



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

MUNICIPAL ADVISORY COMMITTEE AGENDA

February 3, 2022 @ 9:30 A.M.



**MUNICIPAL ADVISORY COMMITTEE
VIRTUAL WORKSHOP NOTICE**

DATE & TIME: Thursday, February 3, 2022 at 9:30 a.m.

LOCATION: Virtual via Zoom (No physical meeting location – Online only)

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

<https://us02web.zoom.us/j/83565929216?pwd=bXdVdExydGYxWXRaOTBvR1RZOE04Zz09>

Passcode: 583700

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

<https://metroplanorlando.org/meetings/municipal-advisory-committee-02-03-22/>

Virtual Meetings – The MetroPlan Orlando offices are closed to the public in response to recent developments related to the COVID-19 pandemic. Members of the public may access this virtual meeting and participate via the Zoom link above, or by dialing in. The agenda packet is available at MetroPlanOrlando.org in the [Calendar](#) section.

New to Zoom? You can learn how to be ready for the meetings at: [MetroPlanOrlando.org/virtualmeetings](https://metroplanorlando.org/virtualmeetings)

AGENDA

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

- I. **CALL TO ORDER** – Chairman Keith Trace
- II. **CHAIRMAN'S COMMENTS**
- III. **AGENDA REVIEW** – Mr. Alex Trauger
- IV. **COMMITTEE ROLL CALL AND CONFIRMATION OF QUORUM** – Ms. Cathy Goldfarb
- V. **PUBLIC COMMENTS ON ACTION ITEMS**

Comments from the public will be heard pertaining to [Action Items](#) on the agenda for this meeting. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. Those participating virtually wishing to speak during the meeting should use the Raise Hand feature on the Zoom platform, and a meeting moderator will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two (2) minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XII.
- VI. **AGENCY REPORTS / PARTNER UPDATES**
 - Florida Department of Transportation – Ms. Rakinya Hinson
 - Florida's Turnpike Enterprise – Mr. Saiosi Fine
 - LYNX – Mr. Myles O'Keefe

VII. ACTION ITEMS FOR REVIEW / DISCUSSION

Note: Due to COVID-19 concerns, MetroPlan Orlando committees are currently meeting in Virtual Workshop mode. At these workshop sessions, the committees will review and discuss action items going to the MetroPlan Orlando Board and will provide informal consensus recommendations to the Board on action items. The committees will not take formal action in order that a physical quorum will not be required. The committees will take action to ratify the Board's actions at future hybrid/in-person meetings.

A. Approval of December 2, 2021 Meeting Minutes (Tab 1)

Approval is requested of the December 2, 2021 meeting minutes, provided at **Tab 1**.

B. Support for FDOT Performance Targets and LYNX Transit Asset Management Targets (Tab 2)

Mr. Nick Lepp, MetroPlan Orlando staff, is requesting the annual re-support of FDOT's targets for Safety, Travel Time Reliability, Bridge and Pavement Condition, as well as the targets established in the LYNX Transit Asset Management (TAM) plan. An attachment is provided in **Tab 2**. The MAC will review and discuss the request and provide a consensus recommendation to the Board; formal action will be taken at a future hybrid/in-person meeting to ratify the Board's action on this item.

VIII. PRESENTATIONS AND STATUS REPORTS

A. Florida Sunshine Law Refresher

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

B. Year-End Review & Confirmation of Goals

Mr. Nick Lepp, MetroPlan Orlando staff, will present a review of the progress made during 2021 in implementing the MetroPlan Orlando Board's Weighted Goals for priorities, which include:

- Safety
- Trail Connectivity
- Engage Younger Population
- Complete Streets
- SunRail Connectivity

C. Annual Report on Best Foot Forward

Ms. Emily Hanna, the Executive Director of Bike/Walk Central Florida, will present an annual report on the activities of the Best Foot Forward Pedestrian Safety program.

IX. GENERAL INFORMATION (Tab 3)

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed.

B. PD&E Study Tracking Report

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

C. Comparison of 2020 Census Data & 2021 BEBR Population Estimates

A spreadsheet and cover memo comparing the 2020 Census data and 2021 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for the Central Florida region is enclosed.

D. MetroPlan Orlando Board Highlights

A copy of the December 8, 2021 Board Meeting Highlights is enclosed.

E. LYNX Press Releases

A set of press releases from LYNX is enclosed.

F. Bicycle & Pedestrian Report

A report on bicycle and pedestrian projects in the MetroPlan Orlando region is enclosed.

G. 2022 Board Legislative Priorities

A list of the 2022 Legislative Priorities approved by the MetroPlan Orlando Board at their meeting of November 10, 2021 is enclosed.

H. 2021 MAC Attendance Record

The 2021 MAC Attendance record is enclosed.

I. FY 2021/22 – 2025/26 TIP Modification

The FY 2021/22 – 2025/26 TIP is being modified at FDOT's request to include three new transit projects (CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act):

- FM #450409-1 – LYNX Southern Operations Base in Osceola County
- FM #450488-1 – CRRSAA Grant for LYNX
- FM #450490-1 – CRRSAA Grant for Osceola County Opportunity Center

A formal TIP amendment for these projects is not required since no FHWA funds are involved, and the projects are already included in the State TIP (STIP). The TIP needs to be modified to include these projects in order to be consistent with the STIP. A letter from FDOT is enclosed.

X. UPCOMING MEETINGS OF INTEREST

A. Next Municipal Advisory Committee meeting

The next MAC meeting will be held on March 3, 2022 at 9:30 a.m. (Note: Committee members will be advised in advance of the meeting as to whether it will be a Virtual Workshop or Hybrid Meeting.)

B. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **February 9, 2021**, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando FL 32801.

XI. MEMBER COMMENTS

XII. PUBLIC COMMENTS (GENERAL)

General comments from the public will be heard. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People participating virtually wishing to speak during the meeting should use the Raise Hand feature on the Zoom platform, and a meeting moderator will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two (2) minutes.

XIII. ADJOURNMENT

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

TAB 1



**MUNICIPAL ADVISORY COMMITTEE
MEETING MINUTES**

DATE: Thursday, December 2, 2021

LOCATION: Hybrid Format: MetroPlan Orlando Boardroom and Virtual Platform

TIME: 9:30 a.m.

Council Member Keith Trace, Chairman, presided

Members in attendance:

Mayor Phil Anderson, City of Winter Park
Ms. Sharon Anselmo, City of Maitland
Mayor John Dowless, City of Edgewood
Commissioner Richard Firstner, City of Ocoee
Mayor Nicholas Fouraker, City of Belle Isle
Mayor David Henson, City of Casselberry
Mayor Kevin McCann, City of Winter Springs
Commissioner Sal Ramos, Town of Oakland
Mayor Megan Sladek, City of Oviedo
Commissioner Jordan Smith City of Lake Mary
Council Member Keith Trace, City of St. Cloud

Members not in attendance:

Mayor Eddie Cole, Town of Eatonville
Mayor Jim O'Brien, Town of Windermere
Vacant, City of Longwood
Vacant, City of Winter Garden

Others in attendance were:

Ms. Katherine Alexander, FDOT
Ms. Anna Taylor, FDOT
Mr. Siaosi Fine, FTE
Mr. Alex Trauger, MetroPlan Orlando
Mr. Keith Caskey, MetroPlan Orlando
Mr. Nick Lepp, MetroPlan Orlando
Ms. Cynthia Lambert, MetroPlan Orlando
Ms. Leilani Vaiaoga, MetroPlan Orlando
Ms. Taylor Laurent, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. CALL TO ORDER

Chairman Keith Trace called the meeting to order at 9:30 a.m.

II. PLEDGE OF ALLEGIANCE

Mayor David Henson led the Pledge of Allegiance.

III. CHAIR'S ANNOUNCEMENTS

Chairman Trace reviewed the hybrid meeting procedures.

IV. CONFIRMATION OF QUORUM

Ms. Lisa Smith conducted the roll call and confirmed a quorum in attendance.

V. AGENDA REVIEW/FOLLOW-UP

Mr. Alex Trauger welcomed MAC members. Mr. Trauger called attention to the 2022 Calendar-Planners at the MAC member's seats that were provided to committee members as a token of appreciation for their service. He reported that Ms. Anna Taylor was attending in place of Ms. Rakinya Hinson representing FDOT. Mr. Trauger also noted that the correct next meeting date was February 3, 2022 and the website documents had been updated.

VI. Public Comments on Action Items

Ms. Joanne Counelis, Lake Mary Florida, commented on the need for 24-hour bus and train service and bus service at Country Club Road from the train station to Seminole State College and the "big bus" in Oviedo at the aquatic center on Oviedo Blvd. She added bus and train service is needed to the airport and the SunRail extension is needed to DeLand.

VII. Agency Reports/Partner Updates

- **Florida Department of Transportation**

Ms. Anna Taylor, FDOT, told MAC members that she was deferring her report to the Work Program presentation later in the agenda.

- **LYNX**

Mr. Myles O'Keefe reported that he would relay Ms. Counelis' comments to LYNX staff. He told MAC members that LYNX hosted the American Public Transit Association annual conference last month at the Orange County Convention Center. LYNX staff assisted with the conference. He called attention to service changes taking place December 12th. Mr. O'Keefe reported that LYNX is working on their Annual Report due the end of January that feeds into the national database and helps in determining the funding formula.

- **Florida Turnpike Enterprise**

Mr. Siao Si Fine, FTE, had no additional comments. He noted that FTE is finishing up their Work Program presentations with District 5 and District 1 the last presentations scheduled.

VIII. ACTION ITEMS

A. Approval of November 4, 2021 Meeting Minutes

Approval is requested of the November 4, 2021 meeting minutes, which were provided.

MOTION: Mayor David Henson moved for approval of the November 4, 2021 meeting minutes. Mayor Megan Sladek seconded the motion, which passed unanimously.

B. *FDOT Amendment to 2045 Metropolitan Transportation Plan*

Mr. Alex Trauger, MetroPlan Orlando staff, requested the MAC to recommend approval of amendments to the 2045 MTP to include the Hicks Avenue Extension from Gore Street to Anderson Street. Information on this request was provided.

MOTION: Mayor Megan Sladek moved for approval of the FDOT Amendment to 2045 Metropolitan Transportation Plan. Mayor David Henson seconded the motion, which passed unanimously.

