

Technical Advisory Committee

February 23, 2024



AGENDA

- I. **Call to Order**
- II. Chair's Comments
- III. Agenda Review & Agency Reports
- IV. Roll Call
- V. Presentations and Status Reports
- VI. Public Comments on Action Items
- VII. Action Items
- VIII. TAC-Only Presentations
- IX. General Information
- X. Upcoming Meetings
- XI. Other Business
- XII. Public Comments
- XIII. Adjournment



How to Make a Public Comment

In Person

Complete speaker card, located on table by room entrance

Virtually

Use “Raise Hand” feature (Or dial *9 if on the phone)

Fill out electronic card at:
MetroPlanOrlando.gov/SpeakerCard

After you are recognized, state your name and address and give your comment within 2 minutes



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COMTO Internship Program

- Conference on Minority Transportation Officials (COMTO)
- Careers in Transportation for Youth (CITY) internship program
- Looking for agencies to host interns
- Information in agenda packets (Item IX.E)

COMTO



Agency Updates

- Florida Department of Transportation
 - Amy Beckmann, District 5





Safety Moment

March

Florida

Bicycle Month



Metro Orlando Bicyclist Crashes

Averages for 2018 thru 2022

- 728 Reported Crashes per Year (>824 for 2023)
- 67 Serious Injury Crashes
(115 Bicyclist Hospital Admissions per Year w/o Motor Vehicle)
- 14 Fatal Crashes (21 for 2023)
(3 w/o Motor Vehicle)



Go With the Flow

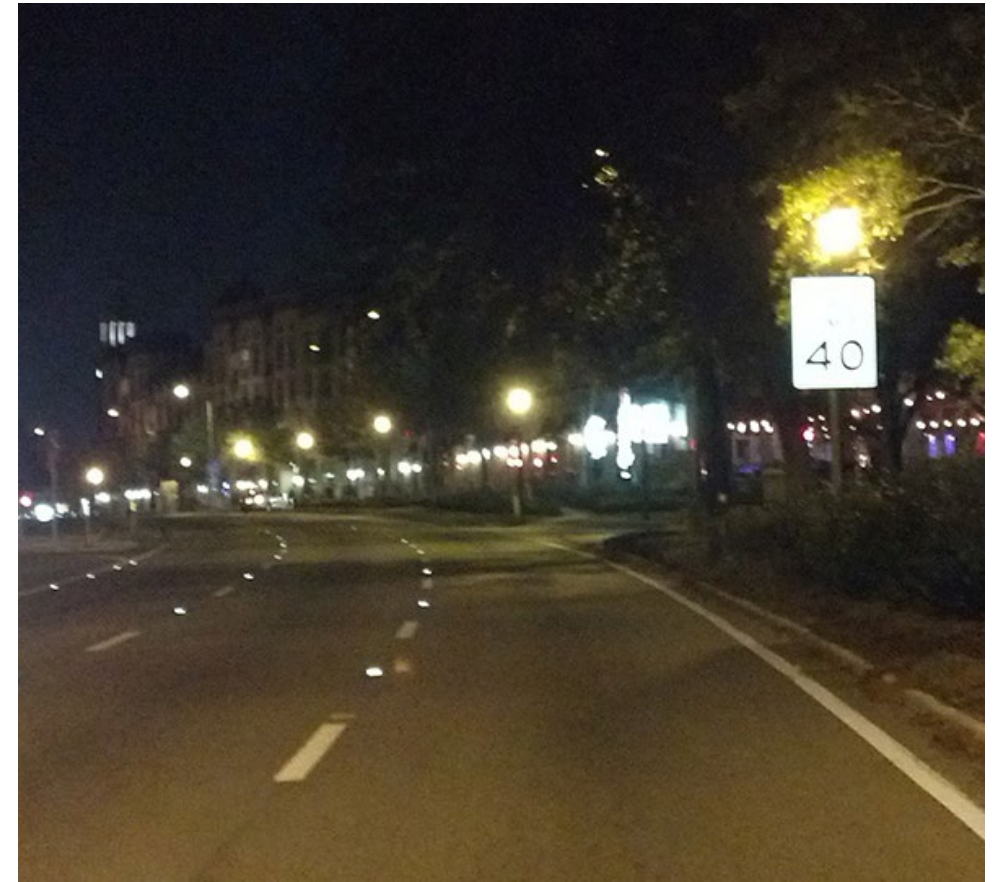
- Facing = 5X More Risk Than With the Flow
- 30% of KSI
(Overtaking Crashes = 10%)
- Avg. One Crash Every Day

- Serious/Fatal Crash Every 13 Days



Lights at Night

- 26% of Bicyclist Travel
- 30% of Bicyclist KSI Crashes
58% of Overtaking KSIs
- 56% of Bicyclist Fatalities
73% of Overtaking Fatalities
- Overtaking KSIs 5X Higher Risk
at Night



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MPO Planning Process 2024-2025

February 2024



Today's Topics

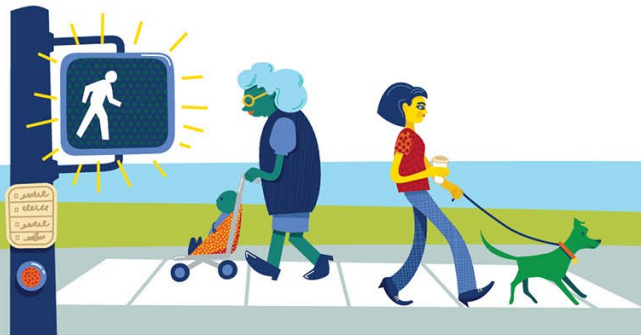
- Ongoing Plans & Studies
- 2045 / 2050 Metropolitan Transportation Plan
- Prioritized Project List & Transportation Improvement Program
- New Federal Transportation Performance Measure (GHG)



Ongoing Plans and Studies

Future Needs and Project Solutions

- Active Transportation Plan
- Transit Vision Plan
- TSM&O Master Plan
- EV Charging Readiness Study



Adopted 2045 MTP and 2050 Update

- 2050 Plan update in progress
- 2045 MTP and Cost Feasible Plan in place until 2050 Plan is adopted by MetroPlan Orlando Board
- Living Document: 2045 MTP Amendments / Modifications



Project Priorities and Programming

Prioritized Project List (PPL)

- Maintain existing project priorities
- Updates to Critical Sidewalk Bundles (segment and cost adjustments)
- Updates to Off System Construction / TRIP List

Transportation Improvement Program (TIP)

- Develop TIP based on Tentative Work Program and PPL Priority Phases
- Stabilize TIP considering local agency project cost shortfalls





New Federal Performance Measure

FHWA Final Rule

- Effective January 8, 2024
- Amended FHWA's regulations governing national performance management measures and established a method for measuring and reporting of *GHG* emissions associated with transportation
- Requires FDOT and MPOs to establish declining targets for carbon dioxide (CO₂) generated by on-road mobile sources and report on progress toward the achievement of those targets
- MPOs with shared urbanized areas must develop joint target



Federal GHG Metric and Measure

§ 490.511(a)(2), § 490.507(b)

- Metric: Annual total tailpipe CO₂ emissions on the NHS
- Performance Measure: Percent change in tailpipe CO₂ emissions on the NHS, compared to the reference year (CY 2022)

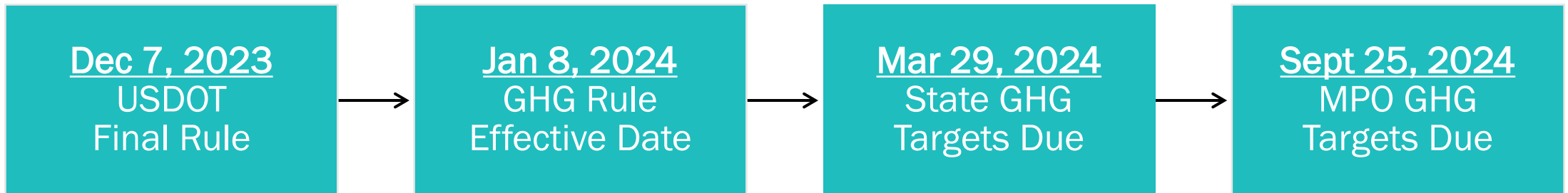
FHWA Example for Calculating Metric (Simple Approach)



Situation and Schedule

- 22 States (including FL) have challenged the final rule in federal court
- Pursuant to negotiations in these cases, FHWA has agreed to not seek enforcement of the original deadline

Key milestones considering above...



Notes: Original due dates based on Final Rule: State GHG Target (Feb 1, 2024) + MPO GHG Target (Jun 30, 2024).
MPOs are due to establish targets no later than 180 days after the State DOT establishes their targets.



Performance-Based Planning and Programming Requirements

23 CFR 450.226 and 450.340

Two years from the effective date (01.08.24) of the rule establishing the GHG performance measure, required Planning documents (MTP/LRTP & TIP) must include the GHG measure to meet requirements of the planning and performance measure rules.





Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

Alex Trauger | Director of Transportation Planning
Alex.Trauger@MetroPlanOrlando.gov





VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths

VISION ZERO PLAN UPDATE



FEBRUARY 2024



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

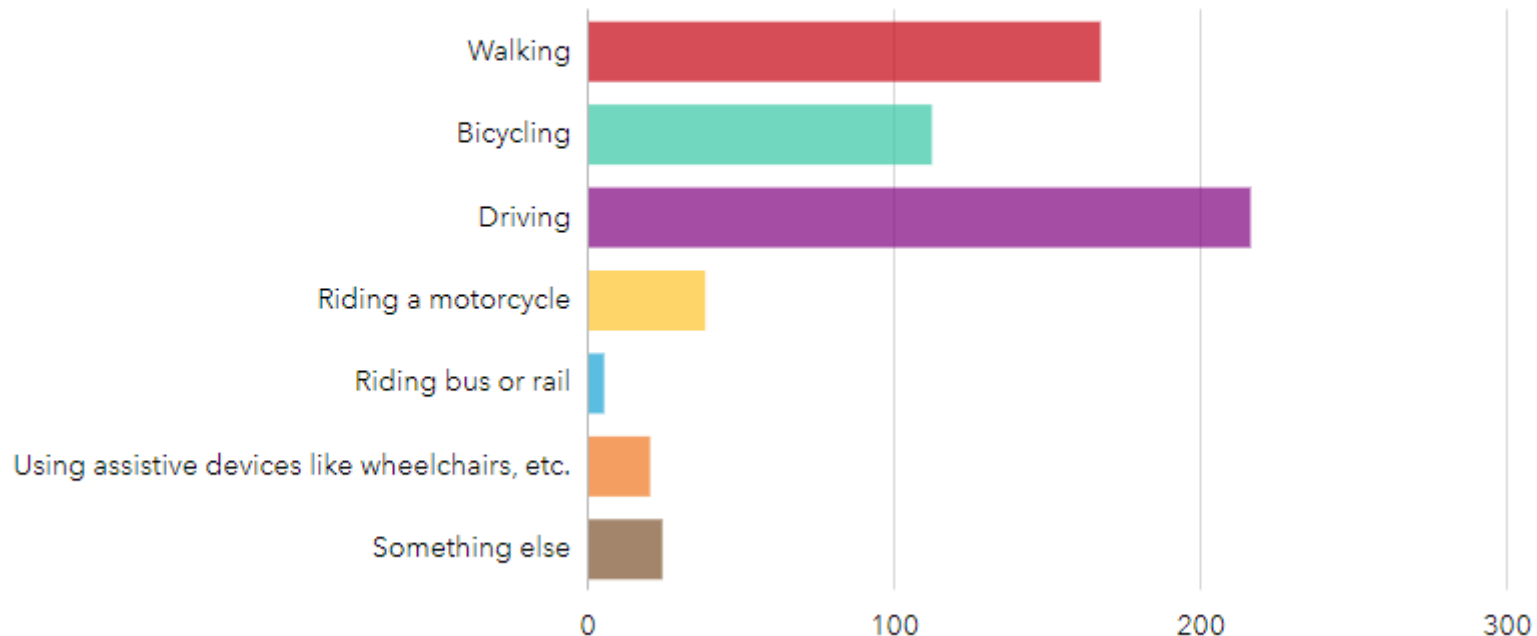
PUBLIC ENGAGEMENT



Map Based Feedback

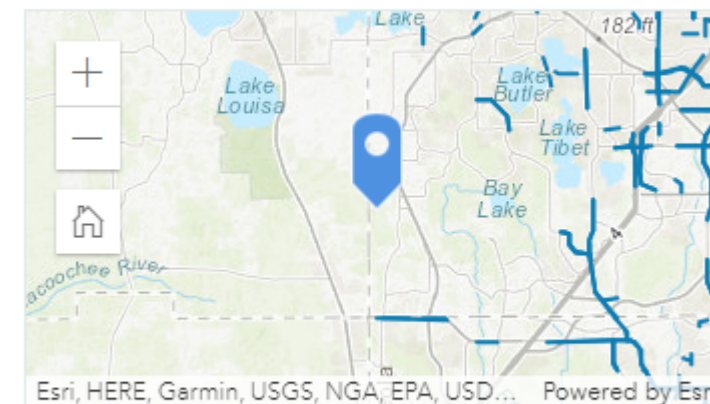
Related to (select all that apply): *

Column Bar



Where did it occur?

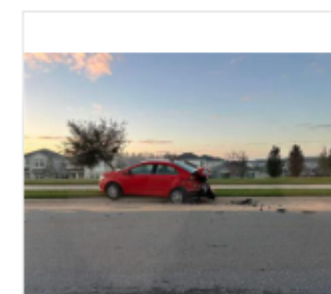
Lat: 28.41228 Lon: -81.652135



Please provide details

We have had several car accidents on Atwater Bay Drive in Waterleigh. People are driving too fast and this morning we had a pretty ugly accident that almost ended up in someone back yard. We desperately need traffic calming devices, such as speed bumps

Would you like to add a photo?



FDOT Safety Strategic Plan

Step 1: Kick-off with FDOT executive team

Step 2: One-on-one interviews with FDOT staff at all levels and departments

Step 3: Collaboration with external partners

Step 4: Develop draft action plan

Step 5: FDOT and external partners review action items

Step 6: Launch plan

WHAT IS THE SAFETY STRATEGIC PLAN?

- Plan that focuses on **safer street designs and changing behaviors** and prioritizes **getting to zero fatalities** and **serious injuries**
- Identifies **internal** and **external** opportunities for collaboration and enhancements in meeting District 5's goals of getting to zero
- Builds upon the **excellent Vision Zero work** being done by our **partners throughout District 5**
- 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

The plan is a **collaborative effort** of key partners in **Central Florida**, like you!

Hub Site Additions

Elected Officials Guide to Vision Zero

Kids Activity Book High Injury Network Factsheets Trend Analysis

Your Role as an Elected Official



How do we get to Vision Zero?

Vision Zero is **holistic and includes a variety of strategies**, including behavior, infrastructure, legislative, and policy changes.

Vision Zero evaluation **establishes a high injury network (HIN)** where most serious crashes happen and identifying root causes of crashes that may be infrastructure or behavior based.

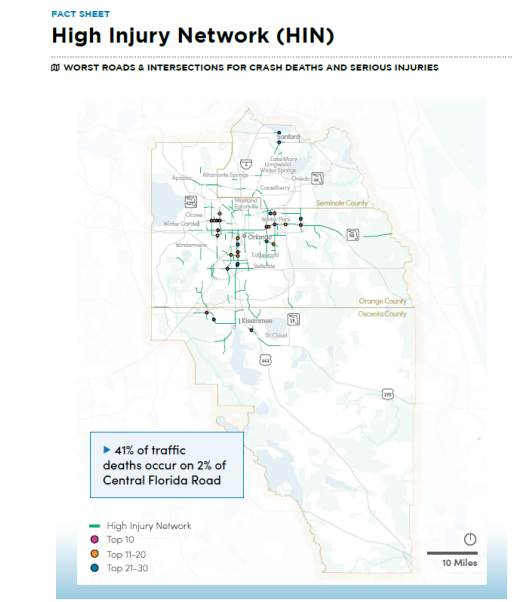
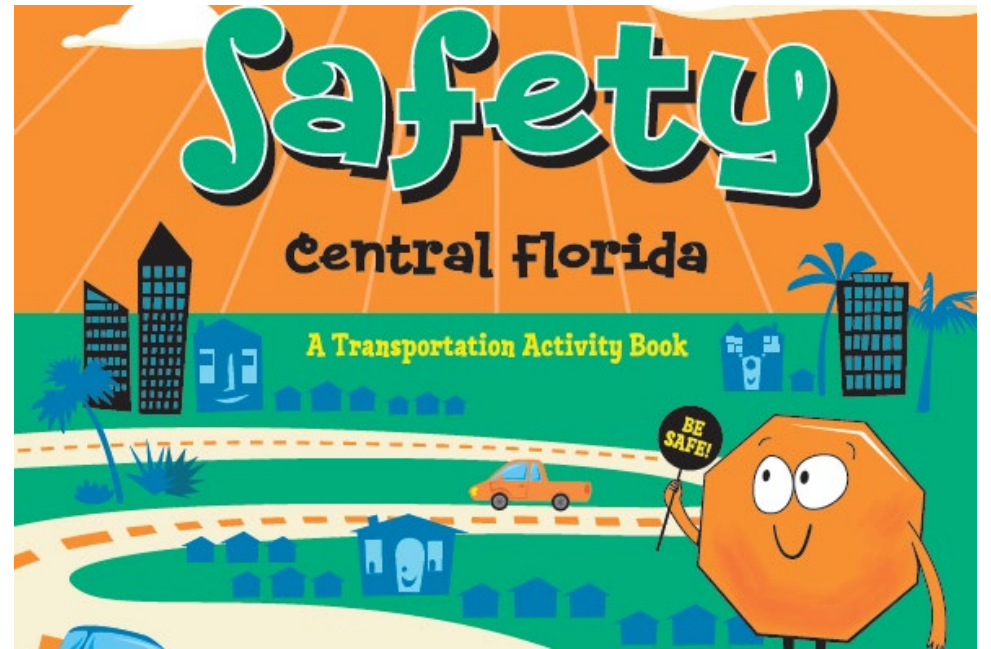
Vision Zero also **identifies short-term fixes and strategies** where they're most needed, along with long-term projects that will transform infrastructure.

What is your part in the solution?

You are a community influencer. Share the Vision Zero message with the media, your constituents, community groups and at community events and encourage people to tell their stories.

You set local policy and strategic direction. Actively participate in creation of your jurisdiction's plan and look for ways to infuse Vision Zero into all actions (ordinances, development review, long range plans, etc.).

You can advocate at the state level for legislative changes that will give local governments more tools in the safety toolbox.



Central Florida Vision Zero

metropolitan orlando
VISION ZERO
Counting down to zero traffic deaths

WHAT IS A HIGH INJURY NETWORK (HIN)?
A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

HOW IS IT CALCULATED?
The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Collision summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

HIN FACTS

- Average Posted Speed 43mph
- Average Prevailing Speed 85mph
- 63% of HIN in Disadvantaged Community (25% of the region is classified as disadvantaged)
- HIN include:
 - 60% State Roads
 - 30% County Roads
 - 10% Local roads

HIN NETWORK OVERALL STATISTICS

	ALL ROADS*	HIN	% HIN	FEDERAL AID (FA) NETWORK	% HIN OF FA
CENTERLINE MILES	10,728	258	2%	1,965	13%
All Collisions	272,623	98,975	36%	229,278	43%
DEATHS	1,143	638	56%	1,071	60%
KSI	7,146	3,378	47%	6,398	83%
PED KSI	949	570	61%	854	67%
BIKE KSI	327	164	50%	285	58%
MOTORCYCLE KSI	956	416	43%	864	45%

* All roads in xWay excluding limited access (interstate, tolls, parking lots, etc.)
* All roads in xWay are on FA network

HOW CAN YOU GET INVOLVED
This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.
bit.ly/VZCFvideo

Visit our website to review crash data, learn more about safety, provide feedback and get details for upcoming events: VisionZeroCFL.gov

Regional Fact Sheet

Overall Crash Trends Bicyclist Crashes Pedestrian Crashes

Commercial vehicle-involved crash hot spots.

This map shows commercial vehicle-involved crash hot spots. Zoom into the map to view hot spots in more detail.

Freight Networks

- National Highway Freight Network
- Regional Freight Network

The following commercial vehicle crash trends have been observed in the 3-county region from 2018 through 2022:

Year	Crashes
2018	4,480
2019	4,562
2020	3,343
2021	3,790
2022	3,859

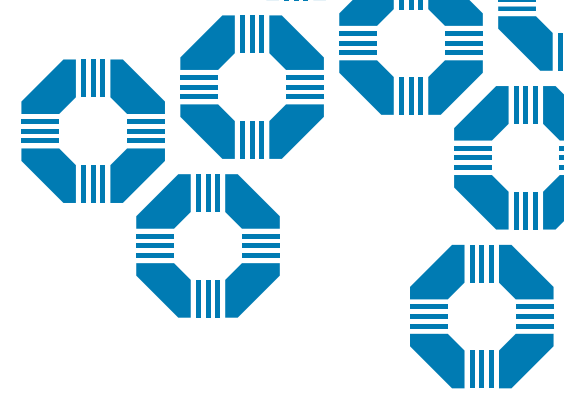
Source: Signal Four Analytics. Excludes crashes in parking lots. Limited access facility crashes are included.

