

January - May

As of May 16, 2024

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	63	8-May
2023	63	5-May
2022	62	3-Apr
2021	60	28-May

2023 3-Year Attainment Average: 62

2024 Year-to-Date 3-Year Running Average: 63

Change **1**

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	65	14-Apr
2023	61	5-May
2022	62	22-Apr
2021	60	23-Mar

2023 3-Year Attainment Average: 61

2024 Year-to-Date 3-Year Running Average: 63

Change **2**

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	64	19-Apr
2023	69	10-Jun
2022	60	3-May
2021	62	28-May

2023 3-Year Attainment Average: 64

2024 Year-to-Date 3-Year Running Average: 64

Change **0**

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2024	66	19-Apr
2023	66	6-Sep
2022	62	3-May
2021	54	21-Mar

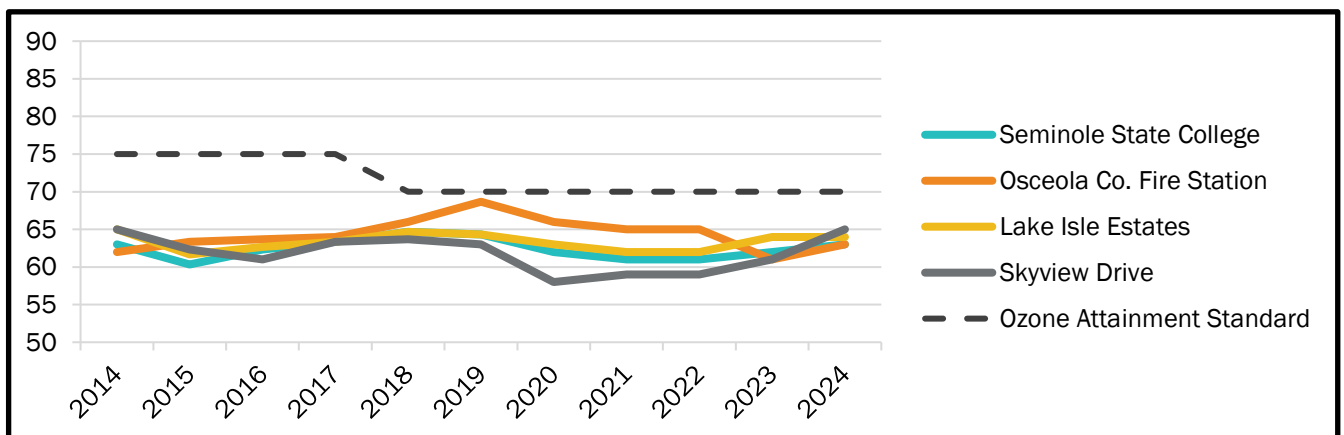
2023 3-Year Attainment Average: 61

2024 Year-to-Date 3-Year Running Average: 65

Change **4**

10-Year Historic Ozone Attainment Status

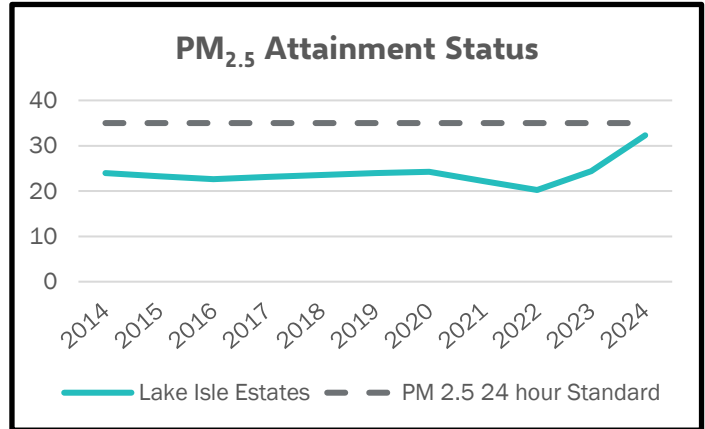
(Displayed in Parts per Billion)



Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of May 16, 2024

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2024	44	1-Jan
2023	34	3-Oct
2022	19	10-Aug
2021	20	5-Feb

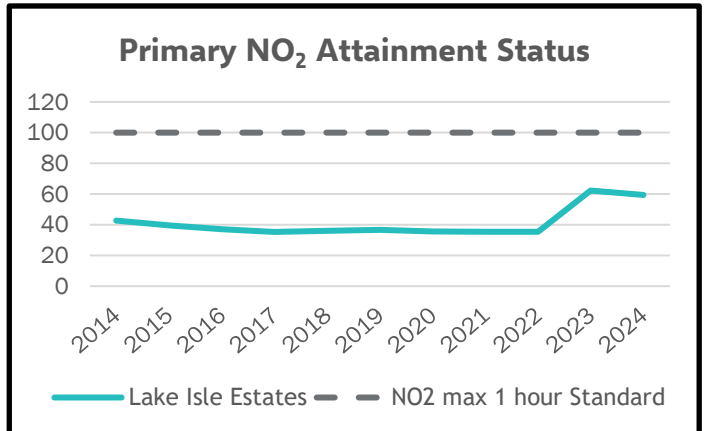
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2024	32
98th percentile, 3 year average - 2023	24



Air Quality Monitoring: Primary NO₂ Attainment Status As of May 16, 2024

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2024	28	20-Mar
2023	114	9-Jan
2022	36	28-Nov
2021	36	6-Apr

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2024	59
98th percentile, 3 year average - 2023	62



Source: Florida Department of Environmental Protection

May 2, 2024

The Honorable Maxwell Frost
U.S. House of Representatives
1224 Longworth House Office Building
Washington, DC 20515

Re: FY 2025 Community Project Funding – LYNX Central Station Modernization Project

Dear Representative Frost:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola and Seminole Counties, I want to express our support for the Central Florida Regional Transportation Authority's FY 2025 Community Project Funding request for the LYNX Central Station Modernization Project. LYNX Central Station is the central hub for the LYNX public transportation network and is located in Downtown Orlando providing access to government services, businesses, education, and recreational venues for commuters and visitors.

The overall project includes upgrades to the LYNX Central Station (LCS) to improve passenger service and safety and increase operational capacity and efficiency at the central transfer station. The planned upgrades include installing enhanced real-time passenger signage at the LCS's 24 actively used bays. Providing real time departure information ensures that bus passengers have access to reliable and dependable information to plan their trips and reach their destination. Funding will also be used to reconstruct existing bus bays at the LCS to accommodate 60-foot articulated buses. When the central station opened, the bus bays were not designed for modern articulated buses that allow more passengers and rapid boarding. Redesigning the bus bays accommodates longer buses, improves pedestrian safety, reduces the risks of accidents, and help to keep buses on schedule. All of these improvements contribute to making the system more reliable and dependable for passengers.

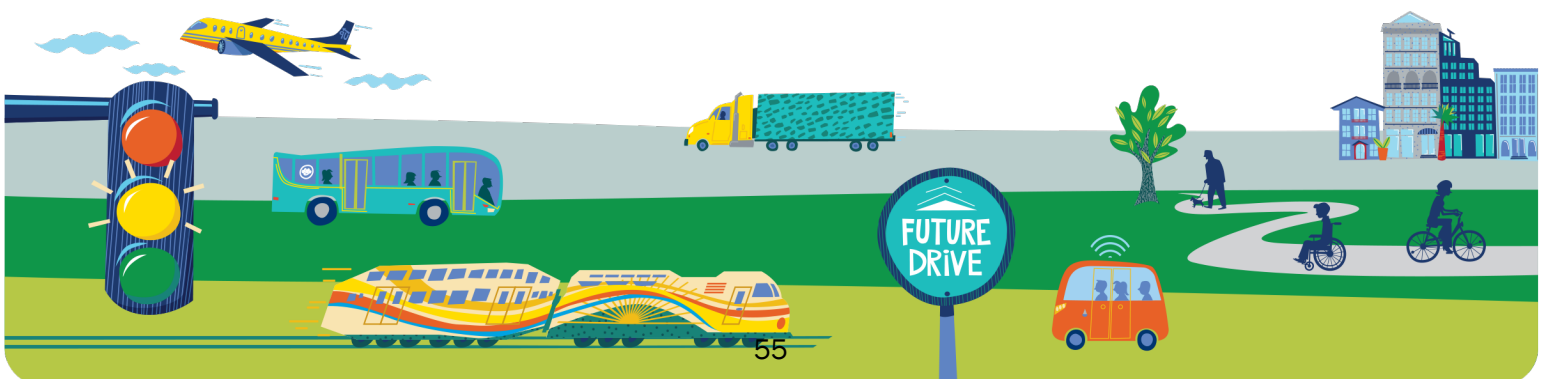
Implementing this project will result in safer, more efficient and reliable transit access for passengers who rely on public transit to get to work, school, and other essential destinations. Public transit is critical to reducing congestion, increasing mobility and improving the air quality in our region. This project helps to improve LYNX's passenger services and operations, which benefits the entire community.

I am pleased to offer our support for LYNX's Community Project Funding request. If you have any questions, please feel free to contact me at 407 481-5672 or Gary.Huttmann@metroplanorlando.gov.

Sincerely,



Gary Huttman, AICP
Executive Director



May 2, 2024

The Honorable Darren Soto
U.S. House of Representatives
2353 Rayburn House Office Building
Washington, DC 20515

Re: FY 2025 Community Project Funding – LYNX Digital Signage Program

Representative Soto:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola and Seminole Counties, I want to express our support for the Central Florida Regional Transportation Authority's FY 2025 Community Project Funding request for the LYNX Digital Signage Program. The funding will be used to purchase and install digital signs at LYNX transfer centers, also known as SuperStops, to communicate real-time and other critical information to passengers utilizing LYNX fixed route transit services.

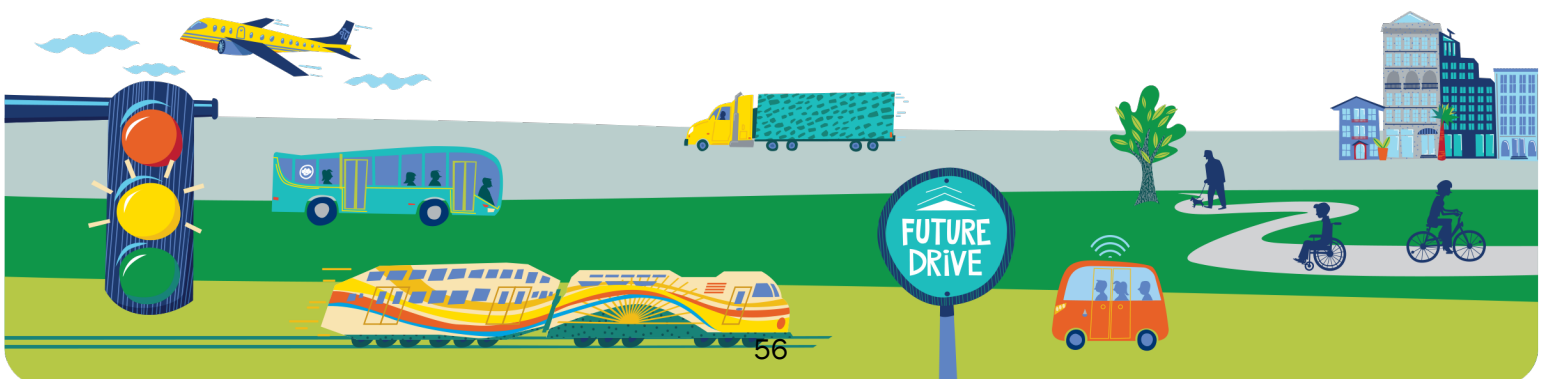
The benefits of providing real-time transit data to passengers include reduced wait times, reduced travel time, and increased transit use. This has significant benefits for transit riders going to work, school, and other essential destinations as well as providing improved mobility and environmental benefits for the region. Furthermore, by providing real-time passenger information signs throughout the LYNX service area, the burden to have a smartphone, with a data plan, or to download another app, is lessened. By removing as many barriers to accessing public transit as possible there is the potential to reduce local and regional traffic, which lessens congestion, improves air quality, and overall traveler safety.

I am pleased to offer our support for LYNX's Community Project Funding request. If you have any questions, please feel free to contact me at 407 481-5672 or Gary.Huttmann@metroplanorlando.gov.

Sincerely,



Gary Huttmann, AICP
Executive Director



May 8, 2024

Mr. Jatish Patel
CEO, Flow Labs
1448 Madison Street
Oakland, CA 94612

RE: Small Business Innovation Research (SBIR) Complete Streets AI Initiative Proposal

Dear Mr. Patel:


On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I support the development of the Integrated Graph Neural Network technology that is proposed in this SBIR application.

MetroPlan Orlando has planned, supported, and advanced the region's network of Complete Streets since the approval of our *Regional Complete Streets Policy* in 2020. I understand there are limitations to the existing tools available for Complete Streets programs. I am excited at the prospect of the proposed Flow Labs Integrated Graph Neural Network technology that will address the data and tooling gaps for our Complete Streets programs. This innovation will dramatically improve our understanding of the current infrastructure, transportation usage and travel behaviors (especially for vulnerable road users), while integrating it with contextual information. We believe this approach has the potential to scale across our entire region, covering a population of over 2 million residents, and can enable us to make better Complete Streets decisions with greater speed and efficiency.

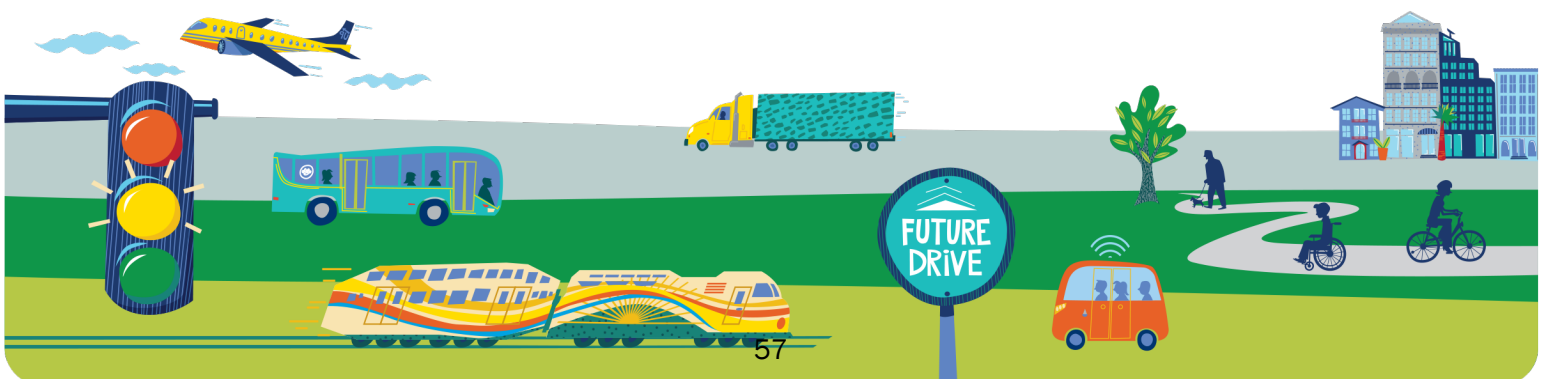
This technology will benefit our industry in general and MetroPlan Orlando specifically. MetroPlan Orlando looks forward to working with Flow Labs as an end user representative to inform a decision support system appropriate to public agency needs and use cases. MetroPlan Orlando will participate with Flow Labs to verify data validity with on-the-ground knowledge and confirm the validity and usefulness of the new data layers created.

I support the research and development of this innovative technology proposed in this SBIR application and encourage your favorable review.

Sincerely,



Gary Huttman, AICP
Executive Director



May 20, 2024

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

Re: 2025 Intermodal Development Grant – (*LYNX Central Station Bus Bay Reconstruction*)

Dear Secretary Tyler,

On behalf of MetroPlan Orlando, I am pleased to provide this letter of support for State Fiscal Year 2025 Intermodal Development funding for the reconstruction of six bus bays at LYNX Central Station (LCS). LYNX will conduct design, permitting, construction, and CEI of the new bus bays to accommodate modern 60-foot articulated buses.

LCS is an important intermodal transportation hub that provides bus and rail connections to some of the region's most important activity centers, including Walt Disney World Resort, Universal Orlando Resort, International Drive, and Orlando International Airport. The safety of pedestrians and passengers at LCS is paramount and the reconstruction of bus bays will reduce the risk of collisions and other serious conflicts. MetroPlan Orlando supports the request for \$2,900,000 in state funding to support design, permitting, construction and CEI.

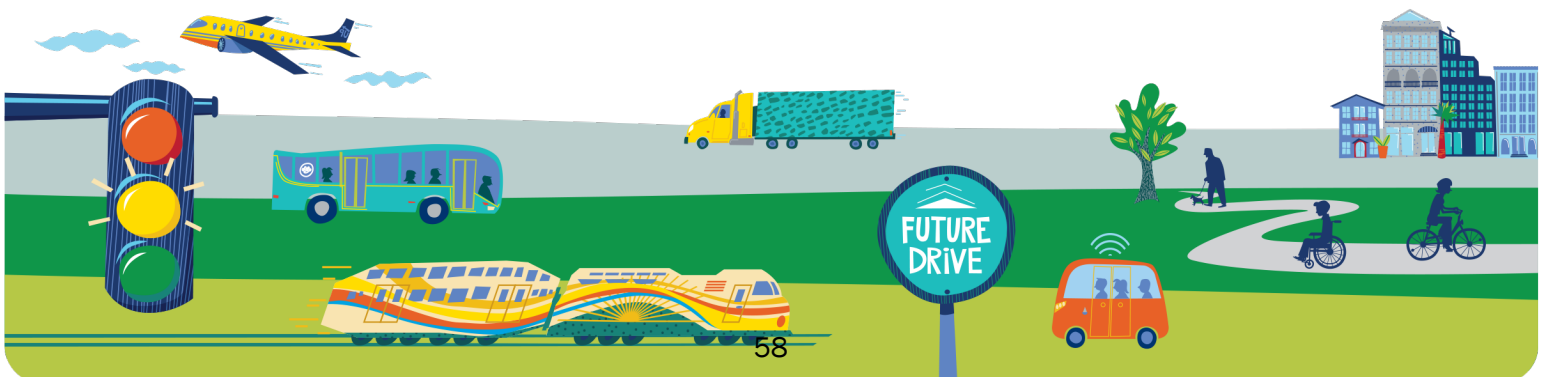
MetroPlan Orlando is encouraged by the opportunity to provide enhanced transportation facilities that are compatible with higher capacity vehicles. It is important that existing high-ridership routes operate in the safest and most operationally efficient way possible. Expanded bus bays will allow for a larger fleet of articulated buses to operate on high-frequency routes. As the region continues to grow, LYNX will require these additional resources to meet Central Florida's mobility needs.