C. *FDOT Amendment to FY 2021/22 – FY 2025/26 Transportation Improvement Program*

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

- FM #432193-5 – Hicks Avenue Extension from Gore Street to Anderson Street
- FM #445303-1 – SR 436 from north of Old Cheney Highway to south of University Park Drive
- FM #447090-1 – Conway Road from Devonshire Lane to Lake Underhill Road
- FM #448789-1 – SR 526/Robinson Street from US 441 to I-4
- FM #448914-1 – I-4 from east of SR 535 to west of SR 535
- FM #448915-1 – I-4 from east of SR 528 to west of SR 528
- FM #242592-6 – I-4 from Rinehart Road south of CR 46A to Rinehart Road north of CR 46A
- FM #242592-8 – US 17/92 from Central Florida Zoo to I-4 westbound ramps
- FM #449771-1 – I-4 from west of SR 536 to west of Daryl Carter Pkwy.
- FM #450274-1 – LYNX Capital Grant for Osceola County Opportunity Center
- FM #449472-1 – Railroad Crossing Safety Project at Silver Meteor Road
- FM #449763-1 – John Young Pkwy. from SR 408 to Shader Road

A letter from FDOT staff explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the December 8th Board meeting. Mr. Caskey provided some background information on the amendment request. Discussion ensued regarding projects in the amendment using ARPA funds.

MOTION: Mayor Megan Sladek moved for approval of the FDOT Amendment to FY 2021/22 – FY 2025/26 Transportation Improvement Program. Mayor David Henson seconded the motion, which passed unanimously

IX. PRESENTATIONS AND STATUS REPORTS

A. Presentation on FDOT's FY 2022/23 – FY 2026/27 Tentative Five-Year Work Program

Ms. Katherine Alexander, FDOT, presented an overview of FDOT's tentative Five-Year Work Program. Ms. Alexander reviewed background information on the Work Program along with the flow or progression. She detailed the proposed changes including deferrals, deletions, and projects that had been moved out. Ms. Alexander provided contact information if anyone had additional question after the meeting. Discussion ensued regarding what were preservation and aviation projects and notification process when projects are being deferred.

B. Presentation on Florida's Turnpike Enterprise Tentative Five-Year Work Program

Mr. Siao Si Fine, FTE, presented an overview of the Turnpike Enterprise's FY 2022/23 – FY 2026/27 Tentative Five-Year Work Program. Mr. Fine provided information on the mission of the Five-Year Work program, revenues and expenditures and the prioritization process. He reviewed project changes for Osceola, Orange, and Seminole Counties. Mr. Fine told CAC members that additional information could be found on the Work Program website www.fdot.gov/wpph. Discussion ensued regarding what the \$24.5 million in IT upgrades included, toll roads paying for themselves and possible gap timeline disparity on the Turnpike Mainline to Nolte Road project in Osceola County.

X. GENERAL INFORMATION

A. FDOT Monthly Construction Status Report

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

B. Variance Report on Currently Adopted and New Tentative Five-Year Work Programs

A Variance Report from FDOT that shows changes to projects included in both the FY 2021/22 – FY 2025/26 Adopted Five-Year Work Program and the FY 2022/23 – FY 2026/27 Tentative Five-Year Work Program was provided. This report identified the projects that were either advanced, deferred, deleted, or moved out during the four common years (FY 2022/23 – 2025/26) of the two Work Programs.

C. FY 2020/21 Federally Funded Projects

A list of the highway, TSMO, bicycle and pedestrian, transit, and aviation projects in the Orlando Urban Area for which Federal funding was obligated during FY 2020/21 had been prepared in order to meet the federal requirement for MPOs. This document can be accessed on the MetroPlan Orlando web site at the following link: <https://metroplanorlando.org/wp-content/uploads/Fed-Funds-20-21.pdf>

D. MetroPlan Orlando Board Highlights

A copy of the November 10, 2021 Board Meeting Highlights was provided.

E. Approved 2022 Board/Committee Meeting Schedule

The approved 2022 MetroPlan Orlando Board and Committee Meeting Schedule was provided.

F. LYNX Press Releases

A set of press releases from LYNX was provided.

G. Bicycle & Pedestrian Report

A report on bicycle and pedestrian projects in the MetroPlan Orlando region was provided.

X. UPCOMING MEETINGS OF INTEREST

A. Next Municipal Advisory Committee meeting

The next MAC meeting was scheduled to be held in person on February 3, 2022 at 9:30 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando FL 32801.

B. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting was scheduled on December 8, 2021, at 9:00 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando FL 32801.

XI. MEMBER COMMENTS

None.

XII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis, Lake Mary Florida, commented on the need for 24-hour bus and train service, including nights, weekends and holidays; “so nobody gets stranded or needs to walk long distances.

XIII. ADJOURNMENT

The Municipal Advisory Committee meeting was adjourned at 10:37 a.m.

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

Approved this 3rd day of February 2022.

Council Member Keith Trace, Chairman

Ms. Cathy Goldfarb,
Senior Board Services Coordinator

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

TAB 2





Board Action Fact Sheet

Meeting Date: February 9, 2022

Agenda Item: IX.C (Tab 4)