TASK FORCE MEETING #4



Benchmarking Process MetroPlan Orlando Region

- Plan Identification and Review
- Plan documentation
- Staff benchmarking
- Stakeholder benchmarking
- Identify potential Action Items to include in Plan



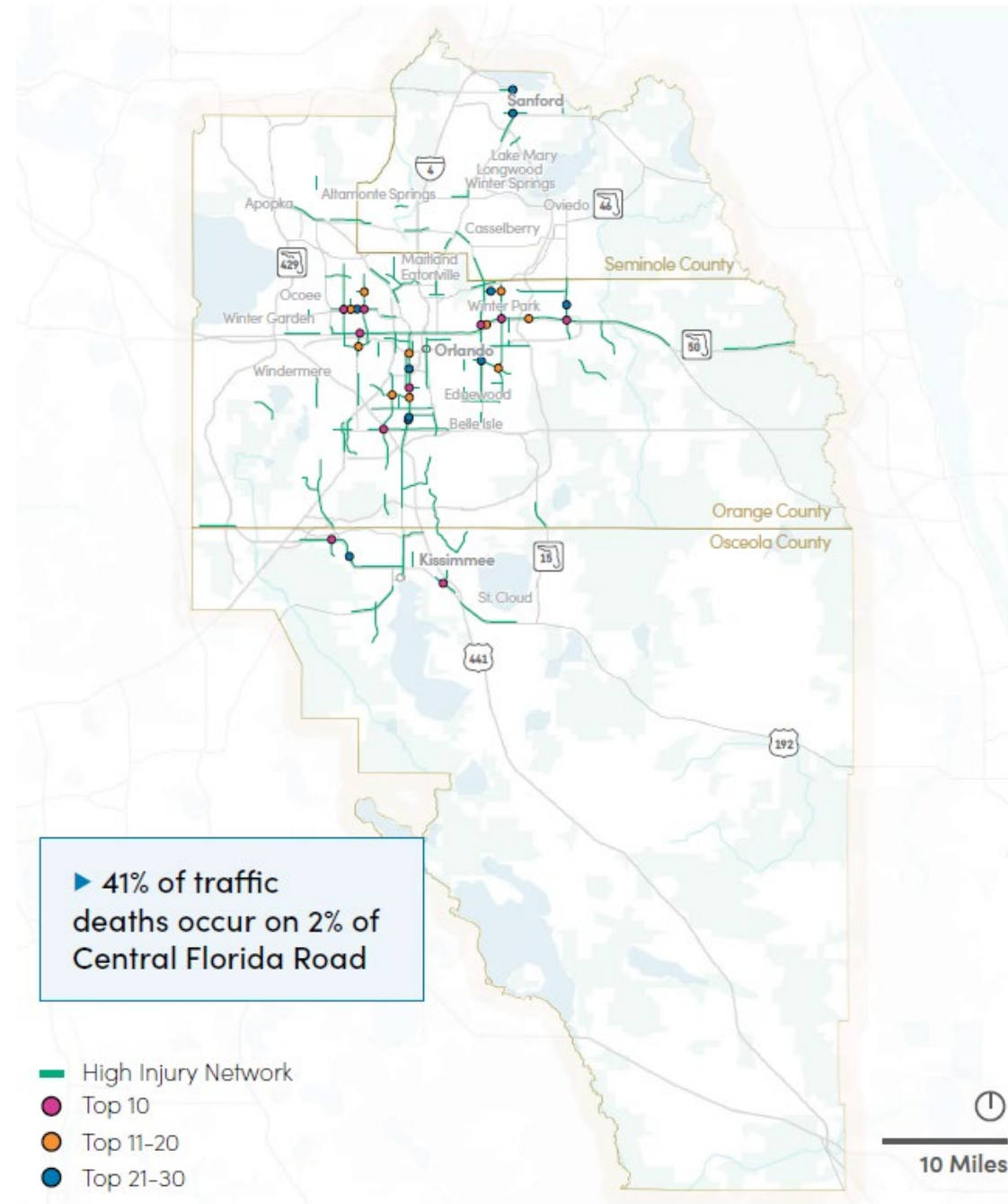
Counter-measure Pairing

Project Identification

Focus on top 30 corridors and intersections

Identify jurisdictional overlap

Facilitate conversations with appropriate jurisdictions



HIN Focus Fact Sheets

Crash Data

Crash Locations

Contextual Information

Jurisdiction

Planned Projects

CORRIDOR 1

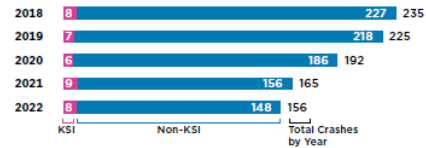
JOHN YOUNG PARKWAY

from SR 50 to Orange Center Blvd.

CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



CRASH TYPE

	KSI	NON-KSI	TOTAL
REAR END	4	409	413
LEFT TURN	13	165	178
SIDESWIPE	-	166	166
OTHER	6	60	66
ANGLE	-	46	46
HIT AND RUN	7	161	168
ALCOHOL INVOLVED	2	14	16

CONTRIBUTING ACTION

	KSI	NON-KSI	TOTAL
CARELESS OR NEGLIGENT	3	243	246
FOLLOWED TOO CLOSELY	2	108	110
FAILED TO YIELD RIGHT-OF-WAY	7	145	152
FAILED TO KEEP IN PROPER LANE	-	57	57
OTHER CONTRIBUTING ACTION	7	69	76

HIN FACTS

JURISDICTION	ORLANDO
CLASSIFICATION	PRINCIPAL ARTERIAL (C3C)
CORRIDOR LENGTH	1.45 Mile
AVERAGE POSTED SPEED	42.5 mph
AVERAGE PREVAILING SPEED	50.53 mph
% OF HIN IN DISADVANTAGED COMMUNITY	87%
TRANSIT ROUTES	20,25,303
TRAVEL LANES	6 lanes

CRASH CONTRIBUTION FACTORS

	KSI	NON-KSI	TOTAL
TIME OF DAY			
DAYLIGHT	13	650	663
DUSK-DAWN	-	17	49
NIGHT	24	237	261
LIGHTING CONDITION			
LIGHTED	21	221	242
NOT LIGHTED	3	14	17
ROAD SURFACE CONDITION			
DRY	30	835	865
WET	8	100	108

KSI CRASHES BY LOCATION



Potential Prioritization Categories



Equity

Safety History

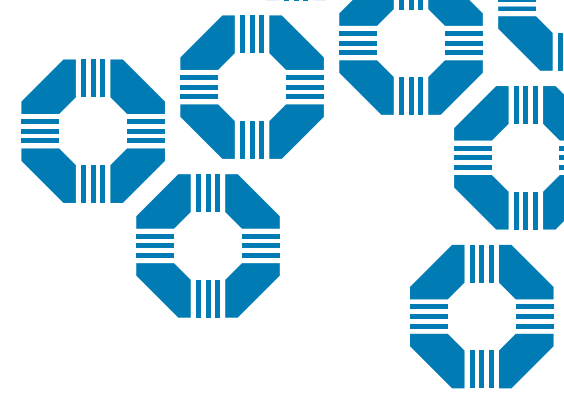
Safety Benefit

Regional
Benefit

Ease of Project
Implementation

SS4A GRANT CYCLE UPDATES





SS4A Cycle 3/FY 2024 Timing

Notice of Funding Opportunity (NOFO) released February 20

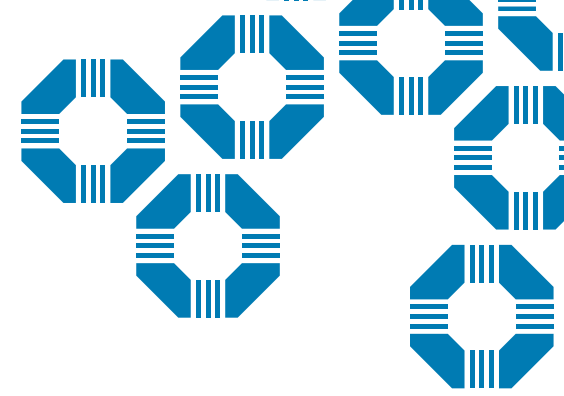
Implementation applications due May 16
Eligible Plans must be adopted by April 30

Applications for planning or demonstration grants:
April 4
May 16
August 29

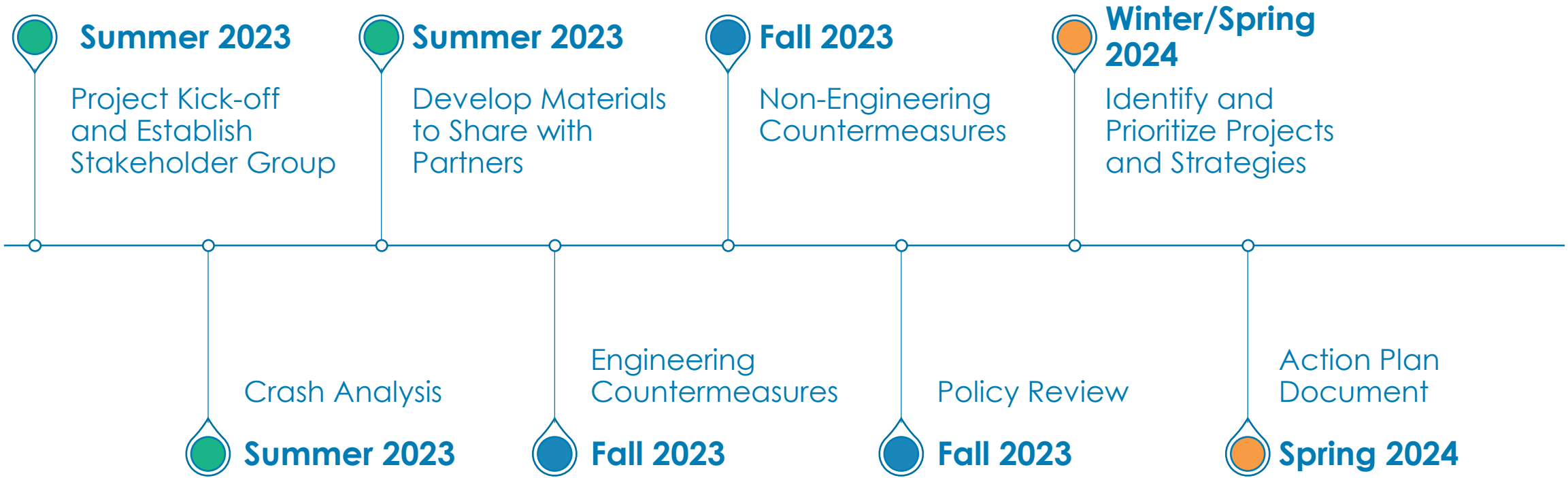
<https://www.transportation.gov/grants/ss4a/how-to-apply>

NEXT STEPS





Project Schedule



LOCAL GOVERNMENT UPDATES





VISION ZERO
CENTRAL FLORIDA

Thank You!