I appreciate your favorable consideration of this request.

Sincerely,



Gary Huttmann, AICP
Executive Director



May 20, 2024

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

RE: Cocoa Multi-Modal Passenger Station and Rail Project - CRISI Grant Program

Dear Secretary Buttigieg,

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I write to express our support for the *Cocoa Multi-Modal Passenger Station and Rail Project* (“Project”) that the City of Cocoa is pursuing through the Consolidated Rail Infrastructure and Safety Improvements (“CRISI”) Grant. This transformative project represents a critical investment in the community’s economic development, regional mobility options, and environmental sustainability.

The investment in this *Project* will enhance the region’s transportation network by linking cities together, and creating a stronger, more integrated economy. The *Project* offers substantial economic benefits including the creation of numerous jobs, stimulating local business, and attracting development to the area.

The *Cocoa Multi-Modal Passenger Station and Rail Project* is a critical step in providing a mobility option, reduce the reliance on automobiles, and advance Brevard County as a regional hub between rail stations in South Florida, Orlando, and the future expansion to the Tampa area. The project will provide a faster and more efficient means of transportation that will improve safety and quality of life for residents and the many visitors to Central Florida.

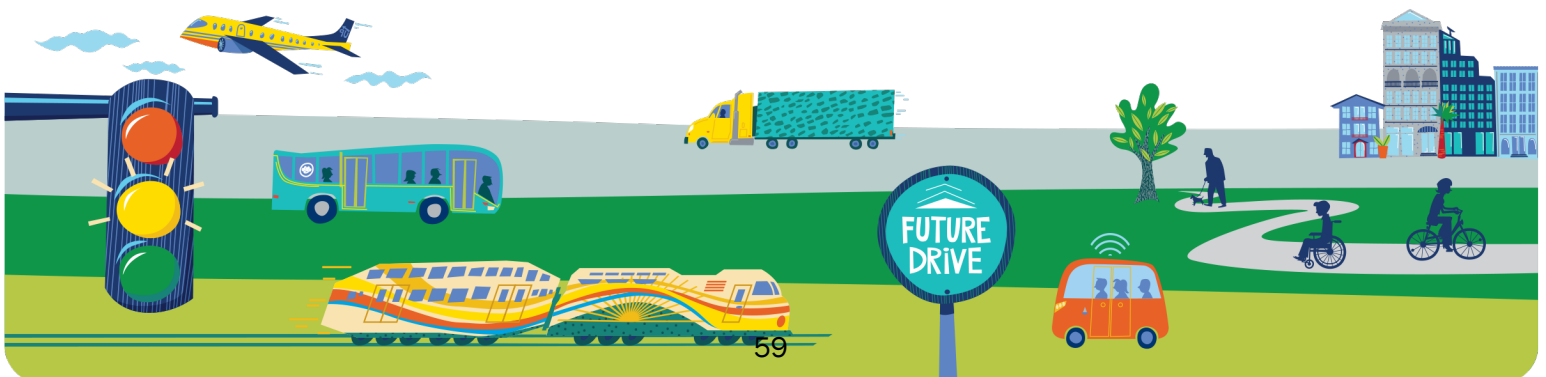
In addition to the shared interests and collaboration of our region, the *Project* is consistent with the goals in our Metropolitan Transportation Plan.

Thank you for your favorable consideration of this project that supports Florida's Space Coast and beyond.

Sincerely,



Gary Huttman, AICP
Executive Director



May 22, 2024

Sylvia Butterfield, Acting Assistant Director
Centers for Research and Innovation in Science, the Environment and Society (CRISES)
Directorate for Social, Behavioral and Economic Sciences
National Science Foundation
2415 Eisenhower Avenue
Alexandria, Virginia 22314

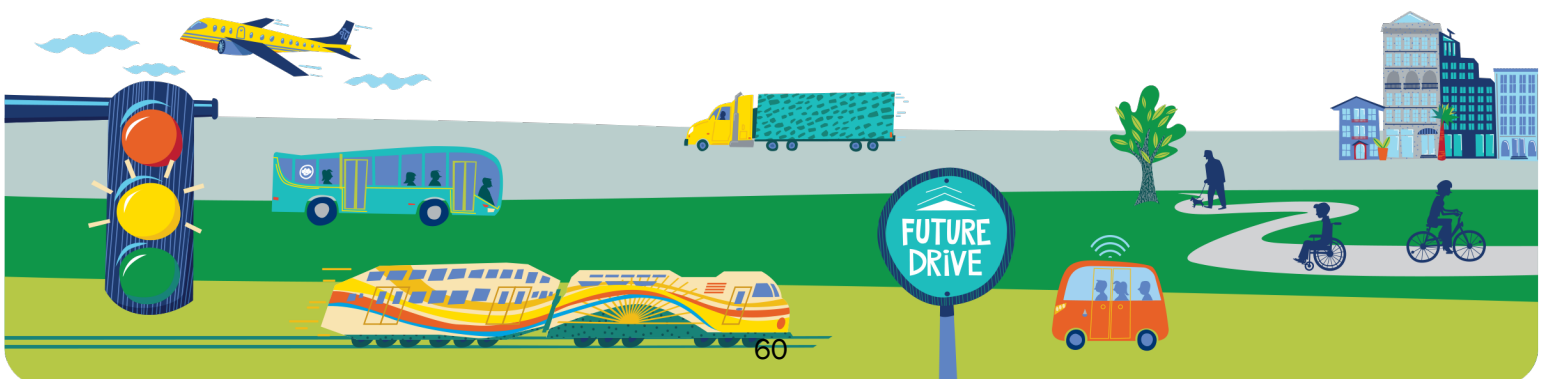
Dear Sylvia Butterfield,

If the proposal submitted by Drs. Naim Kapucu, Barbara Andraka-Christou, Yue 'Gurt' Ge, Fernando Rivera, Timothy Sellnow, Kelly Stevens, Thomas Wahl, and Murat Yuksel, entitled "Planning: CRISES: Urban Resilience Institute" is selected for funding by the NSF, it is my intent to collaborate and/or commit resources as detailed in the Project Description or the Facilities, Equipment and Other Resources section of the proposal.

Sincerely,



Gary Huttman, AICP
Executive Director
Metro Plan Orlando
321 732-6365
Gary.Huttman@Metroplanorlando.gov



May 22, 2024

Ms. Anna Hopkins
Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Greenways and Trails
Northeast/Central Regional Coordinator
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Re: Florida Department of Environmental Protection, Office of Greenways and Trails Consideration - Trail Town Designation

Dear Ms. Hopkins,

On behalf of Metroplan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola and Seminole Counties I want to express our support for the City of Sanford to be designated as a Florida Department of Protection, Office of Greenways and Trails Trail Town.

The Sanford River-Walk provides visitors from near and far a safe alternative transportation network for leisure and exercise, whether they are bicycling, walking, jogging, or even skating. It's good to note that MetroPlan Orlando works closely with the various Central Florida jurisdictions, industry professionals, and the public to shape multi-modal options for residents, visitors, including the many Central Florida trail enthusiasts as well.

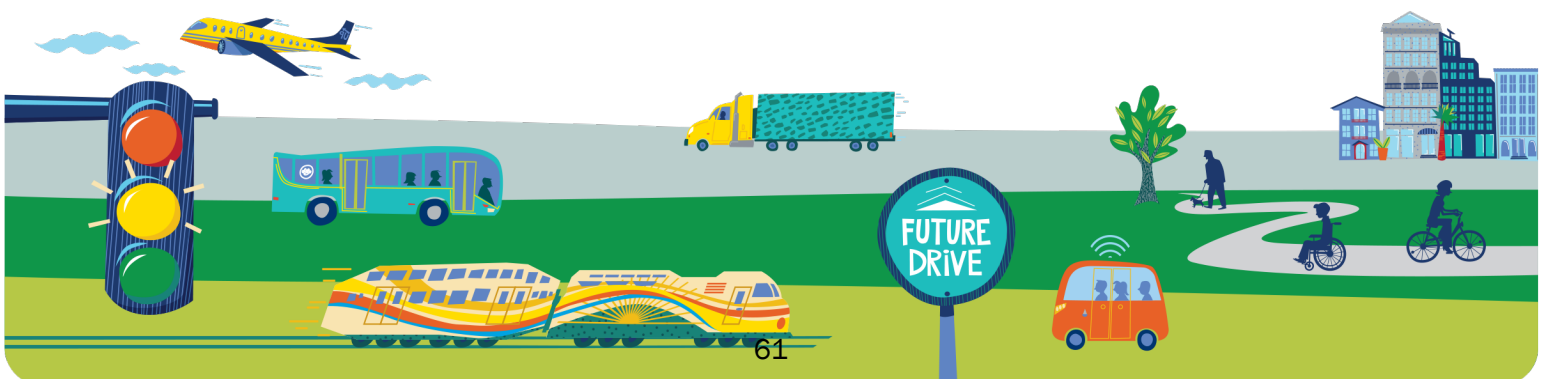
The Sanford River-Walk enhances Florida's efforts to encourage eco-tourism, economic development, bicycle and pedestrian safety, and environmental stability.

Therefore, it is without hesitation that I offer MetroPlan Orlando's support for City of Sanford to become an approved Trail Town.

Sincerely,

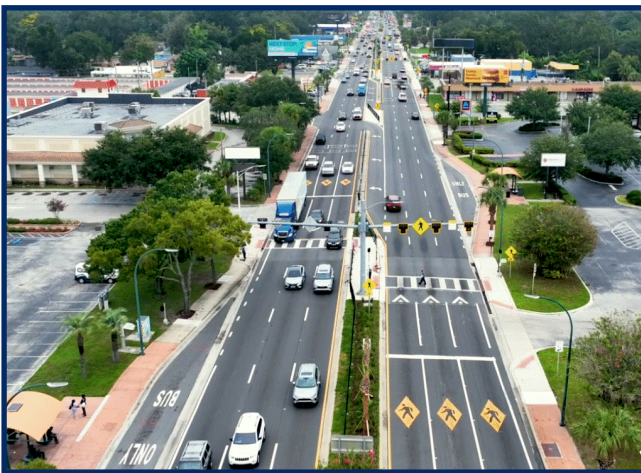


Gary Huttman, AICP
Executive Director



CENTRAL FLORIDA SAFETY STRATEGIC PLAN

Achieving **ZERO** serious injuries and fatalities
TOGETHER



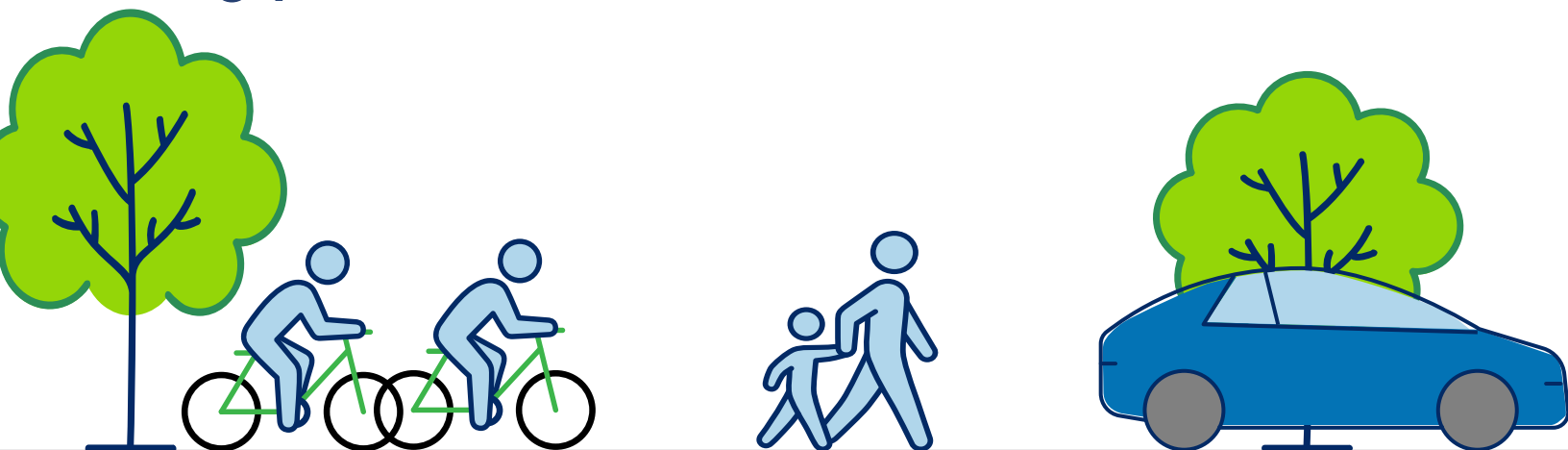
May 2024



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LETTER FROM THE SECRETARY



Dear Central Florida Safety Partners,

On behalf of the Florida Department of Transportation District 5, I want to thank you for prioritizing safety in your communities as we work together to “get to zero.”

We are excited to release the **Central Florida Safety Strategic Plan (CFSSP)** which provides a bold framework on how we can work even more collaboratively across the District to address our safety challenges on both state and local roads. While we are making progress, there is still much work to be done to improve safety in our region.

Reducing and eliminating severe injuries and fatalities in our region will require collaboration, teamwork, and partnerships across all agencies and stakeholders. It will likely also require us to think beyond infrastructure solutions and consider innovative approaches that may include technology, education, and new partnerships beyond those we have already explored.

The CFSSP is built around three core themes of:

- Increased Collaboration
- Thinking Beyond Infrastructure
- Continued Focus on Safety

Over the last six months, **partners from across the region** gathered in numerous workshops with District 5 staff to identify successes, challenges, and action steps that will help us “**get to zero**” fatalities and serious injuries. These action steps have been organized under the three themes listed above. This action-oriented plan enables us to prioritize resources and create focus areas for my staff as we advance our annual work programs.

The CFSSP is envisioned to be a dynamic 5-year plan where we update the action steps annually so we can adjust to emerging issues and create collaborative safety solutions with our partners. To ensure that we continue to move in the right direction towards Zero, we will be forming a Steering Committee to help guide the progress of the CFSSP.

Thank you again for your efforts in making Central Florida’s transportation system safer. We look forward to working with all of our partners as we strive to get to zero, together.

John E. Tyler, P.E.

District 5 Secretary
Florida Department of Transportation (FDOT)



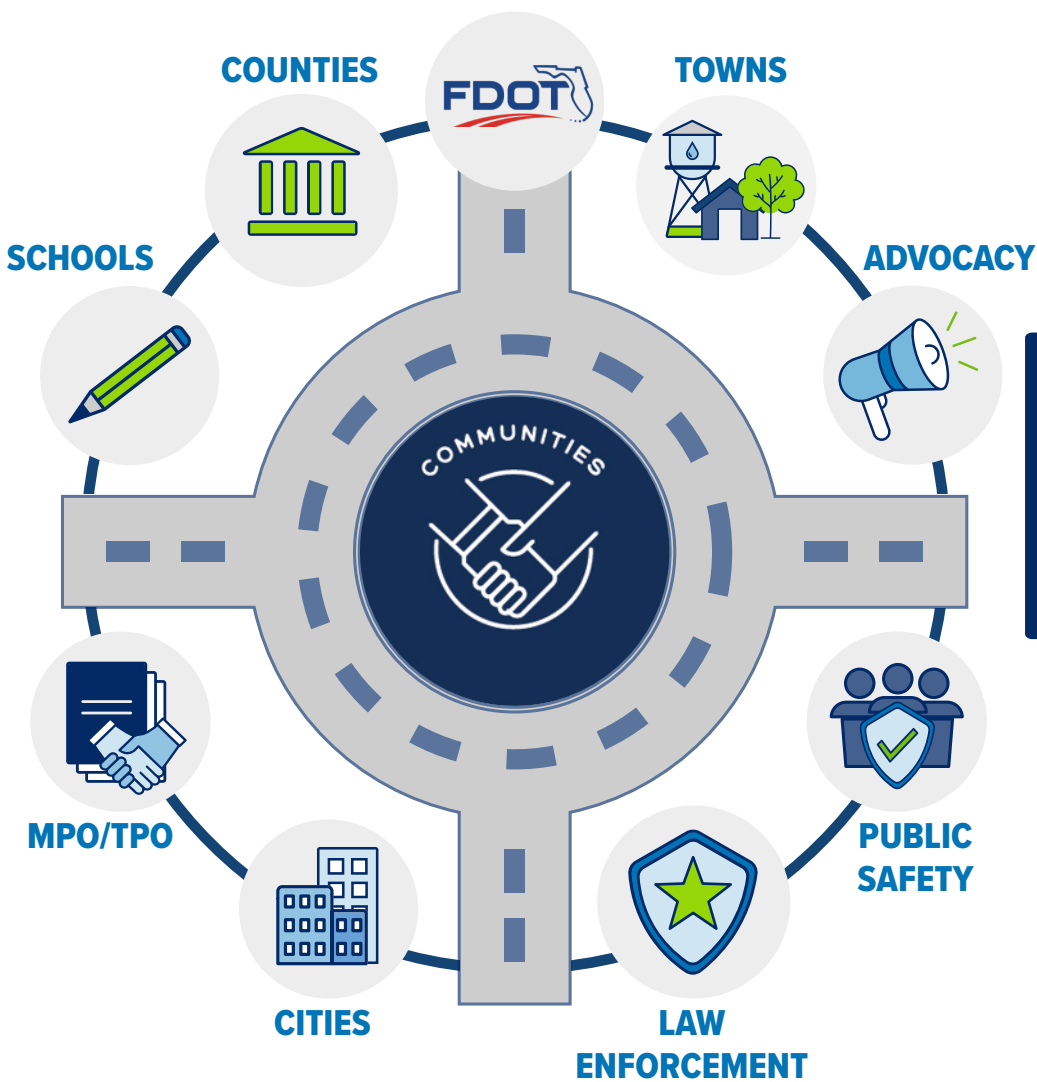


01

What is our Vision?