Roll Call Vote: No

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

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

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

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

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

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

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

Supporting Information: These documents are provided at: Tab 2

Performance Measures Information document

Resolution

MAP-21 Performance Management

March 2021

OVERVIEW

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

PLANNING RULE FRAMEWORK

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



Long-Range Transportation Plans

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

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

Transportation Improvement Programs

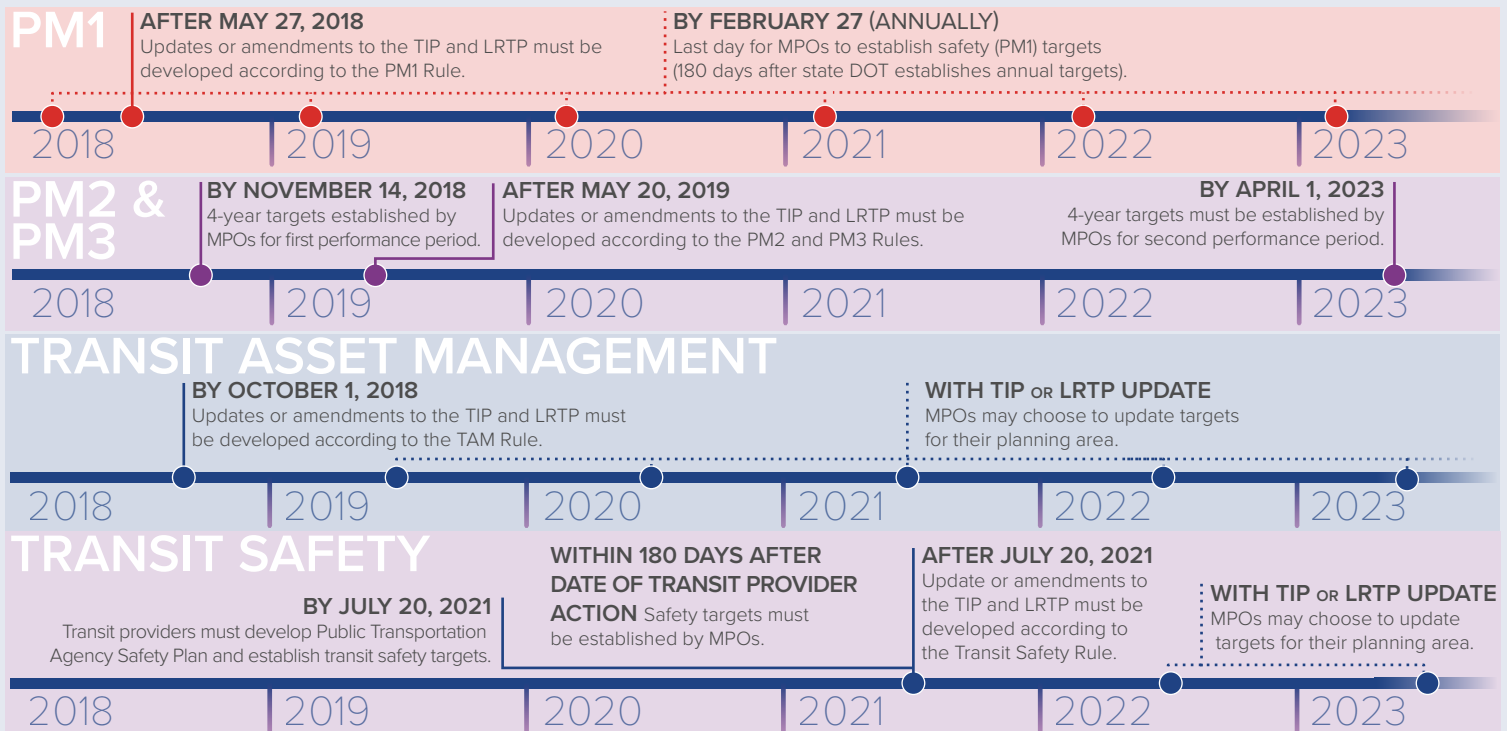
The TIP must:

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

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

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

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

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

Support the statewide target established by FDOT.

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

OR

Establish own target.

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

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

FOR MORE INFORMATION PLEASE CONTACT

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

PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

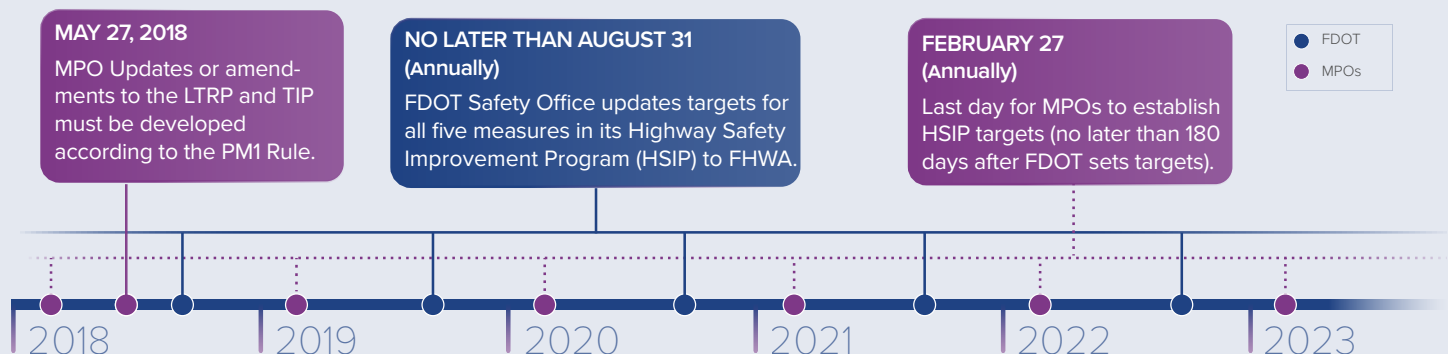
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

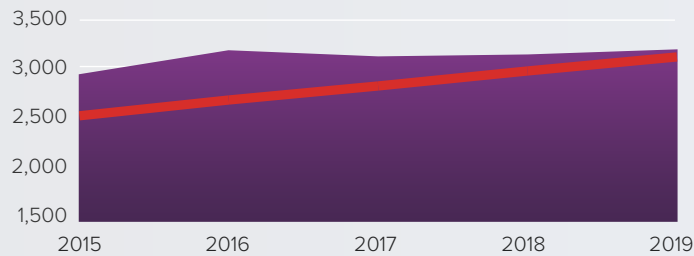
TIMELINE



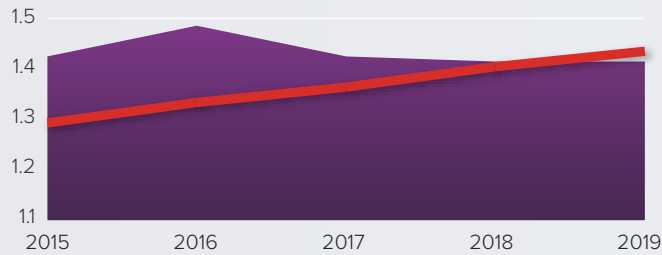
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