Mighk Wilson
MetroPlan Orlando
mighk.wilson@metroplanorlando.gov

2050 Metropolitan Transportation Plan: Status Update

February/March 2024

Taylor Laurent, MetroPlan Orlando



Status Report | February 2024

Ongoing Work

See General
Information
Section (IX)

- **Background & Existing Conditions**
 - Public Participation Plan
 - Existing Conditions and Area Profile
 - Travel Patterns & Origin-Destination Analyses
- **Goals & Objectives**
 - Reviewing prior goals and objectives
- **Technical Analysis**
 - Coordinating with FDOT on Central Florida Regional Planning Model
 - Congestion Management Process



Status Report | February 2024

Recent Meetings

See General
Information
Section (IX)

- 2050 MTP Technical Workshop – February 8, 2024
 - <https://www.youtube.com/watch?v=edZVE40WV4I>
- Workshop Recap
 - Background and Purpose of the MTP
 - Technical Workshop Roles & Responsibilities
 - Core Tasks and Activities
 - Key Milestones



Status Report | February 2024

Upcoming Meetings

See General
Information
Section (IX)

- 2050 MTP Technical Workshop – April 11, 2024 at 2:00pm
- Workshop Agenda Preview
 - Review of Existing Conditions & Area Profile
 - Refinement of Goals & Objectives
 - Discussion of Drivers of Change / Future Trends



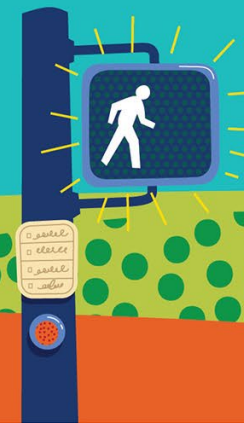


Thank you!

MetroPlanOrlando.gov | 407-481-5672

Taylor Laurent | Manager of Transportation Planning

MTP@MetroPlanOrlando.gov



Transportation for All: Overcoming Obstacles

Mary Ann Horne, Community Outreach Strategist

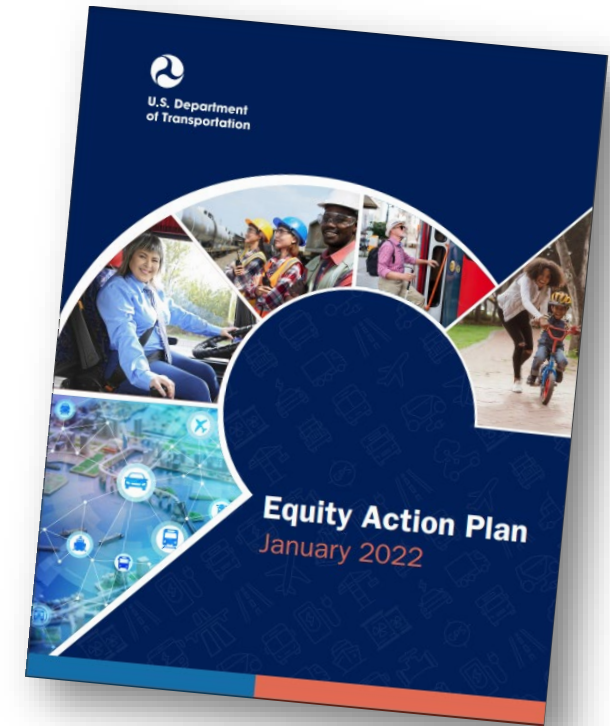


Recent Federal Guidance

USDOT's Equity Action Plan (2022) and Associated Resources

“Highlights key actions that USDOT will undertake to expand access and opportunity to all communities while focusing on underserved, overburdened, and disadvantaged communities.”

To support the Plan, USDOT shared data and resources, including the Equitable Transportation Communities (ETC) web map





Equality



Equity



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Source: Robert Wood Johnson Foundation



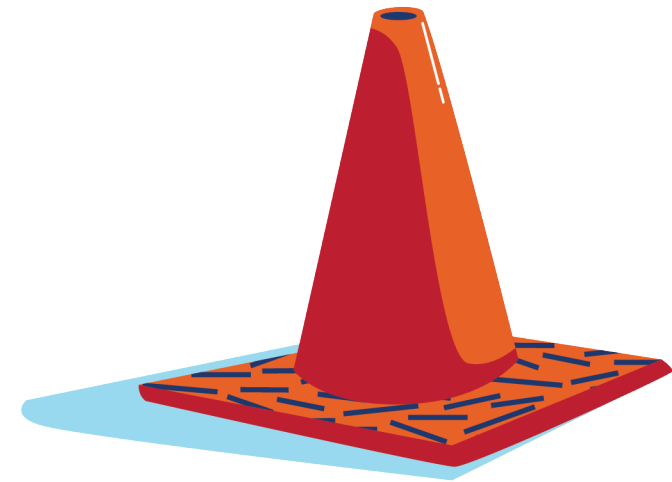
“Transportation [that] is available, accessible, and affordable for everyone, no matter their background.”

- 2021 Regional Public Opinion Survey Report
Defining transportation equity

Types of Disadvantages

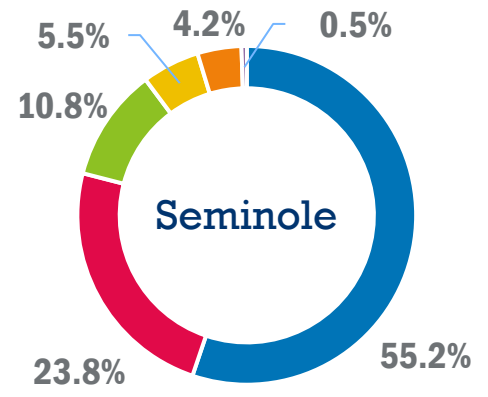
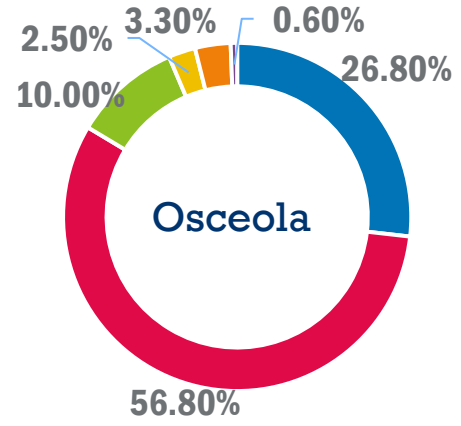
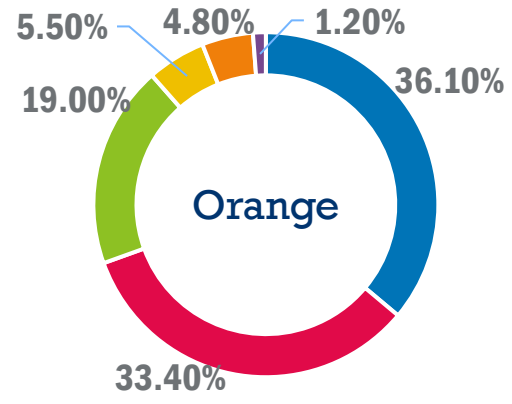
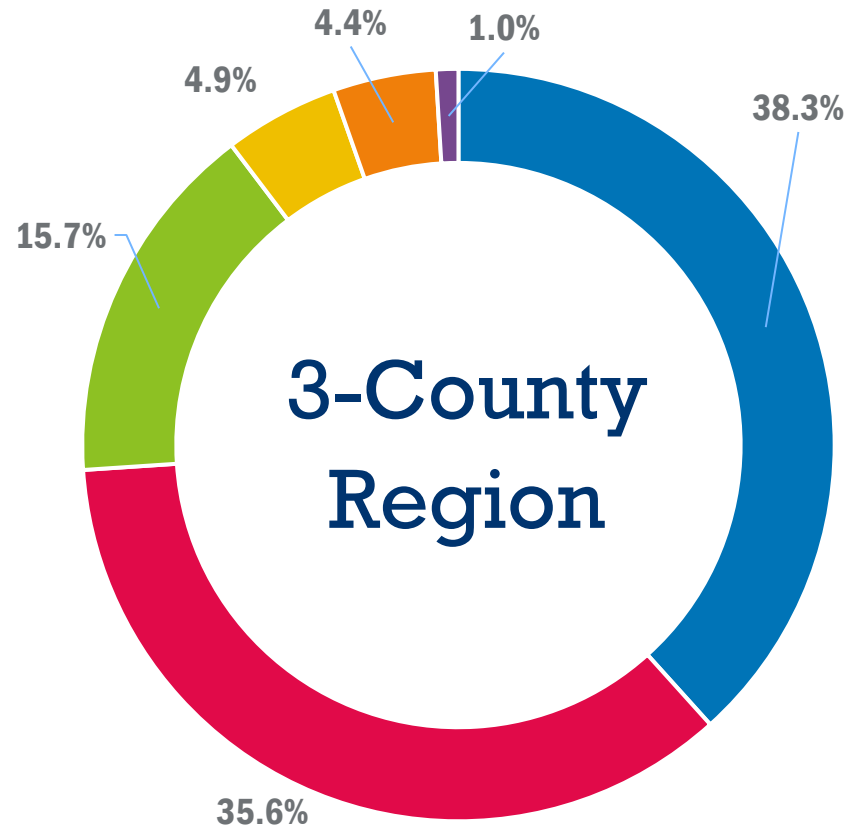
Some obstacles commonly faced include:

- Lack of mobility options
- Infrastructure does not support safe and comfortable mobility
- Poor air and environmental quality
- Poor health
- Social vulnerability





A Growing Majority-Minority Region: 2022



Data source:
ACS 2022 1-Yr Est.