SAFETY STRATEGIC PLAN

Our Vision for a Safety Strategic Plan Consists of 4 Key Platforms



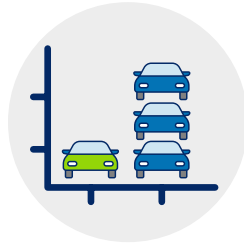
“
Communities are at the center of everything that we do.
- Secretary Tyler
”



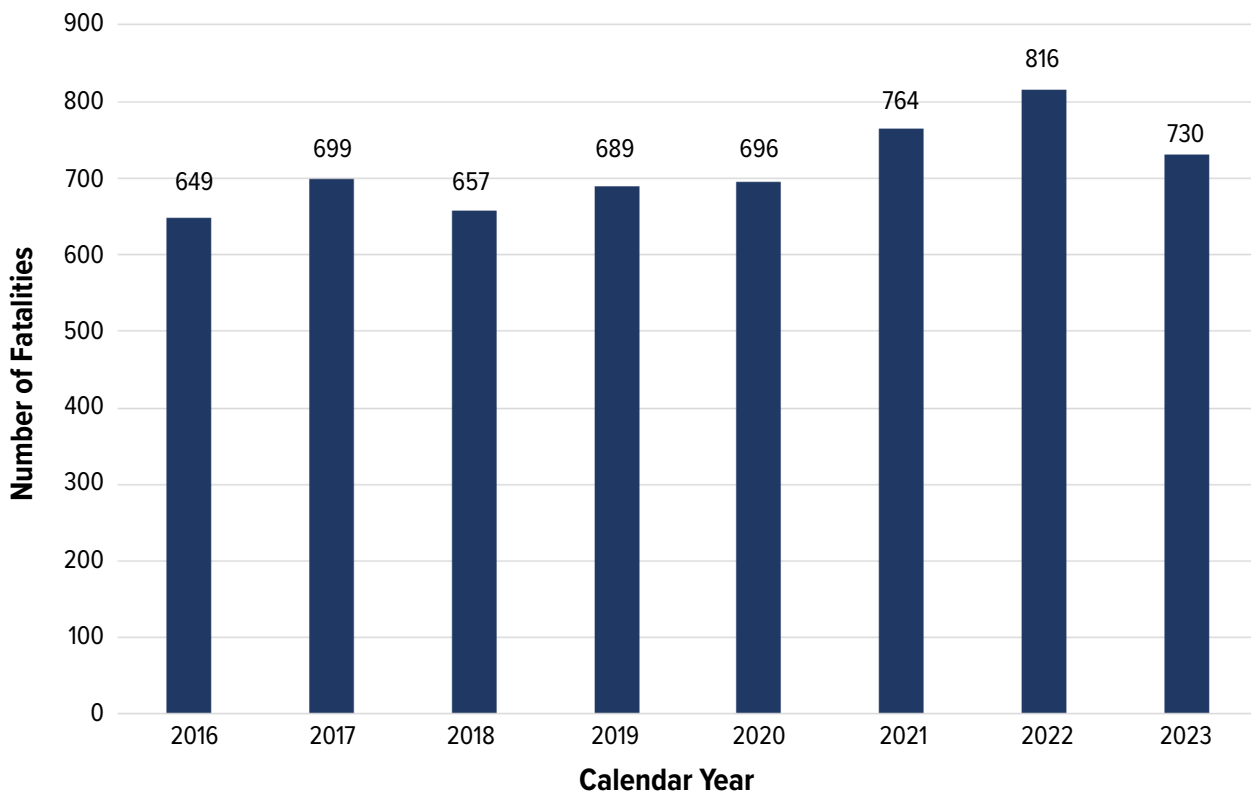
02

**Why do
we need
a Safety
Strategic
Plan?**

District 5 Fatalities



The numbers are sobering. Working together with our Central Florida partners, **we are seeking to change this to “achieve zero.”** We recognize achieving zero fatalities and serious injuries **will not be easy** and will require commitment, energy, and innovation. We also acknowledge that some policies, procedures, and practices must change; business as usual is not enough and systemic changes are needed to make meaningful progress.



Fatalities to date as of February 29, 2024 (Data Source: Signal Four Analytics)

SAFETY STRATEGIC PLAN



2 people die and **9** people are seriously injured on roads in Central Florida **each day**. They are wives, husbands, mothers, fathers, brothers, sisters, sons, daughters, friends, co-workers, and neighbors.



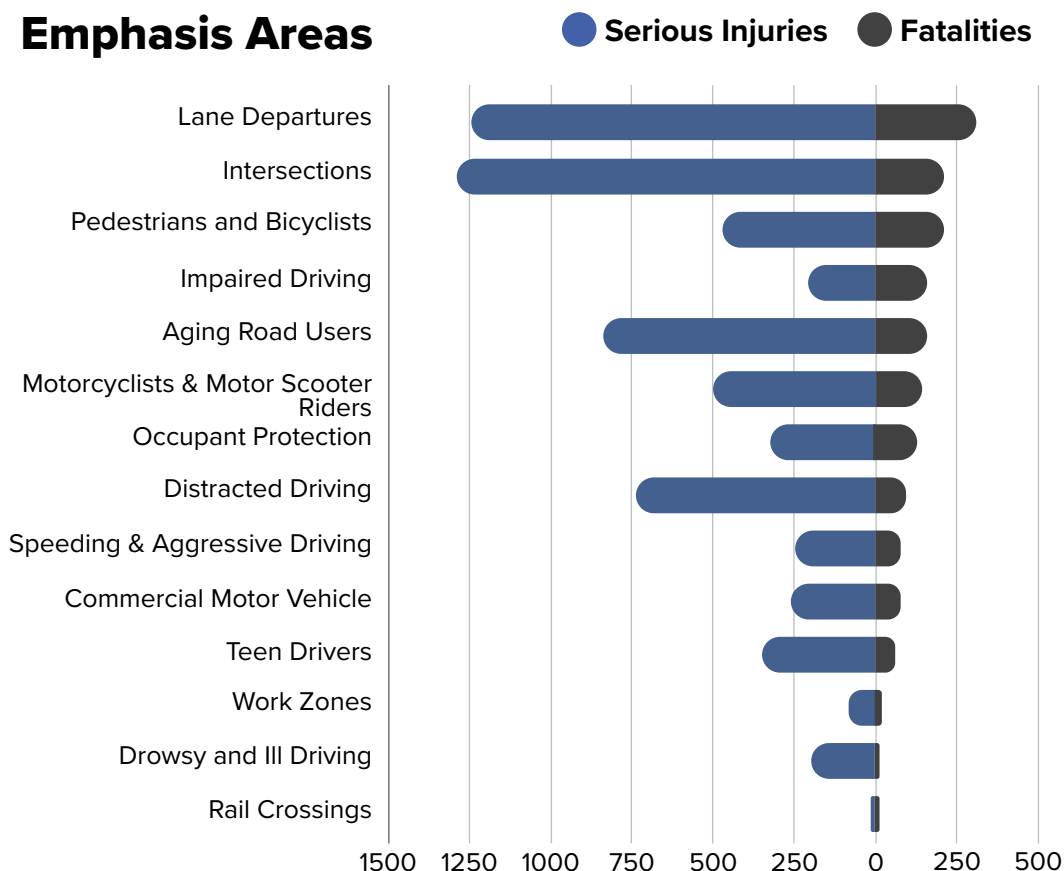
(Data Source: Signal Four Analytics)

This is simply unacceptable.

SAFETY STRATEGIC PLAN

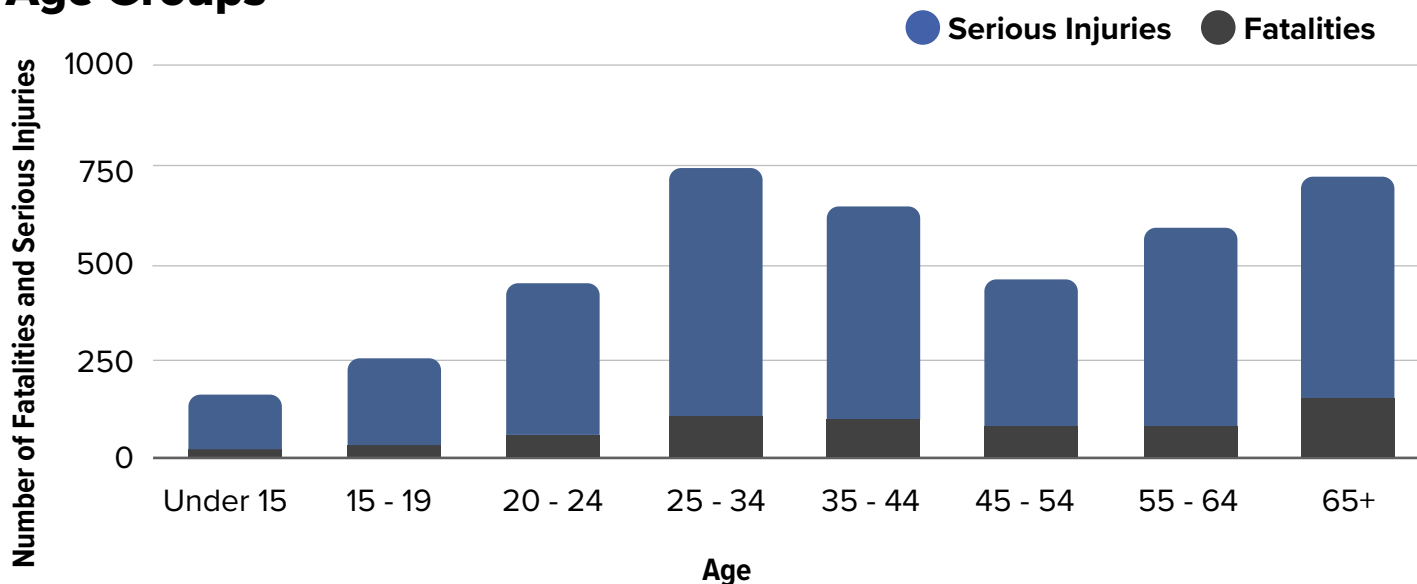
What Does the Crash Data in Central Florida Tell Us?

Emphasis Areas



This is the data from 2023 from **Signal Four Analytics**. As we can see there are **many different types of crashes** that involve people of **all ages** in District 5.

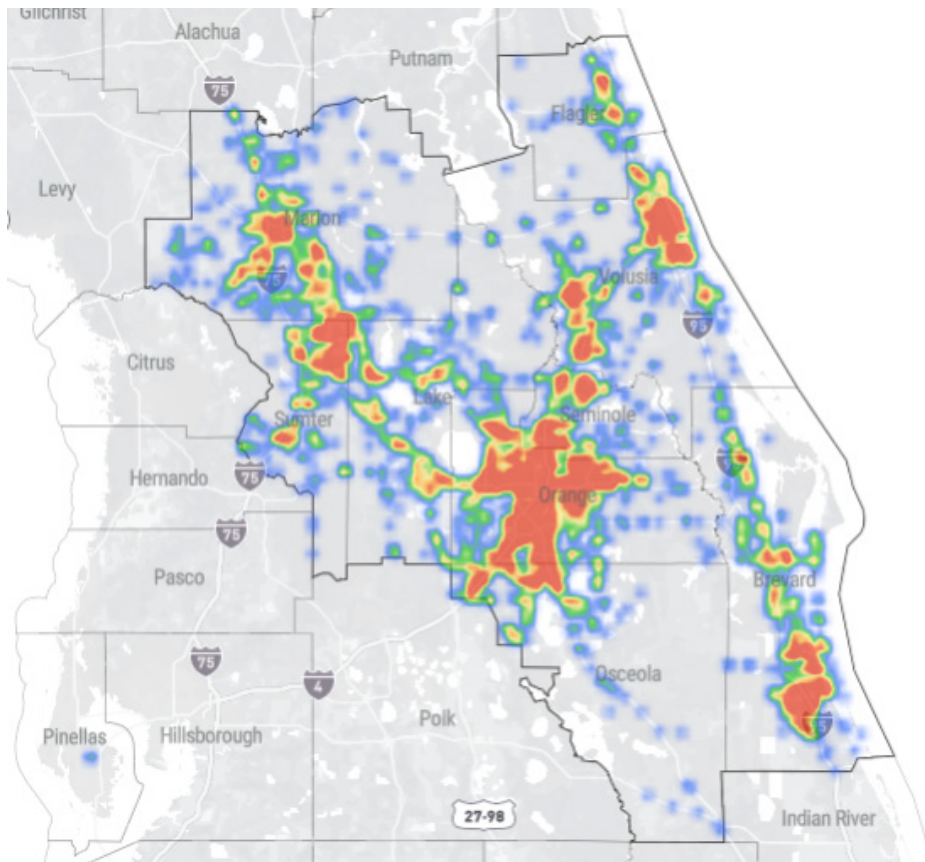
Age Groups



SAFETY STRATEGIC PLAN



To **get to zero**, it is going to take all of us working together in Central Florida. Improving safety on all streets (state and local) will be necessary to meet our goals. There is much work to be done, but we believe Central Florida is up to the task.



Fatalities and Injuries in Central Florida 2023 (Data Source: Signal Four Analytics)

The Safety Strategic Plan is a step in the right direction.



03

What is the Safety Strategic Plan?

What is the Safety Strategic Plan?

1

Plan that focuses on **safer street designs and changing behaviors** and prioritizes **getting to zero fatalities and serious injuries**.

2

Identifies **internal** and **external** opportunities for collaboration and enhancements in meeting District 5's goals of getting to zero.

3

Builds upon the **excellent Vision Zero work** being done by our **partners throughout District 5**.

4

Creates an **action-oriented 5-year plan** with **1-year, 3-year, and 5-year goals** to facilitate advancements in getting to zero across District 5.



04

**How was
the Safety
Strategic
Plan
developed?**

SAFETY STRATEGIC PLAN

Through a 7-Step Interactive Process with Internal and External Partners

Step 1 | August 2023

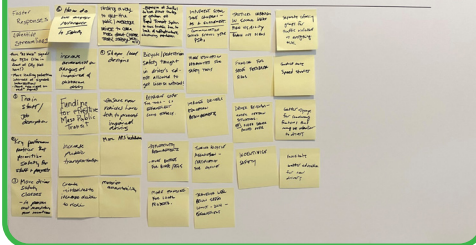
Office of Safety (OOS) hosted kick-off with District 5 Leadership Team, launched by Secretary Tyler. Introduced culture shaping, celebrated successes, and discussed challenges with advancing safety.



Step 2 | September 2023

Consultant staff conducted individual interviews with FDOT staff, to encourage open conversation around improvements in internal and external collaboration.

AS YOU THINK TO THE FUTURE, HOW WOULD YOU LIKE TO SEE SAFETY IMPROVE ACROSS CENTRAL FLORIDA?



Step 3 | October 2023

Beginning stages of developing draft action steps, to be evolved as stakeholder engagement occurs.

Step 4 | January - March 2024

Hosted multiple workshops and culture-shaping conversations with District 5 partners to address collaboration opportunities and safety efforts.

Step 5 | March - April 2024

Drafted Safety Strategic Plan and Action Steps based on workshop feedback.



Step 6 | April 2024

Reviewed draft Safety Strategic Plan action steps with District 5 department heads, key staff, and external stakeholders.

Step 7 | May 2024

Released the Safety Strategic Plan throughout District 5 and hosted the inaugural Central Florida Safety Summit.

SAFETY STRATEGIC PLAN



 The Plan was developed through many conversations and brainstorming workshops. 



05

**How were
the Action
Steps
developed?**

SAFETY STRATEGIC PLAN

The **Action Steps** were identified through numerous **interviews, workshops, and culture-shaping conversations** with FDOT D5 staff, Central Florida partners, advocates, and safety professionals throughout District 5.

SAFETY STRATEGIC PLAN



Many **agencies** and **partners** across Central Florida participated in workshops to shape the **Safety Strategic Plan.**

SAFETY STRATEGIC PLAN



Ideas around **Successes, Challenges, and Action Steps** were identified in our workshop conversations.

IN THE LAST 5 YEARS, WHAT DO YOU PERCEIVE AS THE SUCCESSES IN HOW WE ARE WORKING TOGETHER TO ADDRESS TRANSPORTATION SAFETY?

Workshop notes on successes in transportation safety:

- Target Speed Approval:** More cities/counties participating in regionalized approval for speed limit changes.
- Prioritizing People Not Vehicles:** Being able to have the opportunity to present a change request/planning during public safety for schoolchildren at school drop-off/pick-up.
- Business Case:** "No Time as Best" - "When not doing" safety counter-measures.
- Increased Training:** Has helped to reduce crashes from distracted driving for all modes of roadway travel.
- Working Together:** Working together for big & small events, more bike trails.
- Acceptance of Complete Street Program:** Statewide, various local agencies use more.
- Coalitions:** Being linked to partnerships in newly established APS.
- More Police Approach about Safety:** Social Media Targeting.
- Educate Adults:** Red Safety is higher priority.
- Public Outreach:** Events & workshops to raise awareness & better education.
- University Activities:** More CTE and more safety training.
- Working Together:** Working together for big & small events, more bike trails.
- Public Outreach:** Events & workshops to raise awareness & better education.
- University Activities:** More CTE and more safety training.

IN THE LAST 5 YEARS, WHAT DO YOU PERCEIVE AS THE CHALLENGES IN HOW WE ARE WORKING TOGETHER TO ADDRESS TRANSPORTATION SAFETY?

Workshop notes on challenges in transportation safety:

- Increase in Prices for Construction:** Hold state money about capital accountable.
- Unplanned Driving:** Growth - city does not anticipate the new lanes on I-75, I-95, I-4.
- Unexpected Driving:** Growth - city does not anticipate the new lanes on I-75, I-95, I-4.
- Reprioritizing for PBS Projects:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Not Training Law:** Not training law to use the new lanes on I-75, I-95, I-4.
- Costing Changes for New Infrastructure:** Culture & Practice changing PBS projects.
- Still how too many streets:** How is 85th St spread be valid - variation.
- Expand Projects:** Different cultures and backgrounds.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.
- TCES's Availability:** How does average person engage in projects.
- Lack of other knowledge:** Lack of other knowledge.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.
- Funding from the RISE law is reaching:** Funding to educate more children.
- Not making changes quick enough:** Funding to educate more children.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.
- Promote walking, seat belts and other safety options:** Safety messages is not coming down to example.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.

AS YOU THINK TO THE FUTURE, HOW WOULD YOU LIKE TO SEE SAFETY IMPROVE ACROSS CENTRAL FLORIDA?