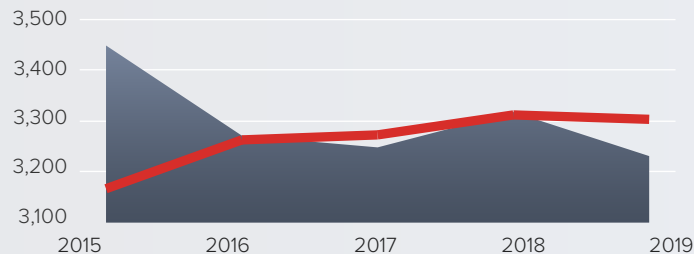
ANNUAL FATALITIES



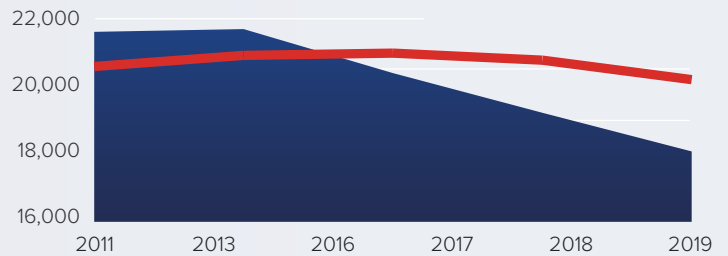
FATALITY RATE (PER HUNDRED MILLION VMT)



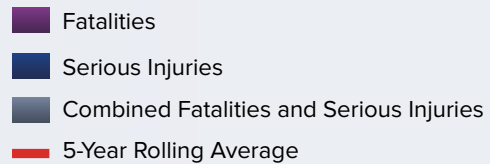
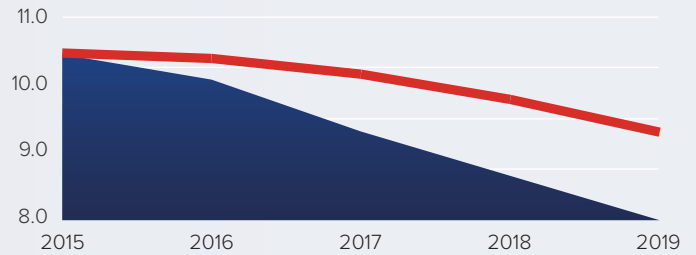
NUMBER OF NON-MOTORIZED COMBINED



ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



Source: FLHSMV, 2020.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

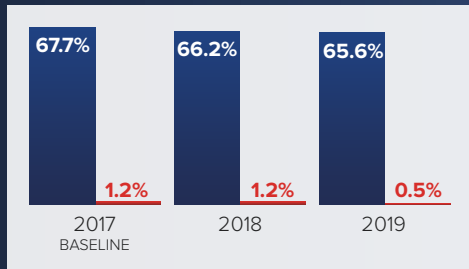
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



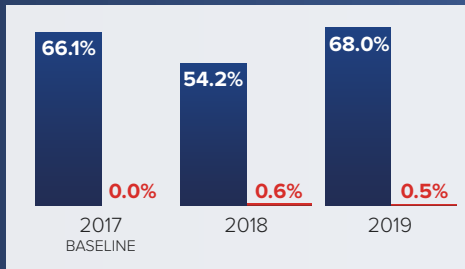
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

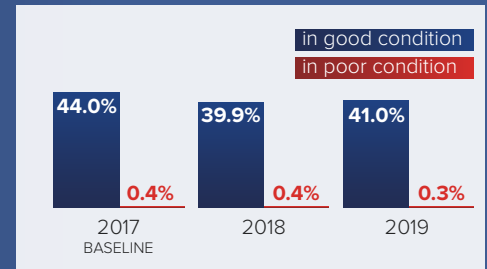
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

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

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

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE

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

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



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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

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

STATEWIDE TARGETS

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

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

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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TRANSIT

Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

March 2021

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

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

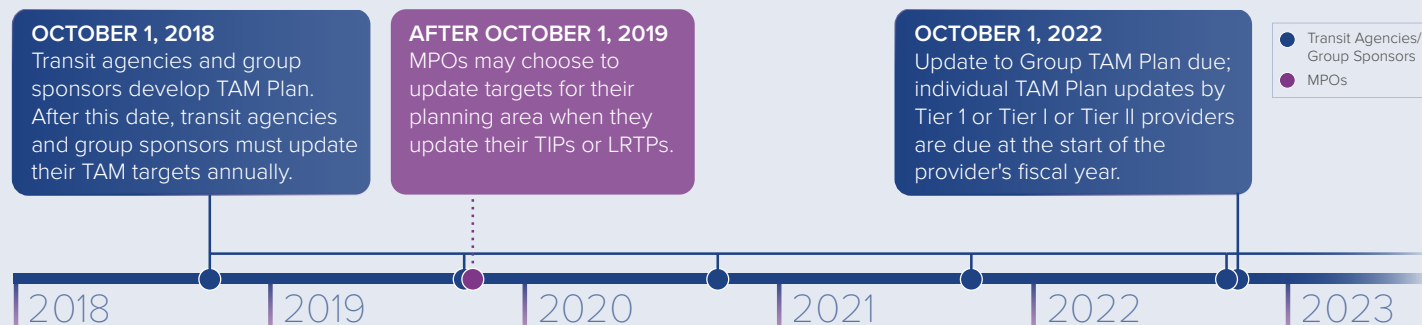
Transit Asset Categories and Related Performance Measures