*Not including Hispanic/Latino
**Includes Hispanic of any race

- White*
- Hispanic**
- Black*
- Asian*
- 2 or More Races*
- Other*

Key Pieces of the Transportation for All Plan



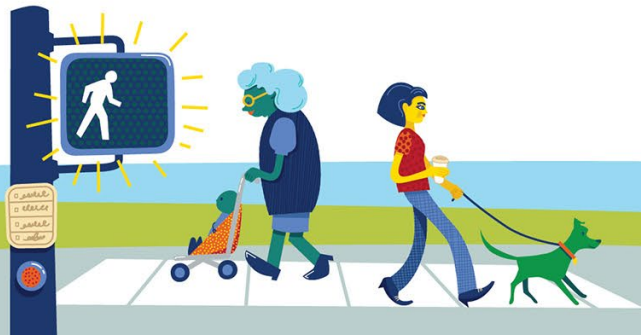
Localizing the
USDOT data and
presenting Central
FL community
demographics



Identifying geographic
areas of the greatest
need within the
region as Equity
Focus Areas



Developing the
Transportation for All
**Partner Agency
Network**

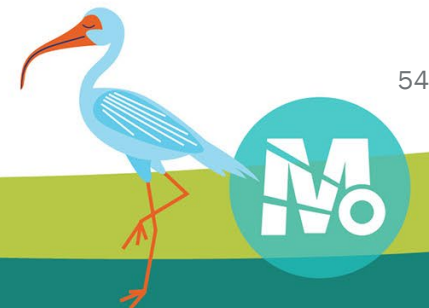


Defining Transportation Underserved Communities

Transportation Underserved Communities, or TUCs, are the places with the greatest disadvantage and need in the region. They will be useful to identify and evaluate potential discrepancies in transportation outcomes.

Note that TUCs are **not**:

- The only places where disadvantages exist in our region
- The only places that will be studied or covered





Equitable Transportation Community (ETC) Explorer Tool

USDOT Equitable Transportation Community (ETC) Explorer

- ETC Explorer - Homepage
- ETC Explorer - National Results
- ETC Explorer - State Results
- ETC Explorer- Add Your Data (National and State Results)
- Transportation Insecurity Analysis Tool

For Instructions:

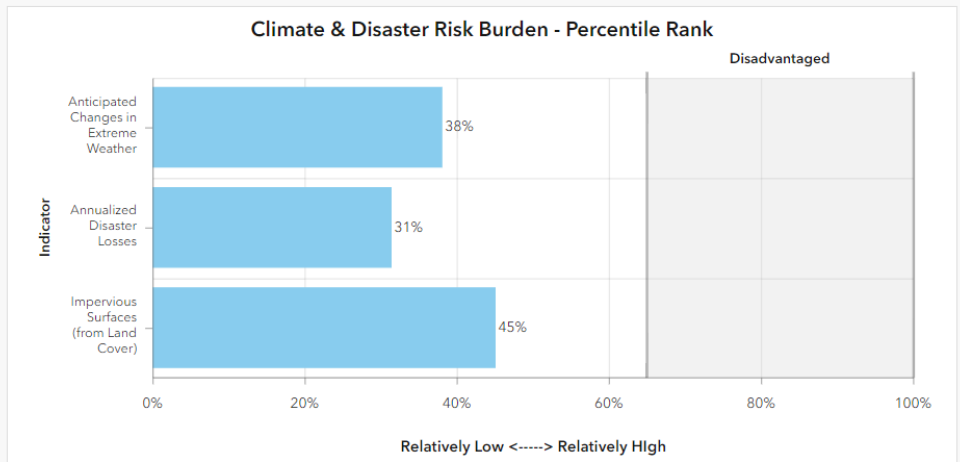
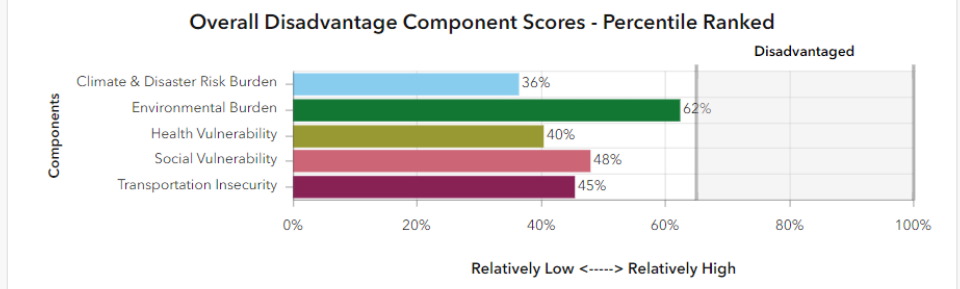
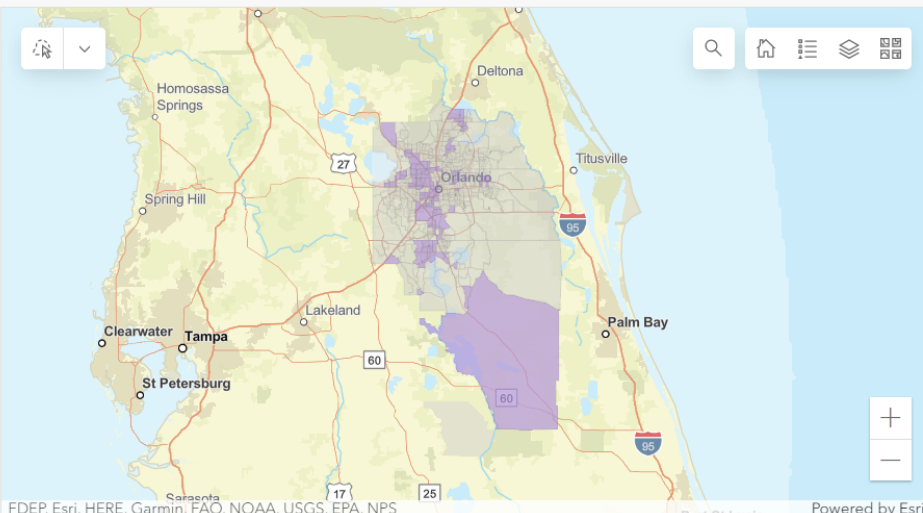
Click on the arrow on the left side of the page for instructions on using the features in the tool.

State Selector
Florida

County Selector
Orange County, Flori... 3

Community Selector
Select State First

MPO Selector
All MPOs



Total Population Living in

2.2M

Total Population Living in Disadvantaged Census Tracts in

607.2k

% of Disadvantaged Census Tracts in the Selected Project

28%

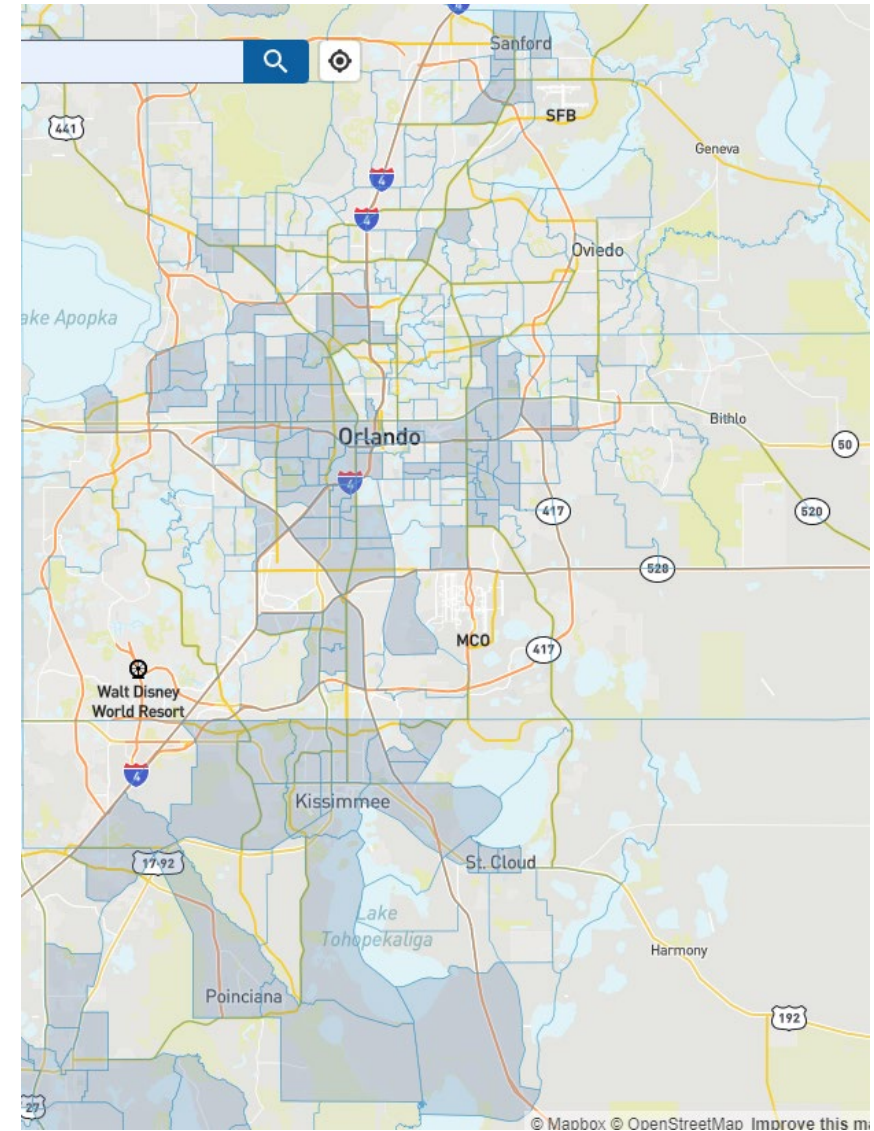
- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.
- If viewing on a laptop and the dashboard does not display properly- right click on your desktop, select display options, and adjust the zoom to an appropriate resolution (usually 100%)

Climate & Disaster

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

CEJST

- Primary tool to identify disadvantaged communities for Justice40.
- These areas identify areas of greatest need in:
 - Climate
 - Clean energy and energy efficiency
 - Clean transit
 - Affordable and sustainable housing
 - Training and workforce development
 - Remediation and reduction of legacy pollution
 - Development of clean water and wastewater infrastructure