Workshop notes on future safety improvements:

- Future Responses:** How do we improve infrastructure in safety.
- Strategic Design:** Bicycle/pedestrian safety thought in driver's eye - not allowed to get into the road.
- Train Street/Job description:** Funding for effective Mass Public Transit.
- Key Performance Indicators:** Increase public transportation.
- More driver safety classes:** Create incentives to increase driver to ride.
- Infrastructure:** Infrastructure not ready to go.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.
- Funding for effective Mass Public Transit:** Funding for effective Mass Public Transit.
- Infrastructure:** Infrastructure not ready to go.
- Reprioritizing in City:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Costs becoming too expensive:** City does not anticipate the new lanes on I-75, I-95, I-4.
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- Use of unbundled or traffic rules:** City does not anticipate the new lanes on I-75, I-95, I-4.
- Infrastructure not ready to go:** Infrastructure not ready to go.

SAFETY STRATEGIC PLAN

The **Safety Strategic Plan** identifies **internal** and **external action steps** for the next 5 years to help us get to **ZERO**.



Year 1



Years 1-3



Years 4-5

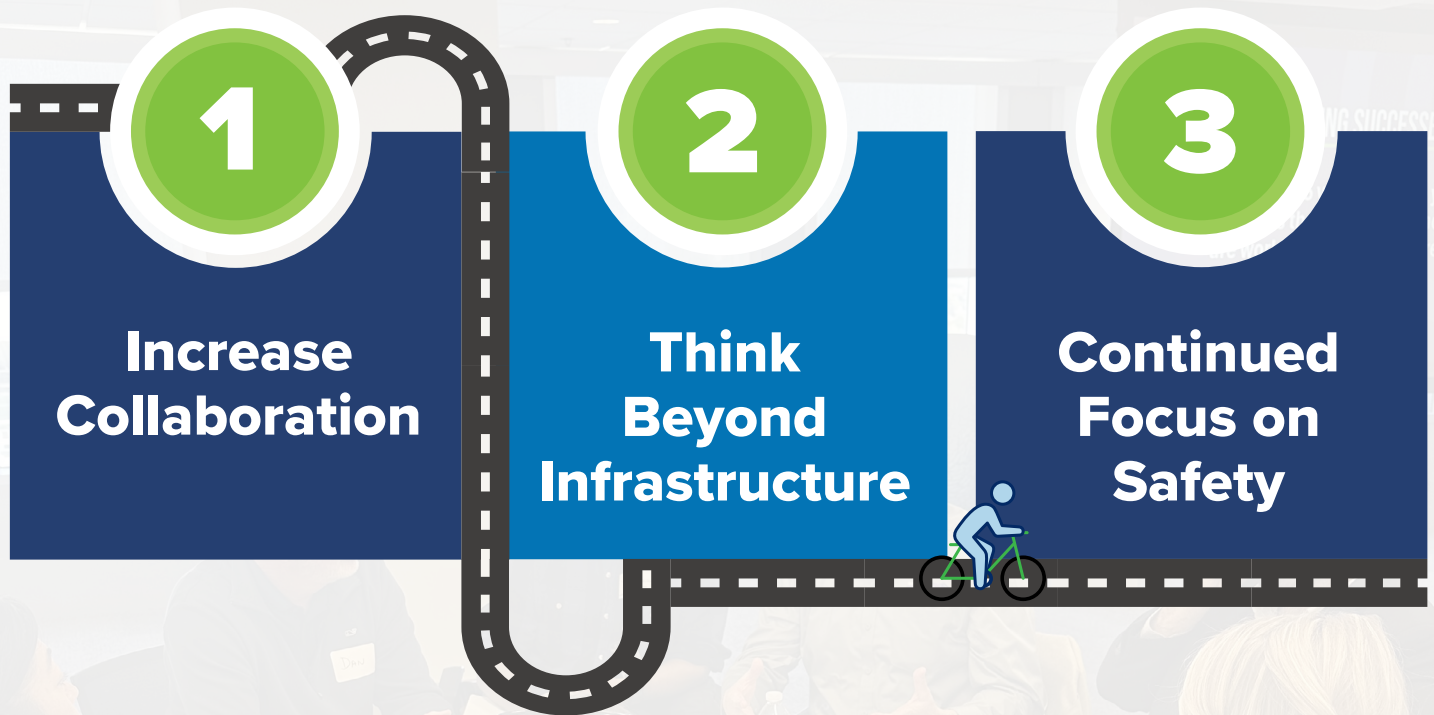


06

**How are
the Action
Steps
organized?**

SAFETY STRATEGIC PLAN

The **Action Steps** are organized by three core themes:



Increase Collaboration

FDOT District 5 will continue to work closely with its partners and stakeholders at all levels to achieve Target Zero. Action steps under this theme focus on opportunities to increase meaningful collaboration with external partners, improve efficiencies in safety efforts across Central Florida, and foster opportunities to get to zero.

Think Beyond Infrastructure

Achieving Target Zero will require a continued commitment to transportation infrastructure, while simultaneously incorporating behavioral and culture-changing ideas that improve safety for all road users. Action steps under this theme recognize that achieving Target Zero means we cannot rely on infrastructure changes alone and must think “beyond infrastructure” to reach our safety and Target Zero goals.

Continued Focus on Safety

Working with Central Florida partner agencies, FDOT will continue to build upon its core safety mission. Action steps under this theme are intended to improve coordination and process changes within FDOT and share materials and resources with partner agencies to further advance Central Florida’s Target Zero goals.

SAFETY STRATEGIC PLAN

INCREASE COLLABORATION

Action Steps	Year 1	1 - 3 Years	3 - 5 Years
Host an annual Central Florida Safety Summit with District 5 and external partners to review safety successes, challenges, and Safety Strategic Plan (SSP) priorities and goals for the next year. The Summit will be an annual event. (D5) (E)			
Create a multi-jurisdictional Central Florida Safety Strategic Plan Steering Committee to collaborate and review annual progress and updates to the Safety Strategic Plan. The committee structure will be created in Year 1 and is anticipated to be in place throughout the life of the Plan. (D5) (E)			
Coordinate with local law enforcement and safety professionals to identify top three transportation safety issues annually and partner with them to inform, educate and enforce traffic safety along key corridors. (D5) (LE)			
Collaborate with law enforcement through Community Traffic Safety Teams (CTSTs) to review emerging safety tools and street designs and develop key guidance materials for traffic enforcement at locations with these new designs. Create key enforcement “tip” sheets in Year 1 and provide additional guidance in future years. (D5) (LE)			
Coordinate with school system partners to more fully understand early-education safety and high-school driver education training opportunities throughout District 5 and identify areas for improvement and collaboration. This will be initiated in Year 1 and reviewed on an annual basis. (D5) (S)			
Conduct joint D5/Partner Complete Street/Safety “Walk and Talks” to increase collaboration and learning opportunities with partners. Host at least one Walk and Talk in each MPO/TPO area in Year 1. Future events will be assessed on an annual basis. (D5) (E)			
Explore safety-related grant writing training opportunities with local partners to increase the likelihood of successful grant applications. FDOT will explore opportunities in Year 1 and assess Action Steps for future years. (D5) (E)			

LEGEND

Who is expected to be involved in each Action Step:

FDOT District 5 **(D5)** | Schools **(S)** | Law Enforcement **(LE)** | Community Partners/Everyone **(E)**

Action Step initiated in Year 1 and will continue in future years Future Action Steps will be further refined after Year 1

SAFETY STRATEGIC PLAN

THINK BEYOND INFRASTRUCTURE

Action Steps	Year 1	1 - 3 Years	3 - 5 Years
Continue to prepare and publish the quarterly Safety Central Newsletter . (D5)			
Continue to implement annual behavior and outreach campaigns with partner agencies to improve safety. (D5) (E)			
Create a safety-related webpage on FDOT D5's website that includes resource materials, key data, upcoming events, and the quarterly Safety Central Newsletter. This will be completed in Year 1 and updated in future years. (D5)			
Identify existing social media platforms in use by FDOT and Central Florida partners and assess opportunities for collaboration to reach broader audiences across Central Florida. Ideas generated through the SSP workshops include targeted messaging for various age groups, visitors, and emphasis on key safety focus areas. Conduct initial review in Year 1 and review annually to identify new outreach efforts in future years. (D5) (E)			
Conduct a review of existing driver's education and re-education requirements for Florida and explore opportunities for future enhancement. Conduct initial review in Year 1 and assess additional opportunities in future years. (D5) (E)			
Working with Central Office and local partners, continue to assess whether the installment and use of technology/cameras for speed enforcement along high crash corridors should be considered further. Conduct initial review in Year 1 and assess opportunities in future years. (D5) (LE) (E)			
Working with Central Florida partners, explore emerging tools and new speed data collection technologies that could help to assess speed analysis and expedite possible safety enhancements on both state and local roads. Conduct initial review in Year 1 and assess opportunities in future years. (D5) (LE) (E)			
Coordinate with Central Office, Florida Highway Safety Motor Vehicles, and insurance industry partners to explore safety data, trends and discuss possible collaboration opportunities to improve safety statewide and in District 5. Host meeting in Year 1 and assess future coordination efforts in future years. (D5) (E)			

LEGEND

Who is expected to be involved in each Action Step:

FDOT District 5 **(D5)** | Schools **(S)** | Law Enforcement **(LE)** | Community Partners/Everyone **(E)**



















Action Step initiated in Year 1 and will continue in future years

Future Action Steps will be further refined after Year 1

SAFETY STRATEGIC PLAN

CONTINUED FOCUS ON SAFETY

(with Central Florida Partner Agencies)

Action Steps	Year 1	1 - 3 Years	3 - 5 Years
Create an on-going project database (starting in Year 1) of before/after studies that showcase new safety tools and techniques in Florida and Central Florida to help explain and justify the effectiveness of safety projects with the public and with external partners. Continue to add to the database in future years. (D5) (E)			
Create and then utilize a Target Zero checklist to be considered on all relevant projects to assist with project scoping. Create the checklist “prototype” in Year 1 and continue to refine in future years. (D5)			
Incorporate Complete Streets/Safety “Walk and Talk” training during new employee orientation and provide similar training for existing employees on a semi-annual basis, starting in Year 1. Training prototype can be shared with external partners for their use if desired. (D5) (E)			
Consider interdisciplinary team “safety field trips” to visit and celebrate ribbon cuttings and new projects and discuss safety lessons learned. Central Florida supporting partners will be invited to foster cross-agency learning opportunities. First field trips will be conducted in Year 1 and assessed for continuation in future years. (D5) (E)			
Consider improved staff recognition for “Safety Champions” through quarterly individual and team recognition awards. Develop the awards program in Year 1 and consider how to expand the program to share with external partners in future years. (D5) (E)			
Create annual PowerPoint/graphics (for internal and external use) that visually identify key safety data using Signal Four Analytics and other data for Central Florida by March of each year. Graphics package will be developed in Year 1 and reviewed for enhancements in future years. (D5) (E)			

LEGEND

Who is expected to be involved in each Action Step:

FDOT District 5 **(D5)** | Schools **(S)** | Law Enforcement **(LE)** | Community Partners/Everyone **(E)**

 Action Step initiated in Year 1 and will continue in future years  Future Action Steps will be further refined after Year 1

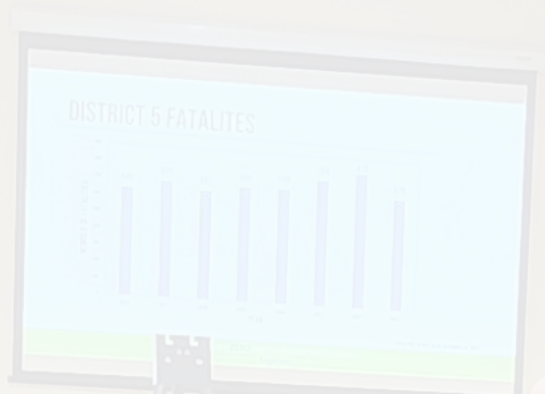


07

**What
comes
next?**

Each **January** we will assess our progress over the **previous 12 months** towards achieving our **Action Steps**.

SAFETY STRATEGIC PLAN



Each **January** we will assess the **next 12 months** of **Action Steps**, so the Plan is always current.

Each **Spring** we will host a

Central Florida Safety Summit to:



Celebrate our
Successes



Assess our
Progress



Consider **Emerging**
Challenges



Collaborate with
our **Partners**

SAFETY STRATEGIC PLAN



We look forward to partnering with you as we work **TOGETHER** towards **“GETTING to ZERO”**

- Loreen Bobo, P.E., FDOT D5 Office of Safety



“IT MATTERED TO THAT ONE”

**SAFETY BEGINS WITH
ME.**

**SAFETY BEGINS WITH
YOU!**





NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives

U.S. Department of Transportation sent this bulletin at 04/29/2024 07:00 PM EDT

NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives

Starting in 2029, vehicle manufacturers must make automatic emergency braking, which reduces vehicle and pedestrian crashes, standard in cars and light trucks

Making this safety feature standard, rather than a luxury, is part of the Department's National Roadway Safety Strategy to address the crisis of deaths on our roads

WASHINGTON – Today, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) finalized a new [Federal Motor Vehicle Safety Standard](#) that will make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks by September 2029. This safety standard is expected to significantly reduce rear-end and pedestrian crashes.

NHTSA projects that this new standard, FMVSS No. 127, will save at least 360 lives a year and prevent at least 24,000 injuries annually. AEB systems use sensors to detect when a vehicle is close to crashing into a vehicle or pedestrian in front and automatically applies the brakes if the driver has not. Pedestrian AEB technology will detect a pedestrian in both daylight and in darker conditions at night. This will significantly reduce injury or property damage and associated costs from these crashes.

“The new vehicle safety standards we finalized today will save hundreds of lives and prevent tens of thousands of injuries every year,” said **U.S. Transportation Secretary Pete Buttigieg**. “The Bipartisan Infrastructure Law is not only making historic investments in transportation, it’s also ushering in a new era of safer travel by ensuring new cars and light trucks are equipped with automatic emergency braking, making our roads safer for drivers and pedestrians alike.”

“Automatic emergency braking is proven to save lives and reduce serious injuries from frontal crashes, and this technology is now mature enough to require it in all new cars and light trucks. In fact, this technology is now so advanced that we’re requiring these systems to be even more effective at higher speeds and to detect pedestrians,” said **NHTSA Deputy Administrator Sophie Shulman**. “Most new vehicles already come with AEB, and we expect that many cars and light trucks will be able to meet this standard ahead of the deadline, meaning even more lives will be saved thanks to this technology.”

The new standard requires all cars be able to stop and avoid contact with a vehicle in front of them up to 62 miles per hour and that the systems must detect pedestrians in both daylight and darkness. In addition, the standard requires that the system apply the brakes automatically up to

90 mph when a collision with a lead vehicle is imminent, and up to 45 mph when a pedestrian is detected.

The standard fulfills a provision in the [Bipartisan Infrastructure Law](#) to establish minimum performance standards requiring that all passenger vehicles be equipped with AEB. This standard also advances the Department's [National Roadway Safety Strategy](#), which was launched in January 2022 to address the national crisis in traffic fatalities and serious injuries. The National Roadway Safety Strategy adopts the safe system approach and builds multiple layers of protection with safer roads, safer people, safer vehicles, safer speeds and better post-crash care. As part of the safe system approach, this new vehicle safety standard highlights safer vehicles and USDOT's effort to expand vehicle systems and features to help prevent crashes.

This final rule applies to nearly all U.S. light vehicles (*gross vehicle weight rating* of 10,000 pounds or less). A Final Regulatory Impact Analysis that presents the benefits and costs associated with the standard is included in the [Final Rule](#). More information on the rulemaking process is available at [Transportation.gov](#).

Reporters who need video b-roll of NHTSA's AEB/PAEB testing, can access it [here](#).

In June 2023, NHTSA and the Federal Motor Carrier Safety Administration announced a separate notice of proposed rulemaking that would require [heavy vehicles](#), including tractor trailers, to have AEB, which the agencies are in the process of finalizing.

###

Find information on NHTSA.gov: [Briefing Room](#) | [Recalls and investigations resources](#) | [New recalls and investigations by date](#) | [Reports to Congress](#) | [Data, publications and data tools](#) | [Vehicle and behavioral safety research](#) | [Vehicle and equipment safety ratings](#)

UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF KENTUCKY
PADUCAH DIVISION

COMMONWEALTH OF KENTUCKY,
et al.,

Plaintiffs,

v.

FEDERAL HIGHWAY
ADMINISTRATION, *et al.*,

Defendants.

Case No. 5:23-cv-00162-BJB-LLK

JOINT STATUS REPORT

The parties respectfully submit this Joint Status Report in response to the Court’s order to confer and file “supplemental briefs on the need for additional remedial action by this Court.” Order at 26 (Apr. 1, 2024), ECF No. 102. On April 1, 2024, this Court issued an Opinion and Order ruling that Plaintiffs were entitled to summary judgment and “declar[ing] that the Final Rule exceeds the Federal Highway Administration’s statutory authority and is arbitrary and capricious.” *Id.* The Court noted that Plaintiffs did not seek relief beyond the Plaintiff states, *id.* at 20, and concluded that, “[i]n these circumstances, declaratory relief is the remedy most consistent with rule-of-law norms of notice, the right to be heard, and reasoned decisionmaking based on the record before the Court—participatory aspects of our judicial system that render the ‘power to decide’ more constrained and therefore more credible.” *Id.* at 25. The Court left open the possibility of additional relief and requested further briefing if necessary on that issue. *Id.* at 26.