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

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

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

TIMELINE



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

TAM PLAN

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

Tier I versus Tier II Agencies

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

TIER I

Owns, operates, or manages either:

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

OR

Rail transit

TIER II

Owns, operates, or manages either:

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

OR

Subrecipient under the 5311 program

OR

Native American Tribe

TAM Plan Elements

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

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

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

MPO COORDINATION

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

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

FOR MORE INFORMATION PLEASE CONTACT

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PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

March 2021

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

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

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

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



INJURIES

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

SAFETY EVENTS

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



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE

BY JULY 20, 2021

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

AFTER JULY 20, 2021

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

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION

Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE

MPOs may choose to update targets for their planning area.

- Transit Providers
- MPOs

2021 2022 2023 2024

PTASP CERTIFICATION AND REVIEW

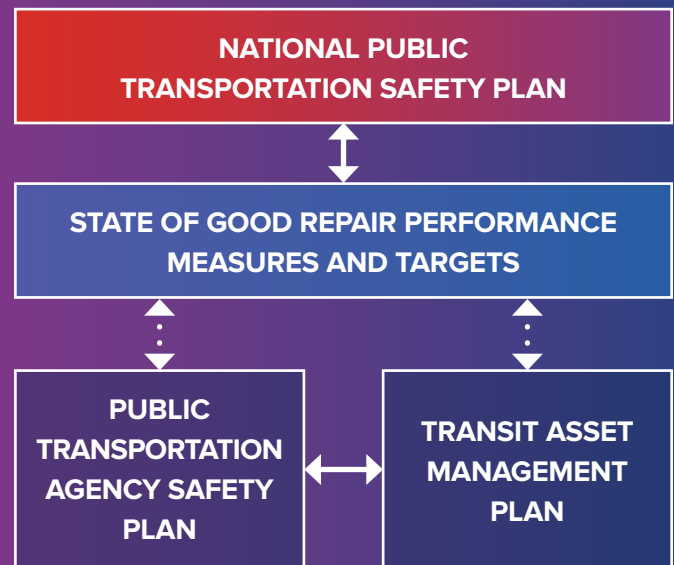
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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

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

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

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

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

FOR MORE INFORMATION PLEASE CONTACT

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RESOLUTION NO. 22-XX

SUBJECT:

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

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

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

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

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

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

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

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

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

Certificate

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

Commissioner Mayra Uribe, Chair

Attest:

Lisa Smith, Board Services Coordinator
and Recording Secretary

TAB 3





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

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

The following is a brief status update on major FDOT road construction projects in Orange and Osceola counties as of the December cutoff. The next cutoff date is January 31, 2022. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

ORANGE COUNTY

Upcoming Projects:

None.

Current Projects:

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

- Contract E5Z93
- Project Start: March 2021
- Estimated Completion: Spring 2022
- Contractor is performing concrete work throughout the project. Crews are also working on drainage, conduit tie-ins and pedestrian poles. In addition, paving is scheduled to start on the project.

439880-7 Orange County Pedestrian Lighting Bundle G

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

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

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

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

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

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

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

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

- Contract E53A6
- Contractor: Hubbard Construction Company
- Project Cost: \$320,200
- Project Start: Summer 2021 (August 16)
- Completed: December 2021

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

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

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

- Contract E5Z33
- Project Start: February 2019
- Estimated Completion: Spring 2022
- Contractor is sodding ditches, installing sidewalk, and mounting light poles and bases. Crews are also paving and working on the sound wall and driveway turnouts.

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

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

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

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

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

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

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

- Contract T5688
- Project Start: July 2021
- Estimated Completion: Summer 2022
- Contractor is working on clearing and grubbing, lighting, widening activities, and drainage.

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

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

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

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

SEMINOLE COUNTY

Upcoming Projects:

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

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

Current Projects:

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

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

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

- Contract T5686
- Project Start: March 2021
- Estimated Completion: Summer 2022
- Contractor is working on Water-main/Force-main Pond grading, Sod placement, median widening, drainage, and signalization

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

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

440821-1 Ped/Safe Greenway Development ITS Communication

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

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

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

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

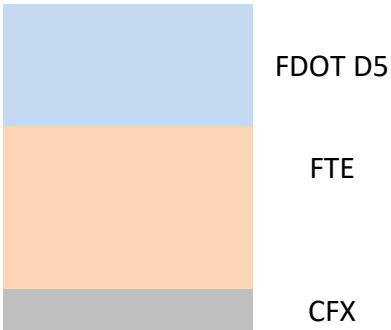
- Contract E5Z94
- Project Start: May 2019
- Estimated Completion: Early 2022

Current PD&E Projects in MetroPlan Orlando Area

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

Upcoming PD&E Projects in MetroPlan Orlando Area

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



Notes:

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



February 9, 2022

TO: Board Members

FROM: Gary Huttman AICP, Executive Director

SUBJECT: 2021 Population Estimates

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

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

Highlights are as follows:

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

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

Attachment



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A REGIONAL TRANSPORTATION PARTNERSHIP