<https://screeningtool.geoplatform.gov/en/#9.36/28.45/-81.4326>

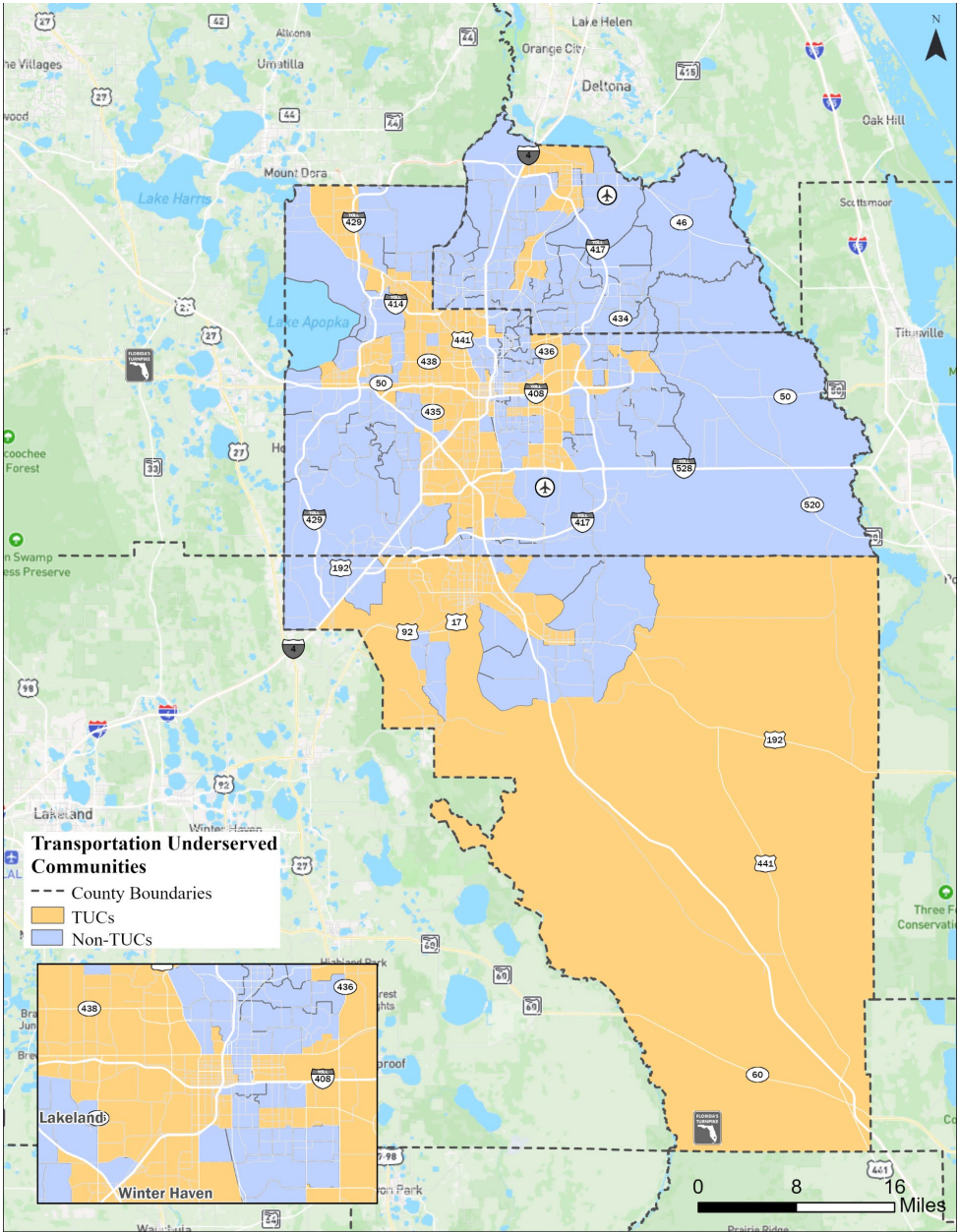




Proposed Transportation Underserved Communities

The initial results of the USDOT ETC Explorer tool and CEJST show disadvantaged communities around:

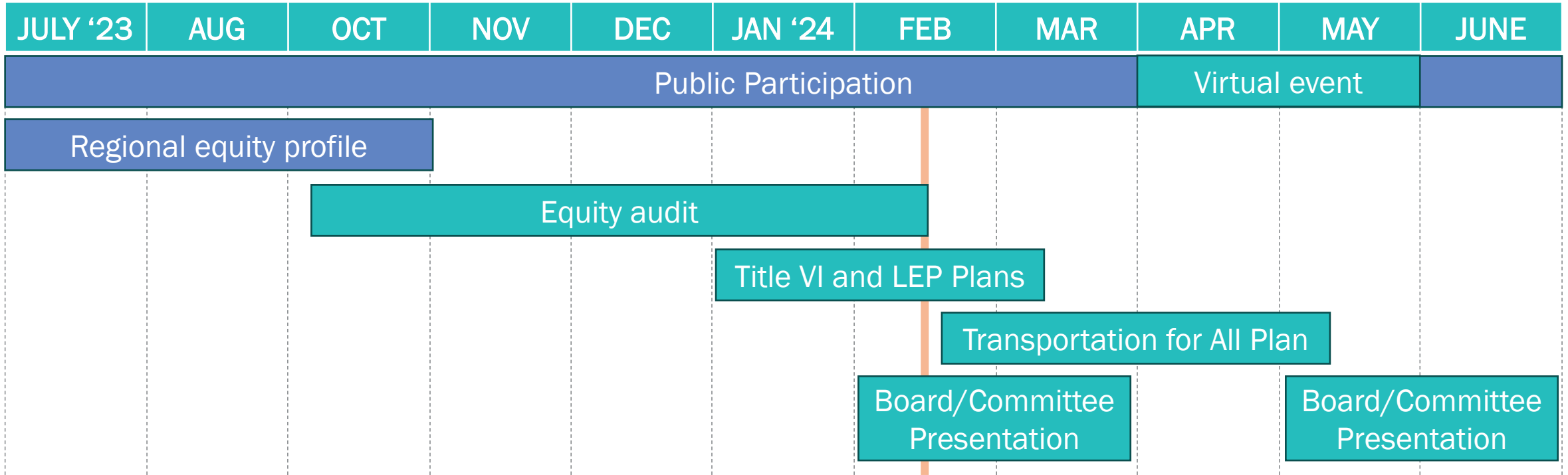
- West Orlando
- Millenia
- Zellwood
- Apopka
- Sanford
- Kissimmee
- Southeast Orlando
- Casselberry



Equity Plan Development Timeline

Completed work

Ongoing and future work



WE ARE
HERE





Questions? Thank you!

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Mary Ann Horne | 407-481-5672 x305

MaryAnn.Horne@MetroPlanOrlando.gov



Update Transportation Systems Management and Operations (TSM&O) Master Plan

February 2024



Steering Committee

- MetroPlan Orlando (facilitating agency)
 - Central Florida Expressway Authority*
 - City of Orlando
 - Florida Department of Transportation*
 - Florida's Turnpike Enterprise*
 - LYNX*
 - Orange County
 - Osceola County
 - Seminole County
- Six (6) meetings completed since June 2022
 - Next Meeting – March 20, 2024
 - Kimley-Horn, Lead Consultant

TSMO - set of transportation strategies, when deployed or implemented, that use information, communication, and technology to improve safety, reliability, and reduce fuel consumption.



What is TSMO?

- Work Zone Management
- Traffic Incident Management
- Special Event Management
- Road Weather Management
- Transit Management
- Freight Management
- Traffic Signal Coordination
- Traveler Information
- Ramp Management
- Congestion Pricing
- Active Transportation and Demand Management
- Integrated Corridor Management
- Access Management
- Improved Bicycle and Pedestrian Crossings
- Connected and Automated Vehicle Deployment
- Mobility on Demand
- Automated, Connected, Electric and Shared Vehicles (ACES)

** Low Tech. vs High Tech. solution*

Scope of Work

Task 1: Vision,
Goals, and
Objectives
(Documentation)

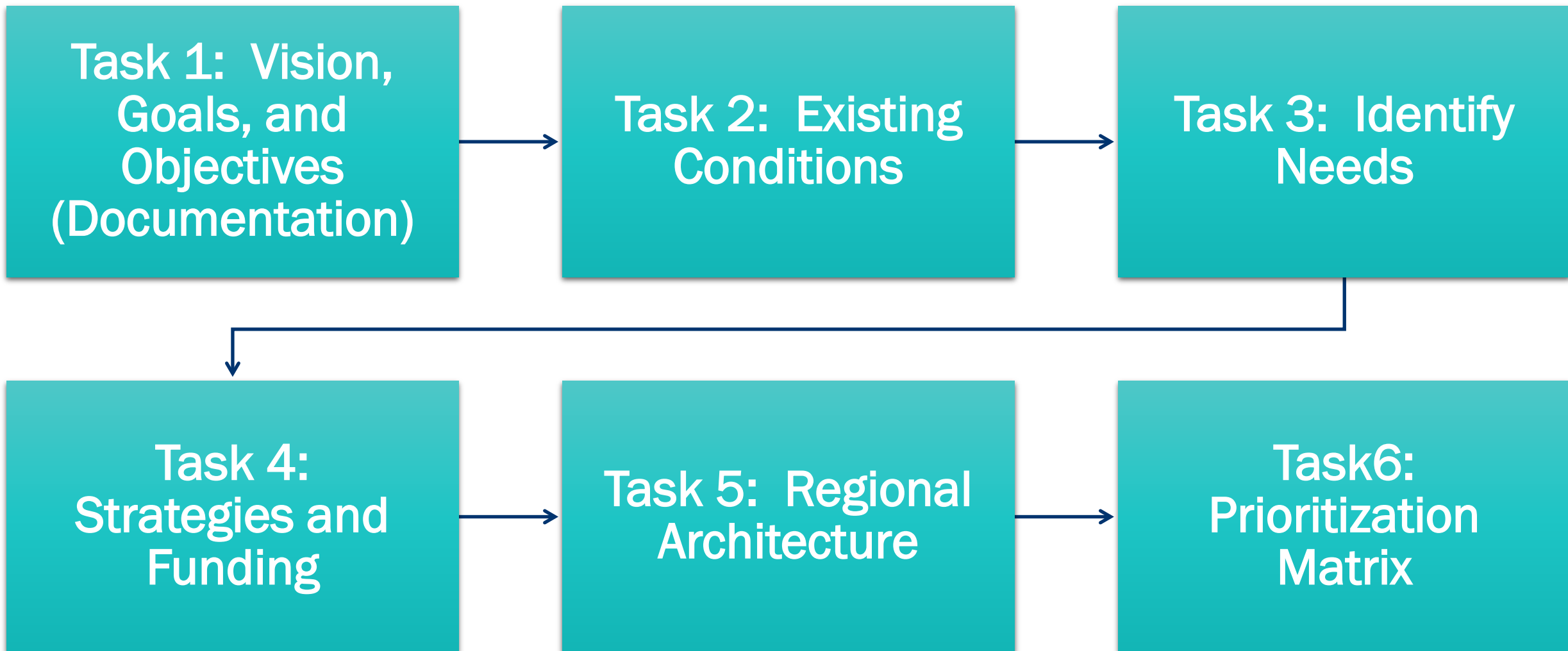
Task 2: Existing
Conditions

Task 3: Identify
Needs

Task 4:
Strategies and
Funding

Task 5: Regional
Architecture

Task 6:
Prioritization
Matrix



Vision

A regional multimodal transportation network that strategically leverages cost-effective technology and operations to maximize system mobility and safety.