The parties have conferred and reached a mutual understanding of the Court’s declaratory judgment. *See id.* Courts generally presume that government agencies and officials will abide by declaratory judgments. *See People for Pearce v. Oliver*, No. 17-cv-752 JCH/SMV, 2017 WL 5891763, at *9 (D.N.M. Nov. 28, 2017); *Knight First Amend. Inst. at Columbia Univ. v. Trump*, 302 F. Supp. 3d 541, 549 (S.D.N.Y. 2018), *aff’d*, 928 F.3d 226 (2d Cir. 2019), *cert. granted, judgment vacated sub nom. Biden v. Knight First Amend. Inst. at Columbia Univ.* 141 S. Ct. 1220 (2021); *see also Samuels v. Mackell*, 401 U.S. 66, 72 (1971) (“[D]eclaratory relief alone has virtually the same practical impact as a formal injunction would.”). In light of the Court’s declaratory judgment, the Defendants will not seek to enforce the Final Rule, *National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure*, 88 Fed. Reg. 85,364 (Dec. 7, 2023) (“Final Rule”), in or against the Plaintiff States or their Metropolitan Planning Organizations (“MPOs”), unless and until the Court’s decision is overturned on appeal or by future order of this Court, and notwithstanding any future developments in *Texas v. Dep’t of Transp.*, No. 5:23-cv-304 2024 WL 1337375 (N.D. Tex. Mar. 27, 2024), or any appeal therefrom. Defendants reserve the right to appeal this Court’s April 1, 2024 ruling to the U.S. Court of Appeals for the Sixth Circuit. Based on the parties’ mutual understanding of the declaratory judgment, the Plaintiff States agree not to seek additional injunctive relief or vacatur at this time, without prejudice to their right to do so in the future, including on appeal, if appropriate under the circumstances, *e.g.*, in the event that Defendants take action inconsistent with the terms of the declaratory judgment.

DATED: April 22, 2024

Respectfully submitted,

BRIAN M. BOYNTON
Principal Deputy Assistant Attorney
General

JULIE STRAUS HARRIS
Assistant Branch Director

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Lindsey.Keiser@ky.gov

Counsel for the Commonwealth of Kentucky

CERTIFICATE OF SERVICE

I hereby certify that on April 22, 2024, I electronically filed the foregoing with the clerk of the court using the CM/ECF system, which automatically provides notice of filing to all parties.

/s/ Michael P. Clendenen
MICHAEL P. CLENDENEN
Trial Attorney
Civil Division, Federal Programs Branch

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
LUBBOCK DIVISION

STATE OF TEXAS, *et al.*,

Plaintiffs,

v.

U.S. DEPARTMENT OF
TRANSPORTATION, *et al.*,

Defendants.

Case No. 5:23-cv-00304-H

DEFENDANTS' NOTICE OF APPEAL

Notice is hereby given this 23rd day of May, 2024, that Defendants the U.S. Department of Transportation, the Federal Highway Administration, Pete Buttigieg, in his official capacity as Secretary of Transportation, and Shailen Bhatt, in his official capacity as Administrator of the Federal Highway Administration, hereby appeal to the United States Court of Appeals for the Fifth Circuit from the Court's Final Judgment of March 27, 2024 (ECF No. 35), and from the opinions and orders on which it is predicated, including the Court's Memorandum Opinion and Order of March 27, 2024 (ECF No. 34).

DATED: May 23, 2024

Respectfully submitted,

BRIAN M. BOYNTON
Principal Deputy Assistant Attorney General

JULIE STRAUS HARRIS
Assistant Branch Director

/s/ Michael P. Clendenen
MICHAEL P. CLENDENEN
Trial Attorney
Civil Division, Federal Programs Branch
U.S. Department of Justice
1100 L Street, NW
Washington, DC 20005
Phone: (202) 305-0693
E-mail: michael.p.clendenen@usdoj.gov

Counsel for Defendants

Certificate of Service

On May 23, 2024, I electronically submitted the foregoing document with the clerk of court for the U.S. District Court, Northern District of Texas, using the electronic case filing system of the court. I hereby certify that I have served all parties electronically or by another manner authorized by Federal Rule of Civil Procedure 5(b)(2).

/s/ Michael P. Clendenen



2050 MTP Status Report | May 2024



WHAT IS THE 2050 MTP?

The Metropolitan Transportation Plan (MTP) establishes the vision of Central Florida’s entire transportation system for Orange, Osceola, and Seminole Counties. This plan for the year 2050 identifies current and future transportation needs. Projects must be included in the plan to receive federal and state funding. The plan is updated every five years to reflect the changing dynamics of the region.

ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Completed Public Participation Plan
- Continued travel patterns and origin-destination analyses

GOALS & OBJECTIVES

- Refinement of goals and objectives and development of draft indicators underway
- Continued evaluation of future trends for 2050

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway
 - Review of socioeconomic data complete and comments submitted to FDOT
- Congestion Management Process (CMP) update underway, including: compiling interim year performance metrics, evaluating performance measures to add/delete, and preparing for internal staff CMP workshop
- Interdisciplinary interviews & outreach to health partner agencies for their insight and expertise
- Compiling housing element best practices through a literature review
- Developing an Environmental Existing Conditions Technical Memorandum
- Began resilience strategy literature review and data collection

NEEDS ASSESSMENTS

- Active transportation needs assessment complete: www.MetroPlanOrlando.gov/ATP
- Transportation Systems Management and Operations (TSMO) needs assessment complete: <https://metroplanorlando.gov/plans/transportation-systems-management-operations-master-plan/>
- Transit needs assessment underway, analysis of rail system and bus system, second round of stakeholder engagement complete
- Roadway needs assessment underway
- Safety needs assessment (Vision Zero Action Plan) is underway: www.VisionZeroCFL.gov
- Freight needs assessment is underway, including data collection, a review of key plans/resources, and an interview outline for the freight stakeholders outreach and interdisciplinary interviews





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Investment Scenario Planning								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
June 13, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 8, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
October 10, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
December 12, 2024 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

Taylor Laurent
 2050 MTP Project Manager
MTP@MetroPlanOrlando.gov
 (407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne
 2050 MTP Communications Strategist
MTP@MetroPlanOrlando.gov
 (407) 481-5672

MetroPlanOrlando.gov/Draft2050Plan



TAB 5



VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths

VISION ZERO ACTION PLAN OVERVIEW



MAY 2024

Action Plan Chapters

Executive Summary

Chapter 1: Need for a Transportation Safety Plan

Chapter 2: Understanding the Crash Trends

Chapter 3: Listening to the Community

Chapter 4: Toolkit of Strategies

Chapter 5: Project Development

Chapter 6: Plan of Action

Chapter 7: Implementation and Tracking



A Safe System is built on six principles.

At the highest level, a Safe System acknowledges that while humans make mistakes, death and serious injury are unacceptable outcomes of using our transportation system.

The Six Safe System Principles



DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

While eliminating all crashes is an eventual goal, this plan focuses on eliminating crashes that result in death and serious injuries on state roads in Manatee County.



HUMANS MAKE MISTAKES

Everyone makes mistakes that can lead to a crash. The goal of the Safe System Approach is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.



HUMANS ARE VULNERABLE

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.



RESPONSIBILITY IS SHARED

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.



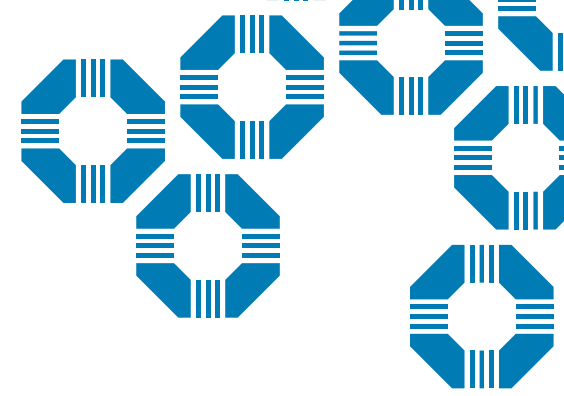
SAFETY IS PROACTIVE

Rather than waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.



REDUNDANCY IS CRUCIAL

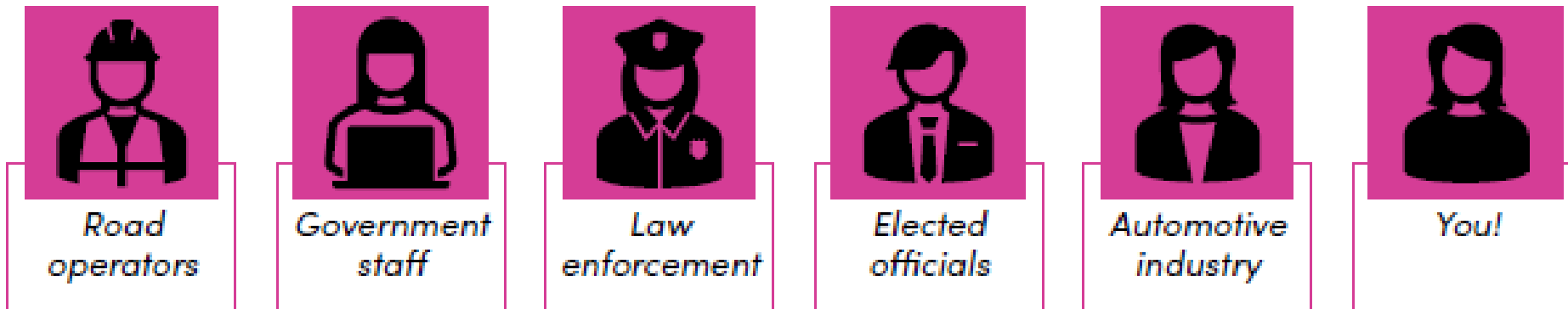
Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.



Executive Summary

- Need for a safety plan
- What are the issues
- How we get to zero
- How we track progress
- Next steps

KEY PARTNERS for a safe system include:



Chapter 1: Need for a Safety Plan

Policy Framework

Core Elements of
Vision Zero

Safe System
Approach

Safe System Strategy

INTRODUCTION

Central Florida has the unfortunate distinction of having one of the highest pedestrian death rates in the country.

THE REGION'S FATAL CRASH RATE FOR ALL ROAD USERS IS 15% HIGHER THAN THE NATIONAL AVERAGE AND 10% HIGHER THAN THE STATEWIDE AVERAGE.

To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, MetroPlan Orlando prepared this Safety Action Plan, rooted in the core elements of Vision Zero and the Safe System Approach.

VISION ZERO is a road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

THE SAFE SYSTEM APPROACH aims to eliminate crashes that result in death and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

No one entity can fix all road safety problems. Instead, coordination, cooperation, resources, and focus from agencies within the MetroPlan Orlando region, the State, and the Federal Government are necessary for success.

Since partnership is critical, this Safety Action Plan is meant to work in tandem with other safety efforts being undertaken by Orange, Osceola, and Seminole counties as well as all incorporated cities in the region, as all the region's jurisdictions will have a Safety Action Plan at the end of this process.



Vision Zero is **DIFFERENT** from traditional road safety because it:

1. Reframes traffic deaths as preventable.
2. Integrates human failing into the approach.
3. Focuses on preventing fatal and serious crashes rather than eliminating all crashes.
4. Aims to establish safe systems rather than relying on individual responsibility.
5. Applies data driven decision making.
6. Establishes road safety as a social equity issue.

Chapter 2: Crash Trends

Who is involved in crashes?

Where are they more likely to occur?

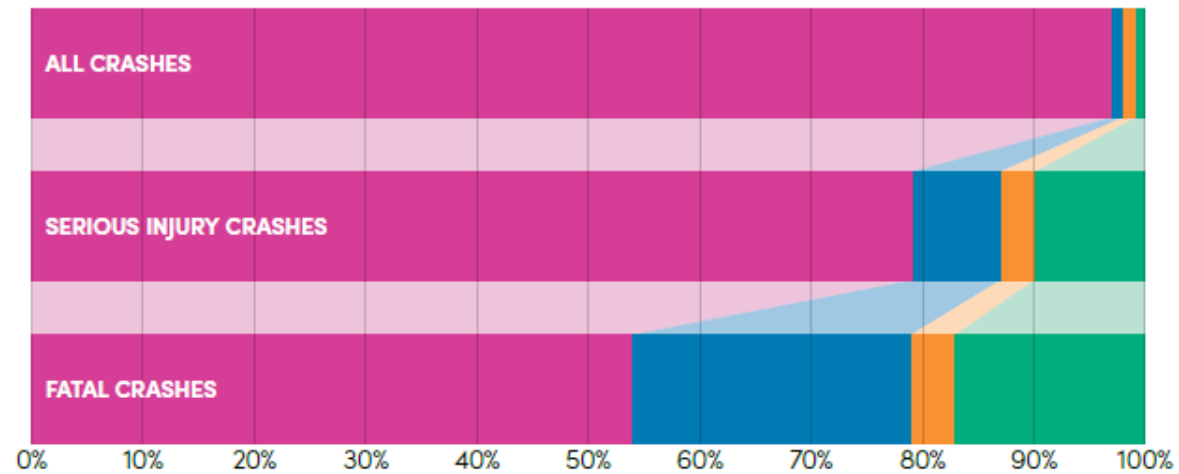
What are the characteristics of those roads?

What are contributing behaviors?

High Injury Network Development

People walking, biking, and motorcycling in Central Florida are much more likely to be involved in serious injury and deadly crashes.

Central Florida crashes based on **WHO IS INVOLVED**:



Source: Signal 4 Analytics, 2018-2022.

CRASHES THAT RESULT in death or serious injury disproportionately impact vulnerable road users—that is, people who are outside the protective cage of a vehicle like people walking, biking, and riding motorcycles. Vulnerable road users also include people using wheelchairs and other

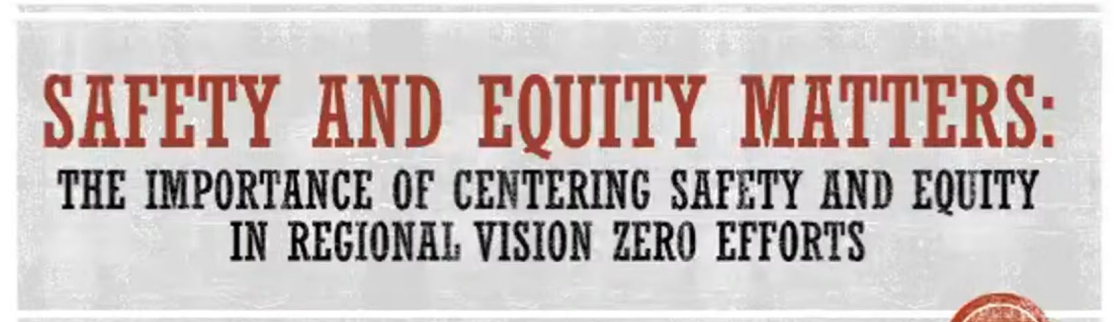
mobility assistance devices, as well as people using electric bikes and scooters.

Crashes resulting in a death or serious injury are also more likely to happen in or near a federally designated Disadvantaged Community. Although only 25% of the

regional population lives in a Disadvantaged Community, almost half of all crashes, and 54% of fatal crashes, happen in or near these areas. The designation of Disadvantaged Community considers many factors, including poverty rates, motor vehicle ownership, and access to destinations.

Chapter 3: Listening to the Community

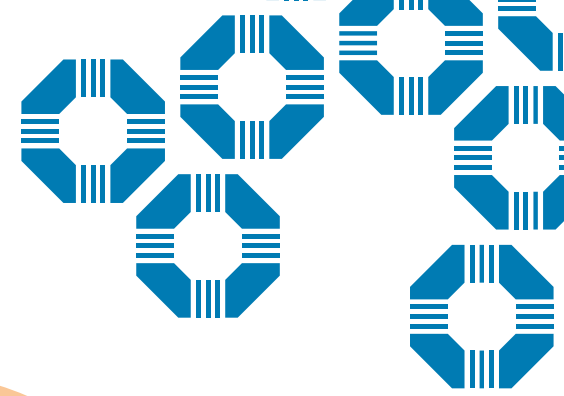
- 50+ Community events with more than 1,000 interactions with the public
- 345+ survey responses
- 15+ updates to MetroPlan Orlando Board and committees
- Over 10,000 views by over 2,700 unique users of VisionZeroCFL.gov
- 5 Safety Champion Speaker Series Events
- Over 30 mentions on local media outlets
- 400+ views of Call-to-Action video
- 5,500 kids activity books printed and distributed
- 150+ local government meetings
- 5 Regional Task Force meetings
- Regional Press Conference
- Newsletter
- Social Media Templates



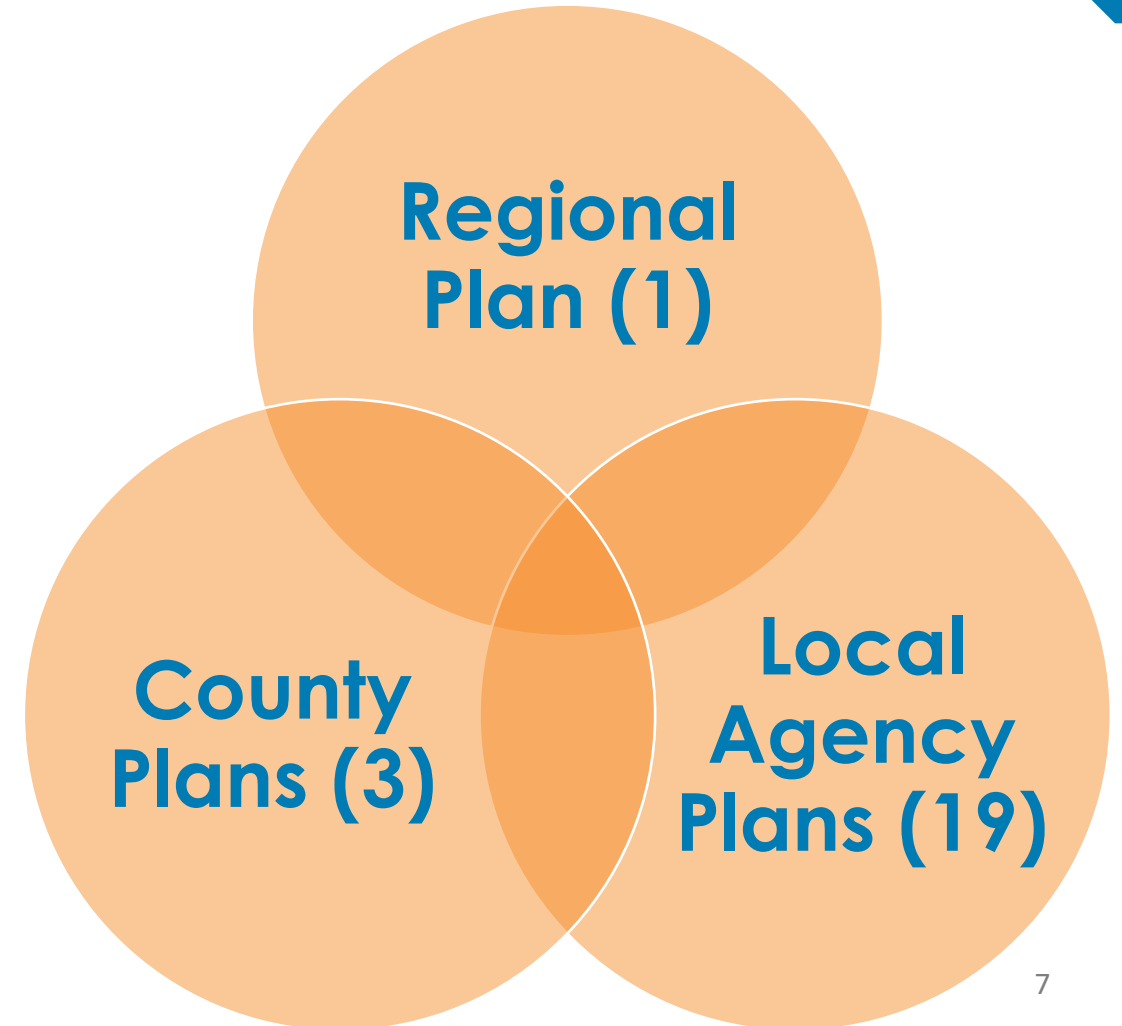
Charles T. Brown, MPA, CPD, LCI
MetroPlan Orlando's Vision Zero Safety Speaker Series
May 23, 2024