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

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

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

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

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

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

January 2022

Board Meeting Highlights – December 8, 2021

- **Chairwoman's Announcements:** Chairwoman Viviana Janer opened the meeting at 9:05 a.m. Commissioner Mayra Uribe, Orange County, led the Pledge of Allegiance. Chairwoman Janer welcomed Osceola County Commissioner Grieb back on to the MetroPlan Board. Commissioner Uribe reported on the November 18th TDLCB annual meeting. Chairwoman Janer highlighted several projects that have been completed and/or are underway. She noted that at the end of the meeting the Board would be acknowledging the outgoing Committee and Board chairs.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Gary Huttman thanked Board members for their attendance, and he acknowledged Orange County Commissioner Nicole Wilson as an alternate for Commissioner Bonilla. Mr. Huttman included highlights of staff involvement with NARC and AMPO, an update on stimulus funding, reauthorization of the federal transportation bill, and the FDOT work program. Mr. Huttman, reported on the Washington Fly-In hosted by the Orlando Economic Partnership on November 17th and 18th, the opening of the City of Sanford Riverwalk project on November 15th, and the Florida AV Summit from November 29th-December 1st. Mr. Huttman reported on his December 3rd meeting with FDOT Secretary Thibault. Mr. Huttman recognized MetroPlan Orlando staff member(s) Lara Bouck for completing the 2021 Operations Academy Senior Management Program, and Eric Hill for his participation in the Emerald Coast Transportation Symposium held in Miramar, FL. Lastly, he called attention to information placed in the supplemental folders.
- **Agenda Review:** Mr. Huttman reported that Eric Hill would be giving the TSMO Committee Report in place of Mr. Doug Jamison and that there were no other changes to the agenda.
- **Public Comments:** Ms. Joanne Counelis commented on the need for bus shelters at certain sites in Seminole County.
- Unanimously **Approved** Consent Items: A through H.
- Unanimously **Approved** the amendments to the 2045 Metropolitan Transportation Plan (Roll call vote conducted)
- Unanimously **Approved** the FDOT Amendment to FY 2021/22 - 2025/26 TIP (Roll call vote conducted)
- Conducted election of 2022 Board officers: Commissioner Mayra Uribe, Chairperson; Commissioner Bob Dallari, Vice-Chairperson; and Commissioner Cheryl Grieb, Secretary/Treasurer
- **Information Items for Acknowledgement:** Items A-H were unanimously approved.
- **Other Business:** Presentations: **FDOT District 5 Tentative Work Program** (Ms. Katherine Alexander, FDOT, District 5); **FDOT FTE Tentative Work Program** (Ms. Carol Scott, FTE); **FDOT Truck Parking PD&E Status Update** (Mr. Steven Buck, District 5)
- **Public Comments:** Ms. Joanne Counelis commented on the need for 24-hour bus and SunRail service 7 days a week.
- **Acknowledge Outgoing Committee Chairs:** Chairwoman Janer acknowledged Council Member Trace for his leadership of the Municipal Advisory Committee. She also acknowledged Sarah Elbadri, the outgoing chair of the Community Advisory Committee and Nabil Muheisen, the outgoing chair of the Technical Advisory Committee.

- **Acknowledge Outgoing Board Chairwoman:** MetroPlan Board Vice Chair Uribe acknowledged Commissioner Janer for her service to the MetroPlan Board as Chair for 2021.
- **Board Member Comments:** None.
- **Next Board Meeting – February 9, 2022**

LYNX Rolls Out New See&Say Safety Mobile Application

[Home](#) | [News and Events](#) | LYNX Rolls Out New See&Say Safety Mobile Application

The Central Florida Regional Transportation Authority (LYNX) has released a new version of the LYNX® See&Say mobile application. This app will continue to allow customers to communicate transit threats and safety and security concerns in real-time. Anyone who installed the previous version of LYNX® See&Say will need to remove the app, download the new version from the App Store or Google Play and create a new account.

The new LYNX® See&Say app has a fresh design, additional support resources with local law enforcement, LYNX map brochures and a quicker incident reporting process which will still be monitored 24 hours a day. Users are encouraged to use the “Call 911” button to report immediate emergency concerns.

Report categories have been limited to safety and security concerns.

The list includes but, is not limited to:

- Bus maintenance issues.
- Damaged or unclean bus.
- Human trafficking awareness.
- Unsafe driving.
- Unattended suspicious item/package – direct dial to 911.
- Criminal or suspicious activity/person – direct dial to 911.

The other LYNX apps available are LYNX Bus Tracker, real-time route information; NeighborLink, trip booking; and PawPass, for mobile fare payment.

-LYNX-

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

LYNX Dec. 9 Board of Directors and Oversight Committee Meeting Information

[Home](#)|[News and Events](#)|LYNX Dec. 9 Board of Directors and Oversight Committee Meeting Information

The Dec. 9 Central Florida Regional Transportation Authority (LYNX) Oversight Committee and Board of Directors meetings will be open to the public with members attending in person. While the meetings will be open to the public those wishing to attend are encouraged to do so via Zoom.

The 11 a.m. Oversight Committee meeting will be held by calling 646-558-8656 and entering meeting ID: 89002863382 with passcode: 661344 or direct zoom

link: <https://us06web.zoom.us/j/89002863382?pwd=enY5aTMyYWx0VG13YU85T09Na1FGdz09>

The 1 p.m. Board of Directors meeting will be held by calling 646-558-8656 and entering meeting ID: 86809643438 with passcode 318115 or direct zoom

link: <https://us06web.zoom.us/j/86809643438?pwd=YzNyYTVMTjdnNW5ZZmM1bytqQnBPQT09>

Alternative methods have been established for LYNX to receive public comments during these meetings. Written public comments can be emailed to publiccomments@golynx.com, entered at golynx.com/contactus and select Public Comments under the dropdown menu, mailed or dropped off at:

LYNX Central Station Administration Building
Public Comments
455 N. Garland Ave.
Orlando, FL 32801

Comments received by the start of each meeting will be read and become part of the meeting notes. Those wishing to provide a comment in person must come to the LYNX Board Room.