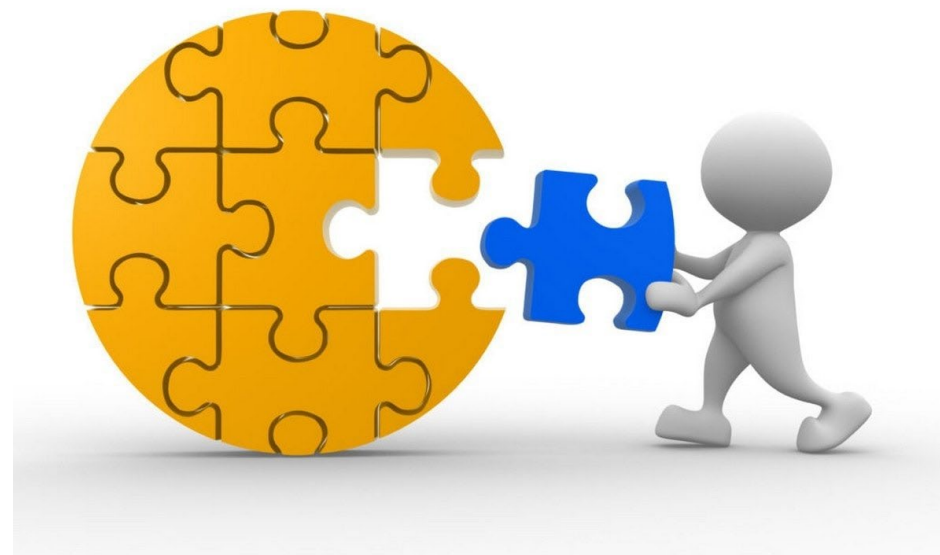
Goals

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

TSMO Needs

Gap Analysis

- Stakeholder Interviews
- Current Status
- Desired Outcomes
- Identified Gaps(s)



TSMO Needs

Dimensions

- Infrastructure & Systems
- Strategies & Operations
- Agency & Organizational



**American Association of State Highway and Transportation Officials (AASHTO)*

RTMC Tour





Strategies

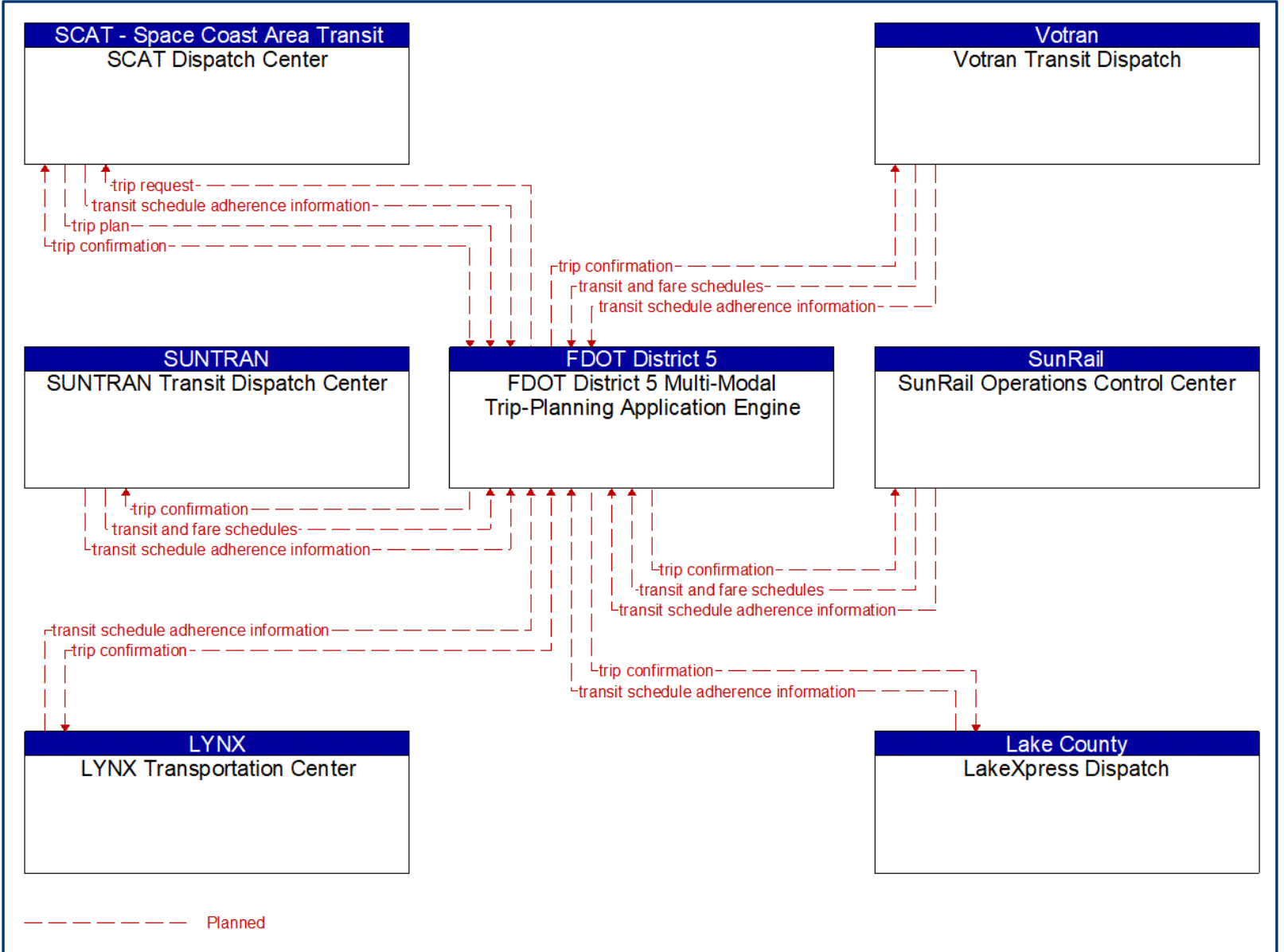
- FDOT TSM&O Strategy Guide (2018)
- Key goals addressed
- Focus area
- Purpose
- What to consider for implementation

The screenshot shows a web application interface for the FDOT TSM&O Strategy Guide. At the top left is the FDOT logo. At the top center, it says "Welcome to the FDOT District 5". At the top right is the Central Florida TSM&O Consortium logo. The main heading is "TSM&O Strategy Guide". Below this are four dropdown menus for user input: "What type of Facility is it?" (Arterial), "Where is the issue located?" (Roadway), "Please select a symptom" (Work Zone), and "Is the symptom Recurring or Non-Recurring?" (Non-recurring). A note below the symptom dropdown says "*Use the up/down arrow keys to view full list of symptoms". At the bottom is a large button labeled "GET TSM&O STRATEGIES".



Regional ITS Architecture

Multi-Modal Integration





TSM&O Prioritization Criteria

<i>Goal</i>	<i>Criteria</i>	<i>Data Source</i>	<i>Points</i>
<i>Safety</i>	<i>Crash Rate</i>	<i>Signal 4 Analytics</i>	<i>15</i>
	<i>Fatalities/Serious Injuries</i>		<i>5</i>
	<i>Bicycle/Pedestrian Crashes</i>		<i>10</i>
<i>Reliability & Performance</i>	<i>Travel Time Reliability (Vehicle and Truck)</i>	<i>Tracking Trends Data</i>	<i>10</i>
	<i>Communications Presence</i>	<i>Maintaining Agencies</i>	<i>8</i>
	<i>Volume to Capacity (V/C)</i>	<i>Data Viewer</i>	<i>8</i>
	<i>Evacuation Route Designation</i>	<i>FDOT GIS/FDEM</i>	<i>4</i>



TSM&O Prioritization Criteria (cont'd)

<i>Goal</i>	<i>Criteria</i>	<i>Data Source</i>	<i>Points</i>
<i>Investment & Economy</i>	<i>Commercial Vehicle Traffic</i>	<i>Data Viewer</i>	<i>3</i>
	<i>Statewide Truck Bottlenecks</i>	<i>Data Viewer</i>	<i>3</i>
	<i>Regional Project</i>	<i>CFMPOA TSMO Rubric</i>	<i>2</i>
	<i>Truck Parking Locations (Existing/Planned)</i>	<i>Data Viewer</i>	<i>2</i>
	<i>Multimodal Hubs</i>		<i>5</i>
<i>Access & Connectivity</i>	<i>LYNX System Headway</i>	<i>MTP/LYNX</i>	<i>3</i>
	<i>Express Route/Critical Route</i>	<i>LYNX</i>	<i>3</i>
	<i>Stop Density</i>	<i>Existing conditions assessment</i>	<i>3</i>
	<i>Transit Ridership</i>	<i>LYNX/Data Viewer</i>	<i>3</i>
	<i>SunRail Stations/Crossings</i>	<i>Existing conditions assessment</i>	<i>3</i>
	<i>Priority Active Transportation Corridor</i>	<i>Active Transportation Plan</i>	<i>TBD</i>



TSM&O Prioritization Criteria (cont'd)

<i>Goal</i>	<i>Criteria</i>	<i>Data Source</i>	<i>Points</i>
<i>Health & Environment</i>	<i>Public Health Indicator Rates</i>	<i>Equitable Transportation Community Explorer Tool</i>	5
	<i>Intensity & Proximity: Environmental Justice Populations</i>	<i>Justice 40</i>	5