County and Local Plan Support

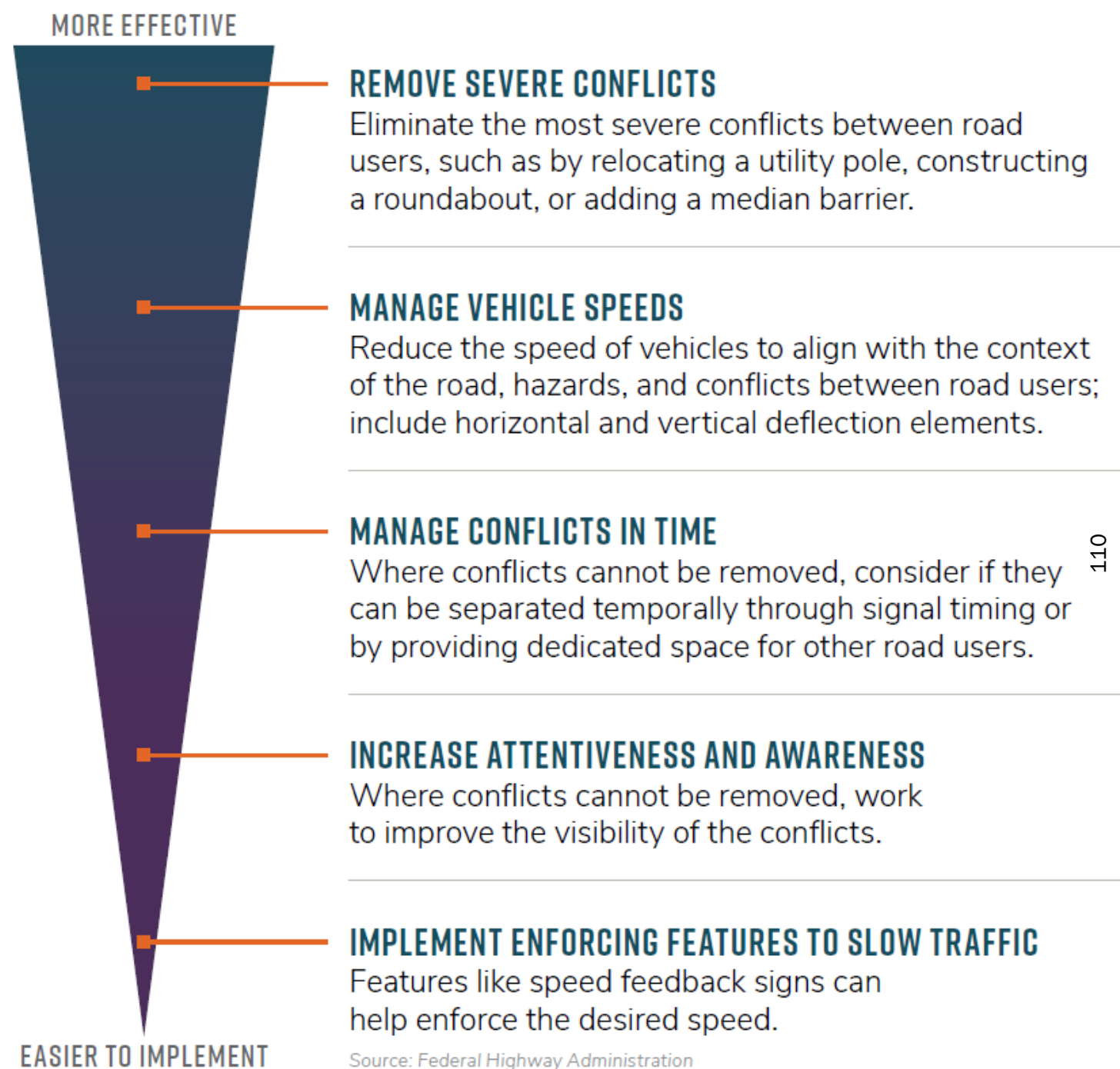


- Steering Committee / Working Group
- Public Engagement Strategy
- Crash Data
- High Injury Network Preparation
- Vision Zero Resolution
- Policy Benchmarking
- Engineering and Non-Engineering Strategy Toolkits
- Annual Monitoring

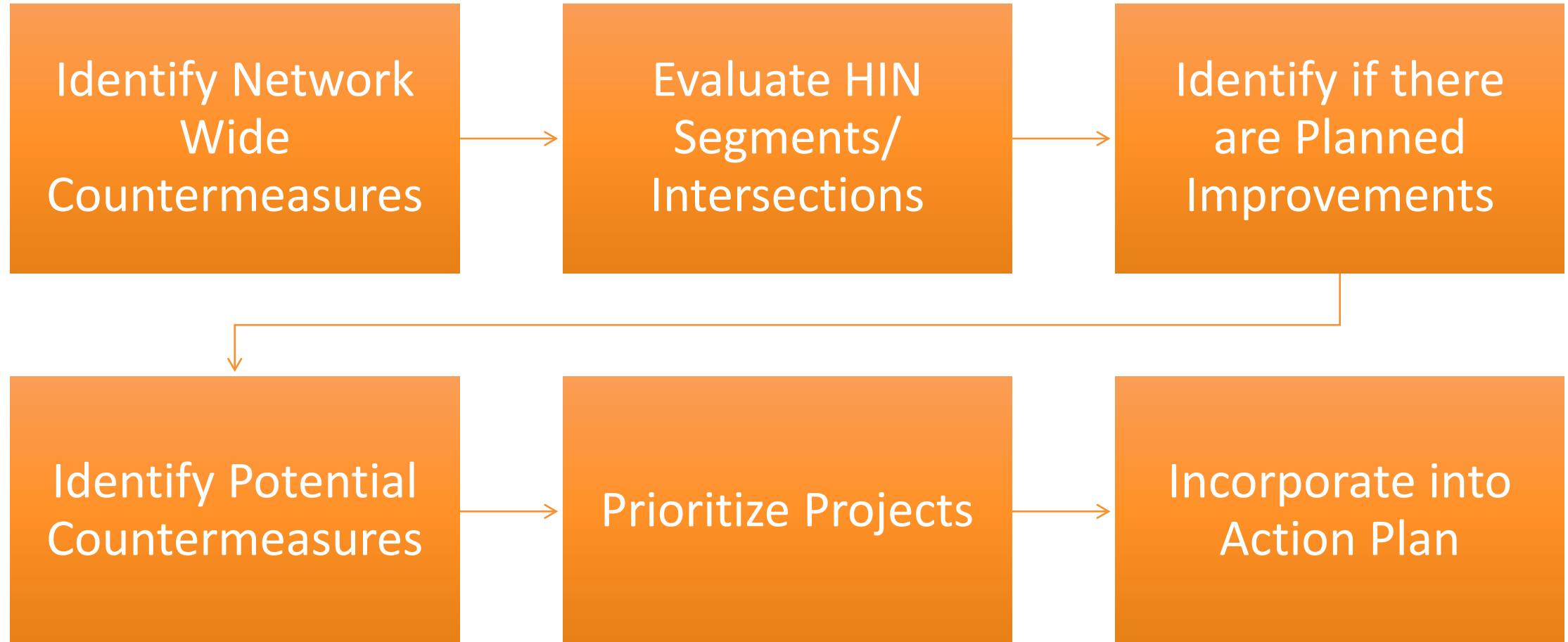


Chapter 4: Tool Kit of Strategies

Engineering
Non-Engineering
Policy Benchmarking

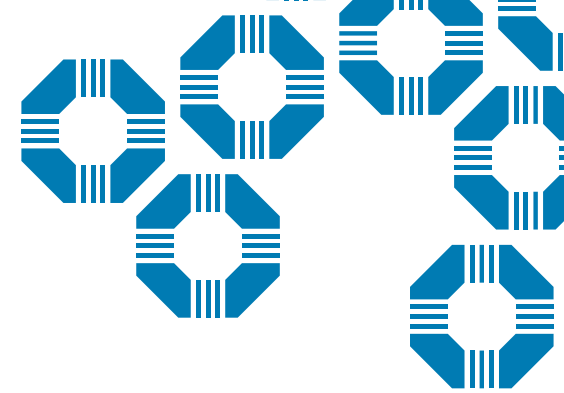


Chapter 5: Project Development



111

Project Development



CORRIDOR 1

JOHN YOUNG PARKWAY

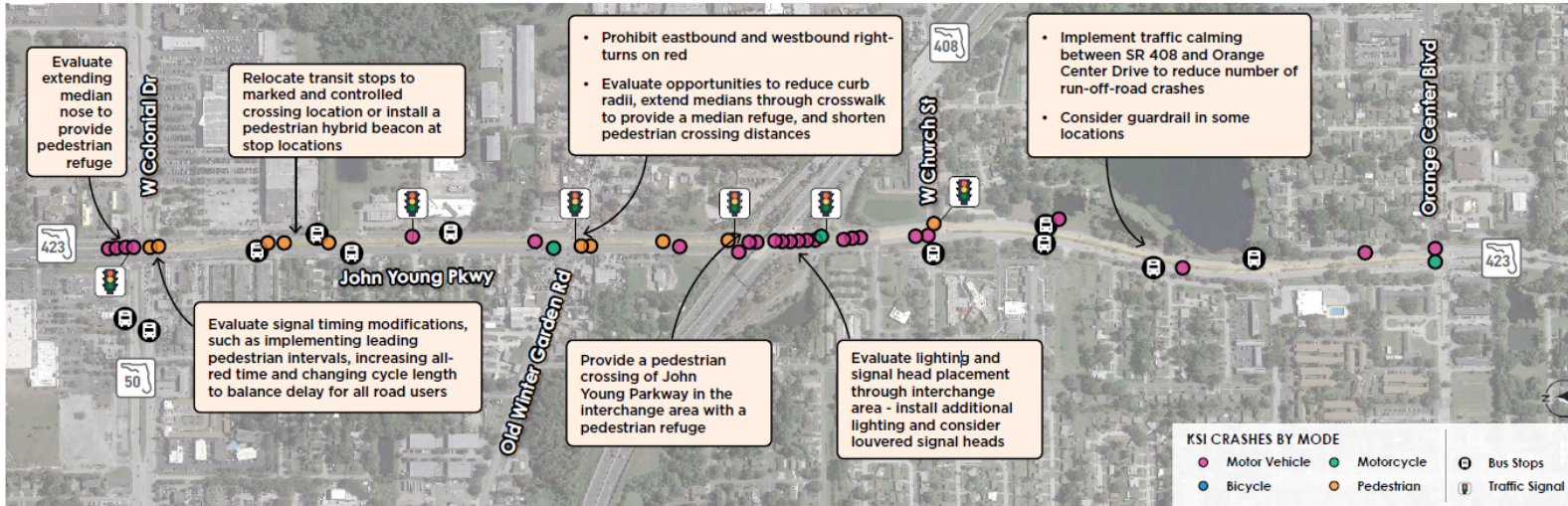
from E Colonial Drive (SR 50) to Orange Center Blvd.



Planned Improvements: FDOT 449763 (from E W Expy to W Colonial Dr) - ITS communication system project scheduled for construction in 2024.
 MTP Project 2160 (from W Church St to Orange Center Blvd) Complete Streets / Safety / Ops project from Orange Co. Transportation Initiative (2020)
 This is an unfunded need in the 2045 MTP.

TARGET SPEED

35 MPH



Prevailing travel speeds on corridor are significantly higher than posted speed limit and significant speed management, including retiming traffic signals target speed progress and potentially installing speed table, is needed to reduce travel speeds to align with current posted speed limit and desired target speed of 35 mph (lowest allowable for the context classification). Due to high number of night-time crashes as compared to the regional average, lighting along the corridor should be evaluated. Other specific improvements noted on map.

Project Prioritization Score: To be calculated when project description is finalized

Planning Level Cost: To be calculated when project description is finalized

Notes: For discussion purposes only.

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.



Prioritization Categories

Goal Area Weight



Safety History
50%

Transportation
Disadvantage
15%

Safety
Benefit
15%

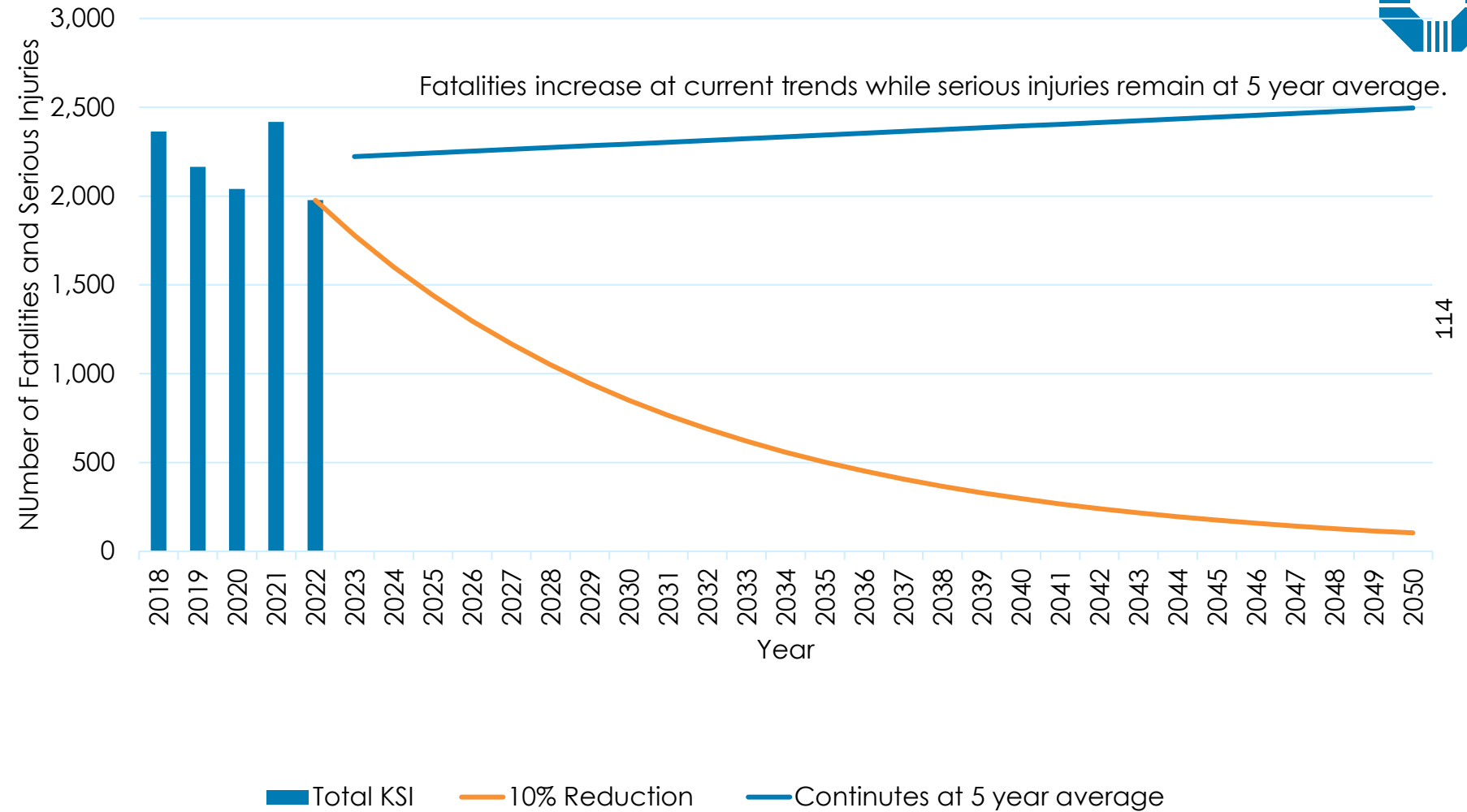
Regional
Benefit
10%

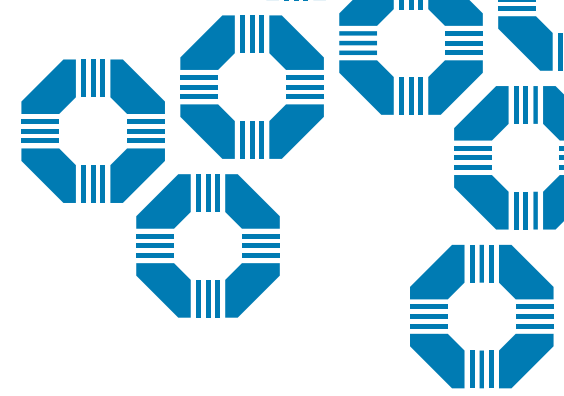
Implementation
Timeline
10%

113

Chapter 6: Plan of Action

The Plan sets a target of reaching zero serious injuries and fatalities by 2050.





Action Plan Organization

- Vision Zero Strategy
- Safe System Element
- Action
- Partners
- Timeline
- Performance Measure

Leadership and Commitment

Public, High-Level Commitment

1. Adopt a Vision Zero Resolution that specifies 2050 as the date to reach zero with interim goals that are aligned with goals of other jurisdictions in the region (All Safe System Elements).