The meeting agendas and packet may be found at: [December 9, 2021 - Oversight Committee Pkg](#) and [December 9, 2021 - Board Report Pkg](#).

All information regarding how the agency is protecting the community can be found at www.golynx.com/coronavirusinfo. The community also is encouraged to follow LYNX at www.facebook.com/golynx and [@lynxbusorlando](https://www.twitter.com/lynxbusorlando) for updates.

-LYNX-

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.



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A REGIONAL TRANSPORTATION PARTNERSHIP

Memorandum

January 18, 2022

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

City of Kissimmee

The Toho-Valencia Trail Phase II is under construction. The Weston Reserve section of Shingle Creek Trail and the Emory Canal Trail North Section projects were completed in 2021.

Town of Oakland

The Town has completed its Complete Street Design Plan for Oakland Avenue and Tubb Street prepared by GAI Community Solutions Group. The five-phase project is estimated at about \$12M.

Orange County

Orange County Parks and Recreation is currently finishing construction for the Shingle Creek Trail Phase 2 along S. John Young Parkway.

Construction on the remaining segments of the Shingle Creek Trail project including Phases 1, Segments 2 and 3 and Phase 3 will commence in the coming year.

Portions of the Pine Hills Trail Phase 2 will be starting construction later this year, and remaining portions will move to the design phase.

The Lake Apopka Connector Trail and the Horizon West Trail Phase 1 are currently in design.

The Little Econ Trail Phase 3 Pedestrian Bridge Project will be moving into design this year.

Planning Studies are being conducted for the West Orange Trail Phase 4, and the remainder of the Little Econ Trail Phase 3. A planning study for Phase 4 of Shingle Creek Trail is expected to begin later this year.

Osceola County

The Fortune Lakeshore Trail is moving forward with construction; the contractor has been given notice to proceed.

City of Winter Park

To serve the City's new Library and Event Center on W. Morse Boulevard, the sidewalk connecting to Denning Drive was widened and a crosswalk across Morse Boulevard including RRFBs was installed to improve pedestrian safety.



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APPROVED BY
METROPLAN ORLANDO

J. Smith 11/10/2021

2022 Legislative Priorities and Positions

ADOPTED November 10, 2021

Top priorities:

- Increased funding for transportation that does not negatively impact the State Transportation Trust Fund
- Increased Transportation Disadvantaged funding for paratransit service (ACCESS LYNX)
- Change existing laws to include bicyclists as vulnerable road users (cyclists) in current Move Over Law (316.126 F.S.)

We support legislation that:

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

Monitor legislation that:

- Regulates distracted driving by prohibiting the use of handheld two-way electronic wireless communications devices and other similar distracting handheld devices while operating a motor vehicle on any roadway. (Monitor and support, if needed)

- Seeks to alter, revise, or rescind Red Light Camera legislation (Monitor and oppose, if needed)
- Seeks to mandate changes to mid-block crossing designations. (Monitor)
- Seeks to diminish the role of Regional Planning Councils (Monitor and oppose, if needed)

Executive Agency Action Item(s):

- Staff to work with DFS and FDOT to resolve concerns with the state practice that recognizes federal metropolitan transportation planning funds as state funds for purposes of expenditure.
- Staff and FDOT (Central Office and District 5) to work cooperatively to integrate projects into the region using federal stimulus funding.

Contact(s):

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

Virginia L. Whittington, Director of Regional Partnerships, (407) 497-1536



**MUNICIPAL ADVISORY
COMMITTEE 2021
ATTENDANCE**

NAME	ORGANIZATION	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cole, Eddie	Town of East	A	A	No Meeting	A	P	P	No Meeting	P	No Meeting	P	A
Dowless, John	City of Edge	A	P		P	P	P		P		P	P
Firstner, Richard	City of Oco	A	P		P	A	P		P		A	P
Fouraker, Nicholas	City of Belle	P	A		P	P	A		P		A	P
Hensen, David	City of Cass	P	P		P	P	P		P		P	P
Lacey, Charles	City of Wint	P	P									
McCann, Kevin	City of Winter Springs				P	P	P		P		P	P
Leary, Steve	City of Wint	R	A									
Anderson, Phil	City of Winter Park				P	P	P		P		P	P
McDonald, A. Dale	City of Mait	P	P									
Anselmo, Sharon	City of Maitland				P	R	A		A		P	P
Ramos, Sal	Town of Oa	P	P		A	P	A		P		P	P
Drummond, Richard	City of Long	P	P		P	A	A					
Smith, Jordan	City of Lake	P	P		P	P	P		P		P	P
O'Brien, Jim	Town of Wi	A	A		A	A	A		A		A	A
Sladek, Megan	City of Ovie	P	P		P	P	P		P		P	P
Trace, Keith	City of St. C	P	P		P	P	P		P		P	P
Vacant	City of Wint	V	V		V	V	V		V		V	V



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

January 10, 2022

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

Dear Mr. Huttman:

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

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

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

Sincerely,

DocuSigned by:

Anna Taylor

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Anna Taylor
Government Liaison Administrator
FDOT District Five

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