Partners: MetroPlan Orlando Board

Timeline: Upon Plan Adoption

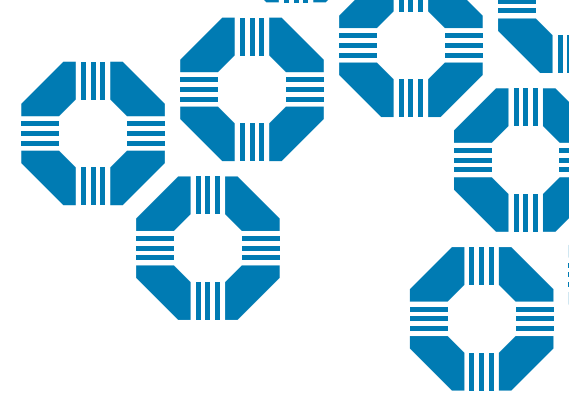
Performance Measure: Adoption of Resolution

Action Plan Highlights

37 Actions

Primarily focused on guidance, data, monitoring, and sharing best practices

- Sets **2050** as target year to eliminate fatal and serious injury crashes
- Continue Vision Zero Task Force
- Center project development and prioritization around safety for MTP and other MetroPlan Orlando plans and processes
- Before / After Studies
- Target Speed Setting on HIN
- 20 is Plenty guidance for residential streets
- Emergency response evaluation and countermeasures
- Pilot strategies
- Grant application support



Chapter 7: Monitor & Implement

Vision Zero Task
Force

Connect to other
Plans

Progress Monitoring

Funding Opportunities

Performance Metrics

- Total fatalities by jurisdiction
- Fatality rate by jurisdiction
- Total serious injuries by jurisdiction
- Non-Motorized KSIs by jurisdiction
- Percent change in KSI crashes by type
- KSI crashes by context classification
- Occupant protection assessment
- Impaired driving assessment
- Non-auto rail incidents
- Non-auto involved walking and bicycling crashes
- Citations for key behaviors
- Safety improvements implemented
- Progress on specific actions
- Update safety dashboard
- Before/After study completion & findings
- Non-engineering countermeasure summary



Silver Star at Powers

Technical Appendices



- High Injury Network Development
- Crash Analysis
- Jurisdictional HIN Fact Sheets
- Top 30 Regional HIN Corridor Factsheets and Countermeasures
- Public Engagement Strategies
- Engineering and Non-Engineering Countermeasure Toolkit
- Elected Officials Guide
- Policy Benchmarking Guide
- Regional Policy Benchmarking Exercise
- Vision Zero Resolution Guidance
- Prioritization Criteria
- Data Management Plan

Old Winter Garden at Kirkman

SS4A – Supplemental Planning Grant Application



1) Continue Safety Focused Public Participation

- Updates/Translation of Kid's Activity Book
- Educational Videos and Social Media Content
- Continue Safety Speaker Series

2) Advance Crash Data Analytics and Reporting

- Regional HIN Review / Refresh
- Performance Monitoring / Online Dashboard
- Supplemental Analysis and Reporting Coordination

3) Conduct Roadway Safety Audits on HIN

4) Inform / Update Regional VZ Action Plan

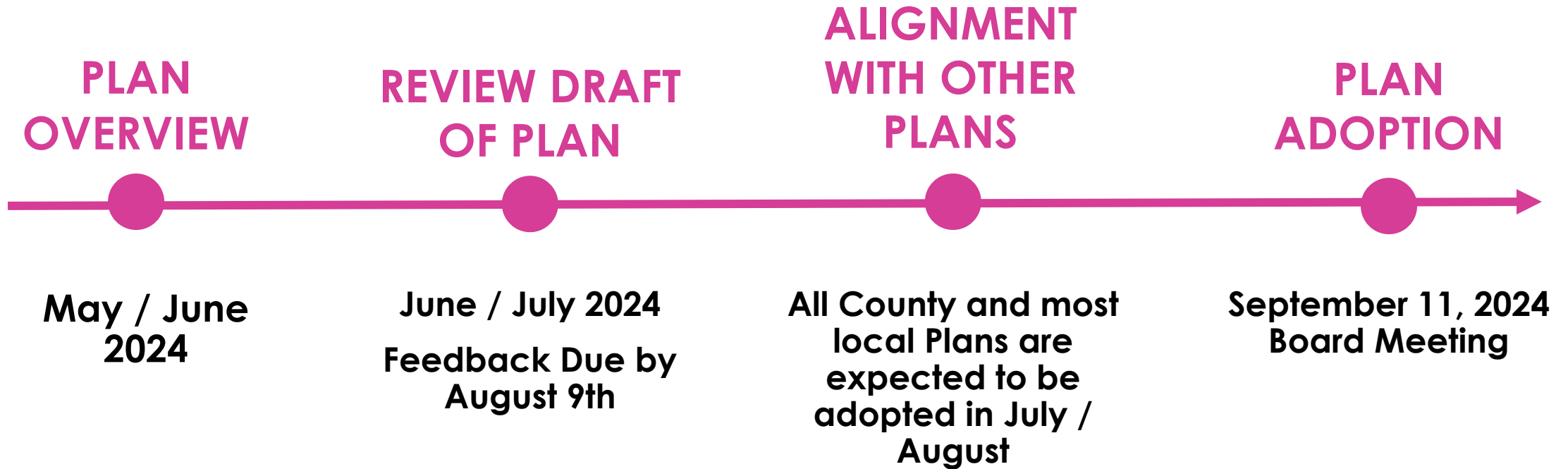
- Consolidation of Local Plans into Regional Plan
- Convening of Regional Vision Zero Task Force
- Refinements to Regional VZAP

August 29, 2024
Final Deadline for SS4A Supplemental Planning (and Demonstration) Grants

MetroPlan Orlando
to provide non-federal match

Coming Soon
Requesting Letters of Support
from all planning partners

Timeline



120



VISION ZERO
CENTRAL FLORIDA

Thank you!

Mighk Wilson
MetroPlan Orlando
mighk.wilson@metroplanorlando.gov

TAB 6

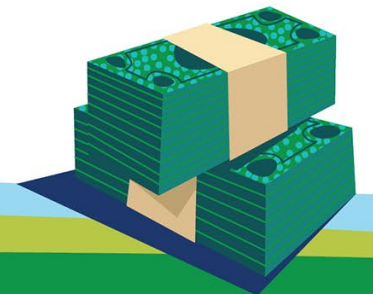
FY 2024/25 – FY 2028/29 Transportation Improvement Program

Preview of Draft – May/June 2024



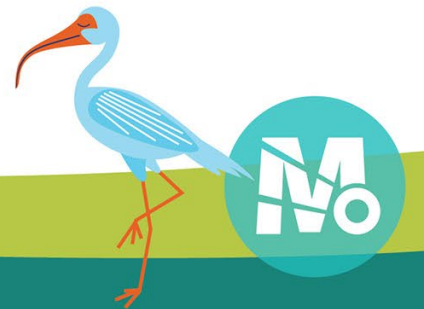
Background

- Identifies all federal and state funded transportation projects for the next five years
- Includes locally funded projects and Central Florida Expressway (CFX) projects for informational purposes
- Updated annually Consistent with Adopted Prioritized Project List



TIP Sections

- Interstate Highway Projects
- State Highway/Roadway Improvement Projects
- Toll Road Projects – Florida Turnpike Enterprise (FTE) and CFX
- Traffic Operations & Safety Projects
- Maintenance & Fixed Capital Outlay
- Bicycle & Pedestrian Projects
- Locally Funded Projects
- Aviation Projects
- Transit & Transportation Disadvantaged Projects
- Commuter Rail Projects
- Planning Projects



National Highway System (NHS)

Section includes projects on the Interstate Highway System, Strategic Intermodal System, and National Highway Freight Network

19 Projects

\$1.9 billion in funding

Highlights

- 1) Moving Florida Forward: I-4 (SR 400) from W of CR 532 to E of CR 522 (FPN 431456-1) – Add Lanes & Reconstruct
- 2) I-4 (SR 400) from E of CR 522 to W of SR 528 (FPN 242484-8) – Add Lanes & Reconstruct
- 3) I-4 (SR 400) at Daryl Carter Pkwy. Interchange (FPN 441113-1) – New Interchange
- 4) I-4 (SR 400) from 1 Mi. E of SR 434 to E of SR 15/600 (US 17-92) (FPN 242592-4) – Add Lanes & Reconstruct



State Highway System (SHS)

Includes capacity improvements, complete streets, safety, operations, and ITS investments on the State Highway System

68 Projects

\$844 million in funding

Highlights

- 1) SR 50 from Chuluota Rd. to SR 520 (FPN 239203-8) – Add Lanes and Rehabilitate Pavement
- 2) SR 600 (US 17 -92) John Young Pkwy. at Pleasant Hill Rd. (FPN 418403-7) – Intersection Improvement
- 3) Funie Steed Rd. at Lindfields Blvd. & Formosa Gardens Blvd. (FPN 451545-1) – Intersection Improvement
- 4) Truck Parking – Central Florida Corridor: Osceola Co. Site (FPN 446445-5)



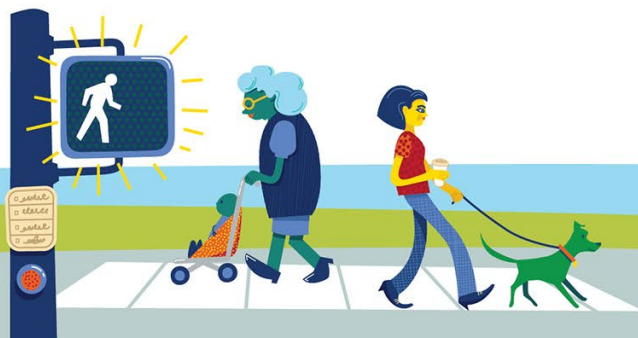
Complete Streets

Projects consist of roadway, bicycle & pedestrian intersection improvements that improve safety and accessibility for all users

12 MPO-funded Projects
\$45 million in funding

Highlights

- 1) Virginia Dr./Forest Ave./Corrine Dr. from SR 527 to Bennett Rd. (FPN 446485-1)
- 2) Rock Springs Rd. from N Publix Entrance to Lester Rd. (FPN 453486-1)
- 3) Buenaventura Blvd. from Simpson Rd. to Osceola Pkwy. (FPN 449477-1)
- 4) Winter Park Dr. from Red Bug Lake Rd. to SR 434 (FPN 446493-1)



Transportation Systems Management and Operations

Projects that use innovative strategies or leverage existing technology deployments to improve safety and travel time reliability

16 MPO-funded Projects
\$37 million in funding

Highlights

- 1) Orlando Citywide Pedestrian Traffic Signals (FPN 437508-2)
- 2) Orange Co. Traffic Signal Cabinet Upgrade (FPN 448728-1)
- 3) Carrier Dr./Mandarin Dr./TSMO Bundle #B33 (FPN 453468-1)
- 4) Boggy Creek Rd. from Simpson Rd. to Narcoossee Rd. (FPN 448775-1) – Arterial Traffic Management System



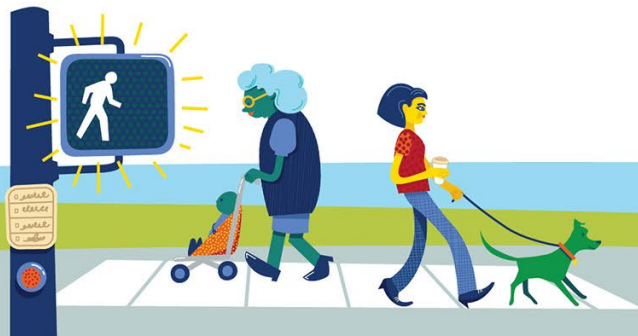
Bicycle and Pedestrian

Includes standalone bicycle/pedestrian improvement projects including sidewalks and trails

25 MPO-funded Projects
\$52 million in funding

Highlights

- 1) Pine Hills trail Phase 2 from of Bonnie Brae Cir. to Clarcona-Ocoee Rd. (FPN 428047-2)
- 2) Little Econ Trail Phase 3 from Baldwin Park St. to Richard Crotty Pkwy. (FPN 444993-1)
- 3) Shingle Creek Trail
 - Kirkman Trail from Old Winter Garden Rd. to Raleigh St. (FPN 448756-1)
 - Phase 2B Yates Connector (FPN 442334-3)
 - Phase 2C Countyline Connector (FPN 442870-2)
 - Phase 4 from Alhambra Dr. to Old Winter Garden Rd. (FPN 452289-1)



Safe Routes to School

Includes sidewalk projects within close proximity of a school

3 Projects

\$1.1 million in funding

Highlights

- 1) Deerwood Elementary Phase II Sidewalk Gaps (FPN 443291-1)
- 2) Hickory Tree Elementary School Phase I Sidewalks (FPN 447611-1)
- 3) Boggy Creek Elementary and Parkway Middle School Phase II Sidewalk Gaps (FPN 450871-1)

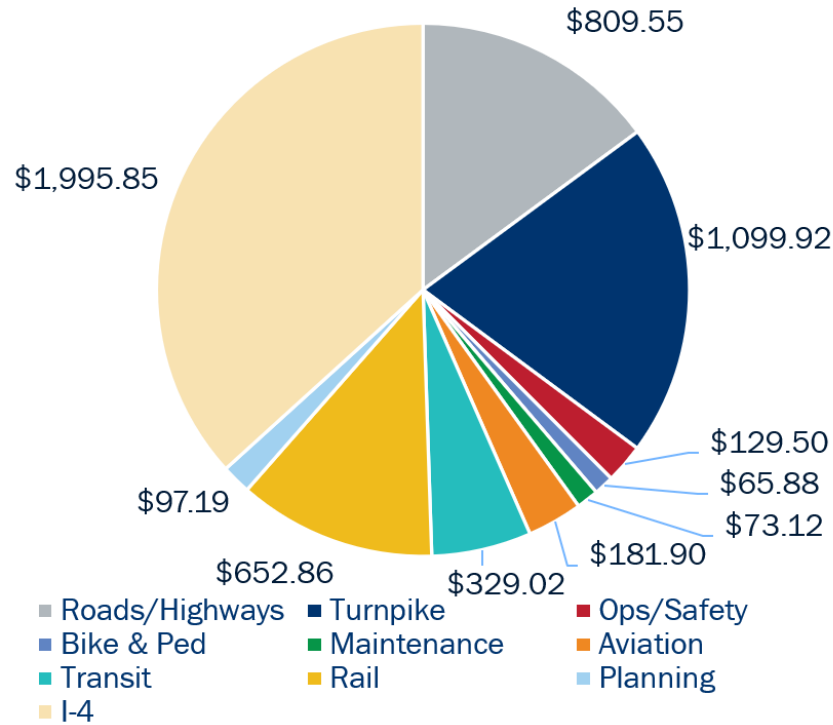


Transit / Commuter Rail

- Transit & Transportation Disadvantage section includes operations and capital funding for LYNX
 - \$453 Million in funding
- Commuter Rail section includes SunRail projects
 - \$657 Million in funding



Funding Summary



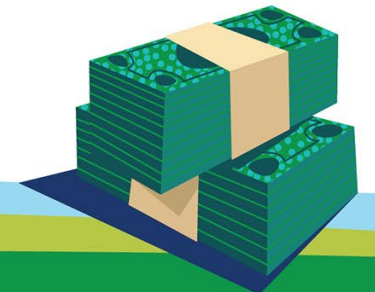
Note: Federal & State funding shown in millions of dollars

280

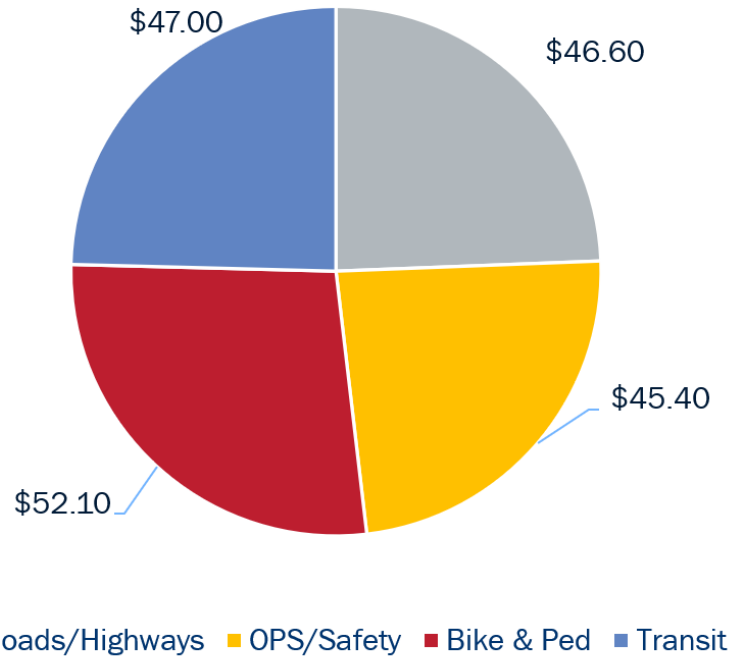
Federal / State / Turnpike Funded Projects

\$5.4 Billion

Five-Year Funding Total



MPO Funded Projects



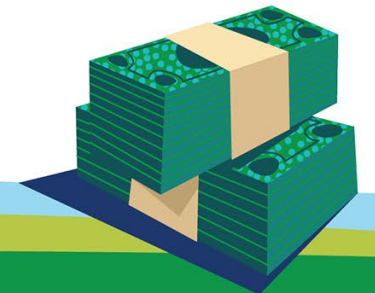
Note: Federal & State funding shown in millions of dollars

59

MetroPlan Orlando Funded Projects

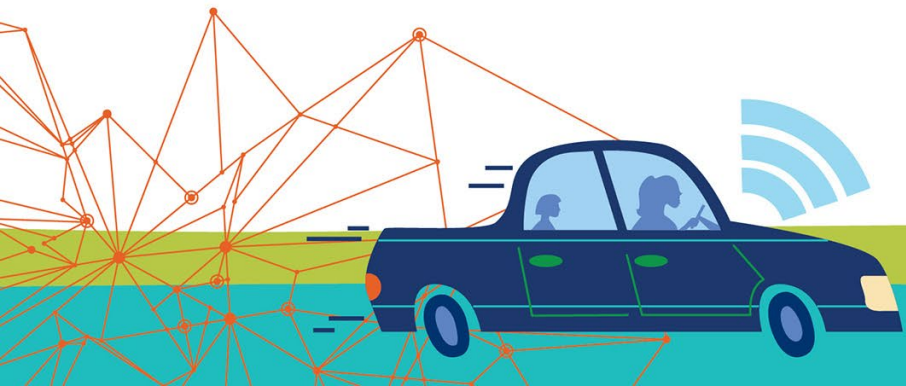
\$185 Million

Five-Year Funding Total



Next Steps

- Draft to be reviewed by FDOT and agency partners
- Virtual Public Meeting
- Prepare final document for Adoption



Virtual TIP Public Meeting

- **Date:** Tuesday June 18, 2024
- **Time:** 11:30 AM to 1:00 PM
- **Location:** Virtual / Zoom

More information coming soon on MetroPlan Orlando Website
www.metroplanorlando.gov





TIP Online Viewer



MetroPlan Orlando | FY25 – FY29 Transportation Improvement Program (Draft)

CHOOSE

WELCOME PROJECTS PLAN REVISIONS PROJECTS BY COUNTY INTERACTIVE MAP

Project Layers

- Aviation
- Bike & Ped
- Commuter Rail
- Highways
- I-4
- Local
- Maint. & FCO
- Planning
- TO & Safety
- Toll Roads
- Transit

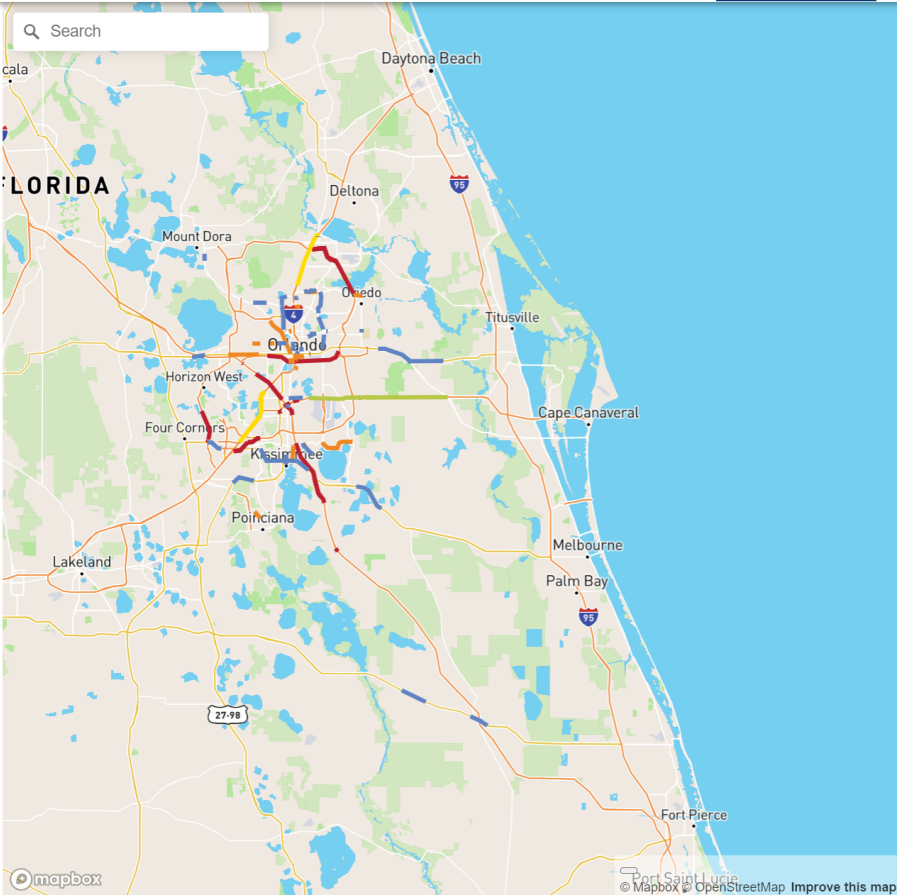
Project Filters

Project Type: All | Funding Source: All | Year Programmed: All

100 Projects (only displaying mapped projects)

Project ID	County	Lead Agency	Project Title	Component Grc	Funding Source	Cost
447406-1	Osceola	Osceola C...	Boggy Cr...	Bike & Ped	Federal	\$656,998
448775-1	Osceola	Osceola C...	Boggy Cr...	TO & Safe...	Federal	\$3,862,000
447602-1	Osceola	Osceola C...	Buenaven...	TO & Safe...	Federal, L...	\$3,124,111
449477-1	Osceola	Osceola C...	Buenaven...	Highways	Federal, L...	\$17,294,112
437932-2	Osceola	Kissimmee	Central A...	Highways	Federal	\$1,935,000
452360-1	Orange	City of Orl...	Church St...	TO & Safe...	Federal	\$5,493,600
441275-1	Orange	Orlando	Complete...	Highways	Federal, L...	\$26,092,076
446903-1	Seminole	Longwood	E. Church ...	Highways	Federal	\$2,581,085
452291-1	Orange	City of Orl...	Garland A...	TO & Safe...	Federal	\$705,120

Rows per page: 10 | 1-10 of 100



<https://metroplanorlando.ecointeractive.com/home/>



Thank you!

MetroPlanOrlando.gov | 407-481-5672

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TAB 7

Prioritized Project List 2030 – 2040

Preview | May 2024



Background

- Annual / Recurring Process
- Focus on the first 10-years of the MTP, beyond the TIP
- Identifies projects for federal & state funding

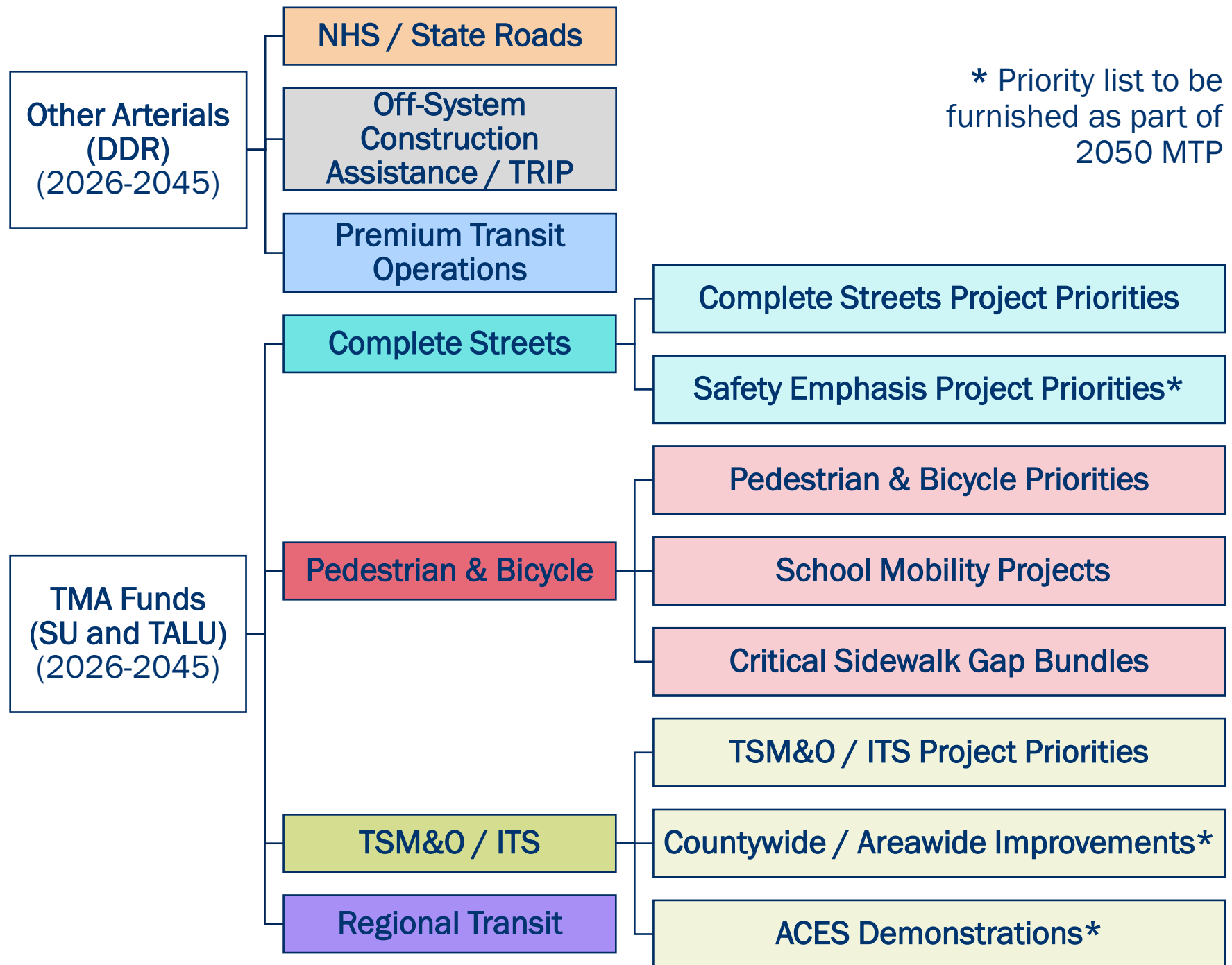


Approach and Considerations

- Ensure Planning Consistency (TIP + MTP)
- Follow Board Policy / Direction
- Advance regionally significant local projects
- Project Funding Eligibility and Availability
- Project Phasing / Readiness



Funding Programs & Priority Lists



Interstate Highway / Strategic Intermodal System

Draft PPL
Pages:
12 & 25

Key Priorities

- I-4 New Truck Parking Rest Areas
 - Osceola County
 - Orange County
- I-4 (W of SR 528/Beachline Expy to SR 435/Kirkman Rd)
 - Interchange Improvements, Managed / Express Lanes
- I-4 (E of SR 522/Osceola Pkwy to W of SR 528/Beachline Expy)
 - Interchange Improvements, Managed / Express Lanes, New Interchange at Daryl Carter Pkwy
- I-4 (SR 434 to Seminole/Volusia County Line)
 - Interchange Improvements, Widening Lanes



State Roads / State Highway System

Draft PPL
Pages:
13 & 26

Key Priorities

- SR 434 (at CR 427 / Ronald Reagan Blvd)
 - Intersection Improvement
- SR 526 / Robinson St (SR 527 / Rosalind Ave to Maguire Blvd)
 - Complete Streets
- SR 535 / S Apopka-Vineland Rd (US 192 to SR 536 / World Center Dr)
 - Widen to 6 lanes
- US 17/92 (Polk / Osceola County Line to Poinciana Blvd)
 - Widen to 4 lanes
- SR 434 (Franklin St to SR 417)
 - Complete Streets with Shared Use Path



Off System Construction Assistance / TRIP

Draft PPL
Pages:
14 & 32

Key Priorities

- Old Lake Wilson Rd (Sinclair Rd to SR 532)
 - Widen to 4 Lanes with Median
- Econlockhatchee Trl (Curry Ford Rd to Lee Vista Blvd)
 - Widen to 4 Lanes with Shared Use Path
- President Barack Obama Pkwy, Ph. 2 (Metrowest Blvd to Raleigh St)
 - New 4 Lane Road with Shared Use Path
- CR 532/Canoe Creek Rd (Pine Tree Dr to US 192)
 - Widen to 4 Lanes with Median
- CR 532/Canoe Creek Rd (Deer Run Rd to Pine Tree Dr)
 - Widen to 4 Lanes with Median



Complete Streets / Context Sensitive Improvements

Draft PPL
Pages:
15 & 33

Priority Phases for Funding

- Construction of Edgewater Dr, Seg. B (Lakeview St to Shady Lane Dr)
 - Complete Streets
- Construction of Edgewater Dr, Seg. C (Shady Lane Dr to Bryn Mawr St)
 - Complete Streets
- Construction of Edgewater Dr, Seg. D (Bryn Mawr St to W Par St)
 - Complete Streets
- Construction of Winter Park Dr, Ph. 2 (Seminola Blvd to SR 434)
 - Complete Streets
- Construction of Winter Park Dr, Ph. 3¹⁴⁵ (Red Bug Lake Rd to Cannon Way)
 - Complete Streets / Safety Improvements

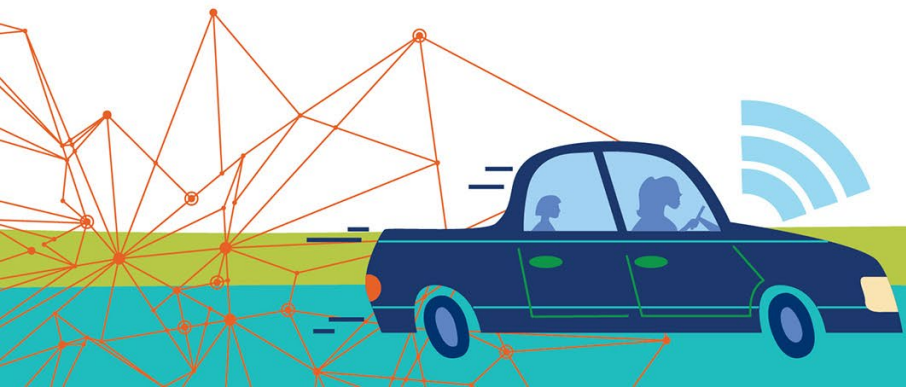


TSMO: Corridors & Intersections

Draft PPL
Pages:
17 & 35

Priority Phases for Funding

- Construction for Lawrence Silas Blvd / Neptune Rd Bundle (ID # B46)
 - ITS / Technology Improvements
- Construction for Garland Ave Bundle (ID # B27)
 - Operational / Safety Improvements
- Construction for Hughey Ave Bundle (ID # B26)
 - Operational / Safety Improvements
- Construction for W South St / W Anderson St Bundle (ID # B25)
 - ITS / Technology Improvements
- Construction for Livingston St Bundle (ID # B22)
 - ITS / Technology Improvements



Pedestrian and Bicycle Infrastructure Projects

Draft PPL
Pages:
20 & 38

Priority Phases for Funding

- Construction of Little Econ Trail, Ph. 3 (Baldwin Park St to Richard Crotty Pkwy)
 - Trail Bridge
- Construction of West Orange Trail, Ph. 4A (W Lester Rd to Kelly Park/Rock Springs)
 - Shared Use Path
- Construction for West Orange Trail, Ph. 4B (Rock Springs Rd to Wekiva Springs State Park)
 - Shared Use Path
- Design for West Orange Trail, Ph. 4C (Jason Dwelley Pkwy to Rock Springs Rd)
 - Shared Use Path



School Mobility / Safe Routes to School

Draft PPL
Pages:
21 & 40

Key Priorities

- Hickory Tree Elementary School, Ph. 1
 - Beechwood Dr / Oak Wind Ct / Jan Lan Blvd / Englewood Dr
- Hickory Tree Elementary School, Ph. 3
 - Jan Lan Blvd from Englewood Ct S to Hickory Tree Rd
- Hickory Tree Elementary School, Ph. 4
 - Jan Lan Blvd from Englewood Ct N to Old Hickory Tree Rd
- Longwood Elementary School
 - N Grant Ave / Orange Ave / Highland Ave / Logan Ave
- Neptune Middle School
 - Ames Haven Rd / Delmar Ave / Patricia St / Florence Dr
- Boggy Creek Elementary School / Parkway Middle School Phase 2
 - Zacalo Wy from Florida Pkwy to Tulpan Dr

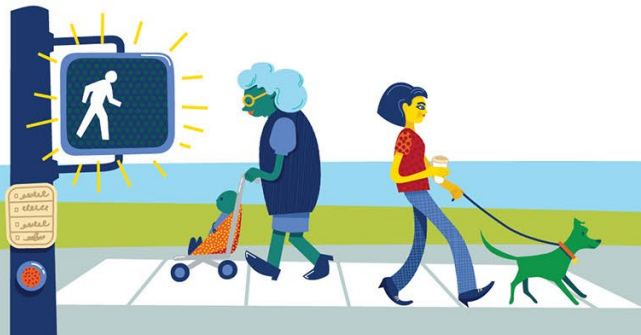


Critical Sidewalk Gap Bundles

Draft PPL
Pages:
22 & 41

Key Priorities

- Design for Bundles 4, 8, 9, 11 (Orlando)
 - Anderson St, South St, Robinson St, Hughey Ave, Garland Ave, Parramore Ave, Kaley Ave, Shader Rd, John Young Pkwy, Mercy Dr
- Design for Bundles 6, 12, 14, 15, 16 (Osceola County)
 - Marigold Ave, Doverplum Ave, Neptune Rd, Simpson Rd, Poinciana Blvd, Oren Brown Rd, Hoagland Blvd, Clay St



Regional Transit Projects

Draft PPL
Pages:
23 & 50

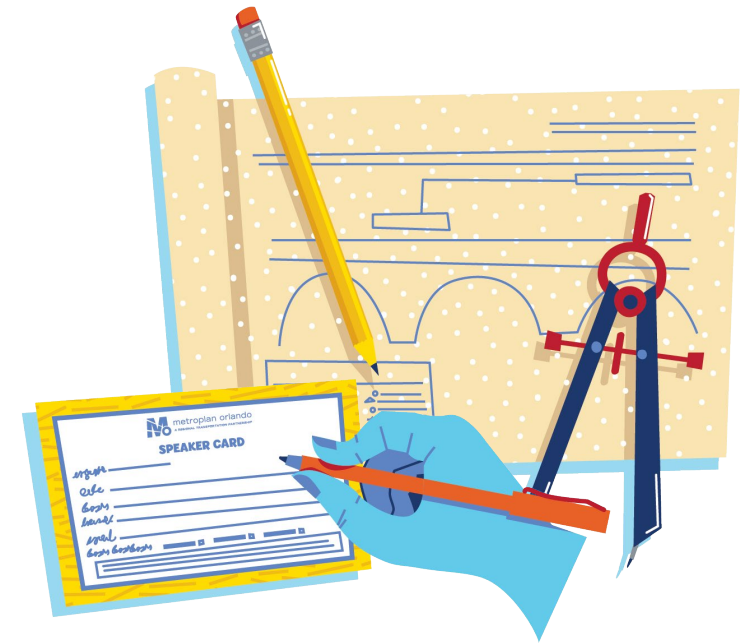
Key Priorities

- SunRail Phase III – Rail Connection to Orlando International Airport
- LYNX Southern Operations & Maintenance Facility
- LYNX Northern Operations Base
- SunRail Station Parking Lot Expansions
- Expansion and Enhancement of LYNX Bus Services



What's next?

- Presentation to Advisory Committees and MetroPlan Orlando Board
- Requesting Feedback by **6/7/24**
- MPO Board action on PPL: July 10TH





Thank you!

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