Intersection Analysis

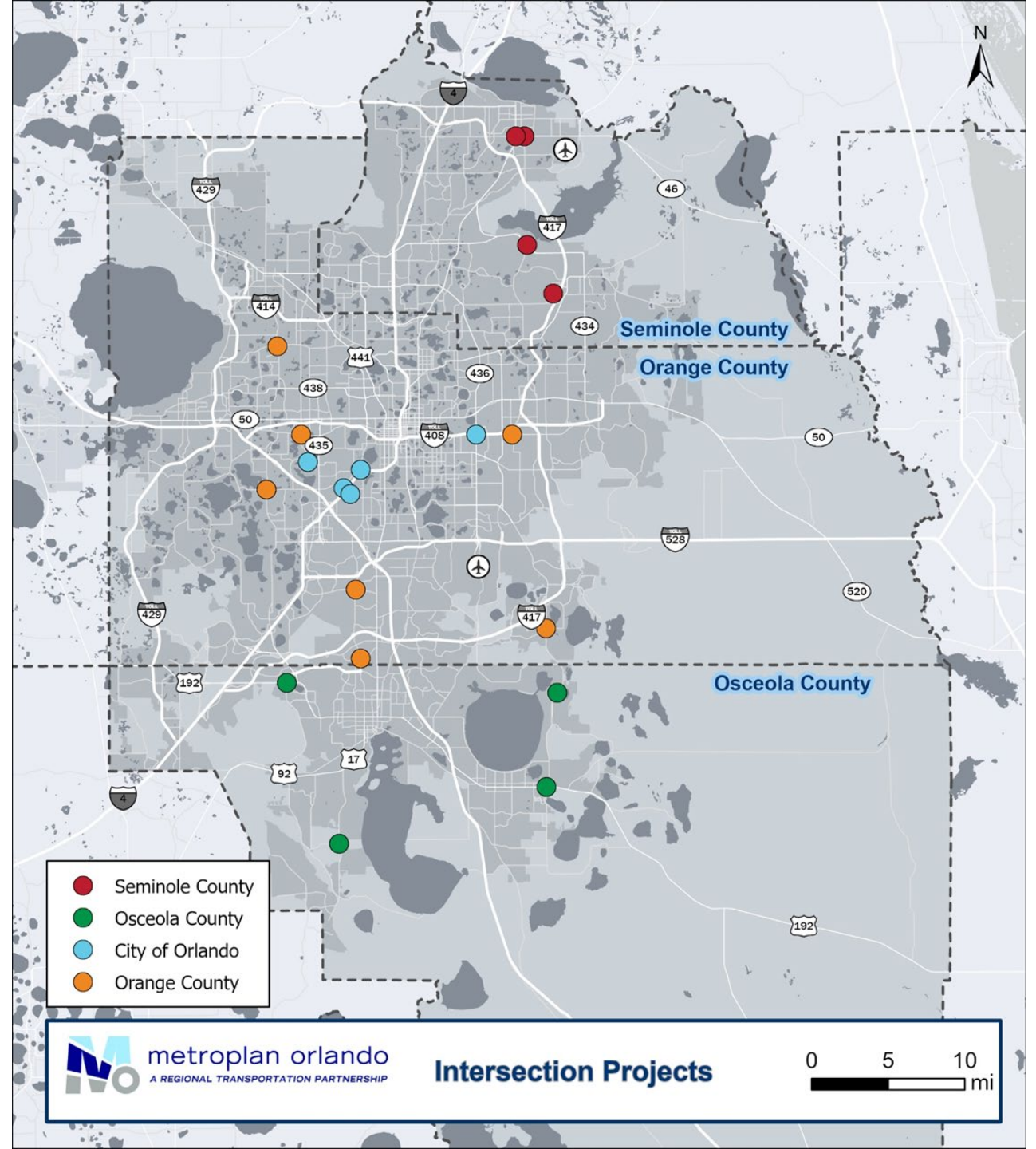
Seminole County – 4

Osceola County – 4

Orange County – 7

City of Orlando – 5

*Prioritization criteria is same excluding:
Volume-to-capacity; Regional Project;
and Stop Density (under Access &
Connectivity)*



Path Forward

- Leverage existing investments
- Regional Strategies
- Further considerations
 - Active Transportation Plan
 - Central Florida Vision Zero Effort
 - Artificial Intelligence (AI)

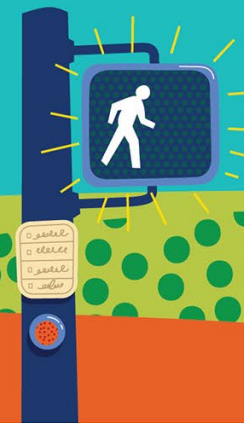




Questions? Thank you!

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Eric Hill | Director of Transportation Systems
Management and Operations





DISTRICT FIVE FY27 Maintenance Projects



FY2027 Maintenance Projects - Timeline

Community Visioning #1 Meetings – April 2023

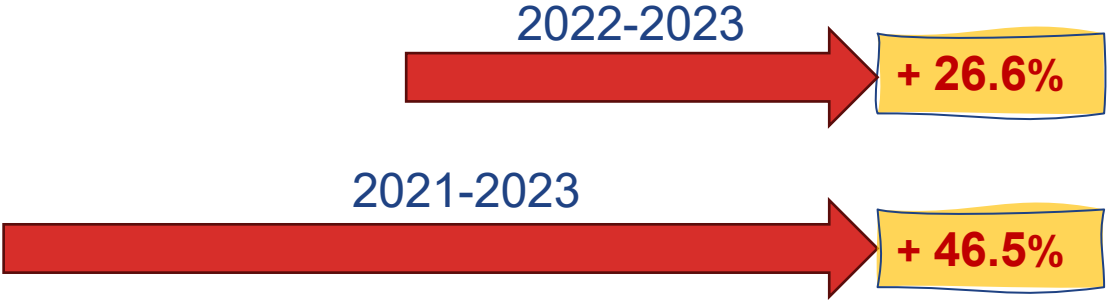
- We discussed our FY27 candidate resurfacing projects, lane mile targets and project vision for the corridor.

Tentative Work Program Development Cycle – July 2023

- Economic conditions and inflation present major challenges to our programs, statewide. All Districts are facing this challenge.
- F.S.334.046(4)(a) – Requires the Department to protect the state’s transportation infrastructure investment, including 80% of the pavement on the State Highway System to meet the department standards.
- **Necessary shift from 3R to maintenance resurfacing projects to meet requirements of the Florida Statute with limited resources.**

Work Program Key Influence Factors - Resurfacing

	2021	2022	2023
Contract Price Adjustments	n/a	n/a	\$363.16M
Cost of Materials: New Construction Index	\$5M per Mile	\$6.5M per Mile	\$7.6M per Mile
Cost of Materials: Resurfacing Index	\$751K per Mile	\$869K per Mile	\$1.1M per Mile

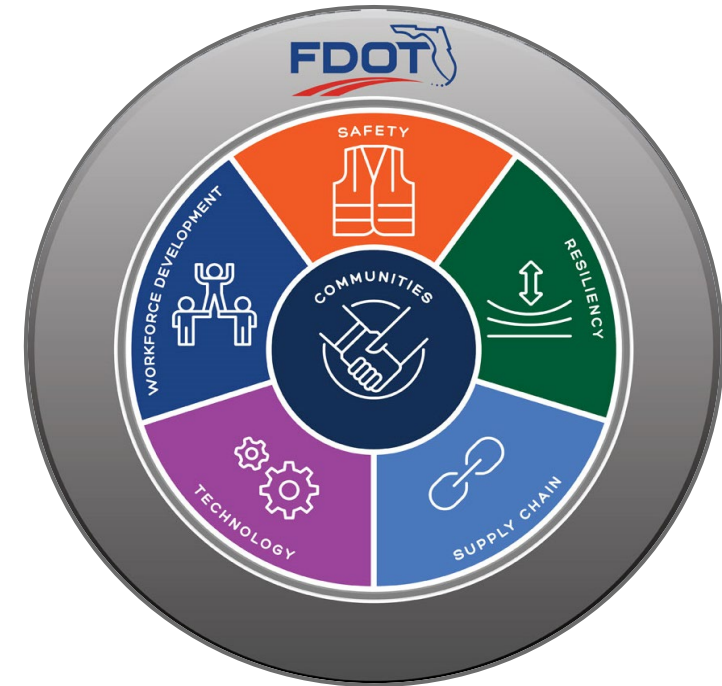


Impacts of Market Conditions

Conservative Allocation
and Revenue growth

Resurfacing Program Adjustments

Responsible Contingency Levels



Changes in Allocation Formula

Lane Mile Adjustments

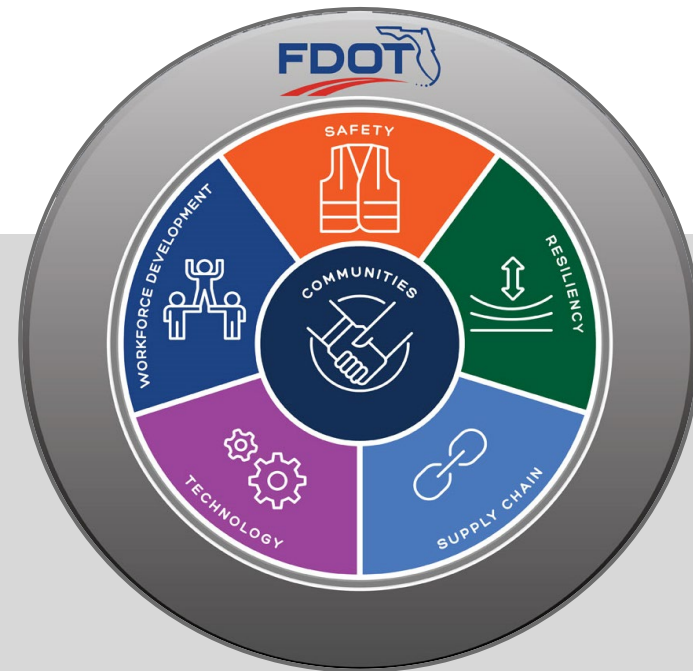
Maintenance Resurfacing Projects

The goal of a maintenance resurfacing project is to address the functional rehabilitation of the pavement and meeting the minimum requirements of F.S.334.046(4)(a). FDM Chapter 114.1.4 defines a maintenance resurfacing project as:

“...projects include milling and resurfacing to restore the functional condition of the pavement...meeting ADA curb ramp and detectable warning requirements.”

District 5 has committed to restoring the pavement to our standards. We are not reducing pavement depth rehabilitation or design life.

Leveraging Other Funding Sources



Partnering Opportunities



Other Funding Sources



Additional Funding



Goes-with Projects

Standalone Projects

Key Takeaways



WORK PROGRAM
INFLUENCE FACTORS



MAINTENANCE
RESURFACING PROJECTS



OTHER OPPORTUNITIES

Thank you!

Celine Bounds
PLEMO Scoping Manager

Contact:

Phone: (386) 943-5399

Email: celine.bounds@dot.state.fl.us



AGENDA

- I. Call to Order
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How to Make a Public Comment

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Virtually

Use “Raise Hand” feature (Or dial *9 if on the phone)

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After you are recognized, state your name and address and give your comment within 2 minutes



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VII.A Minutes for January 26, 2024 TAC Meeting

(Tab 1)



VII.B FDOT Amendment to TIP



(Tab 2)

Approval of FDOT Amendments to FY 2023/24 – 2027/28 TIP

Jason Sartorio, MetroPlan Orlando



Proposed Amendment

See Agenda Tab 2 for more information

Add / Increase Funding

FM #445299-1: Resurfacing SR 535 from N of SR 530/US 192 to S of International Drive –

Increases ACNR funds and SA funds, and adds DDR funds, LF funds, and DIH funds for CST in FY 2024



Proposed Amendment

See Agenda Tab 2 for more information

Add / Increase Funding

FM #445299-1: Resurfacing SR 535 from N of SR 530/US 192 to S of International Drive –

Increases ACNR funds and SA funds, and adds DDR funds, LF funds, and DIH funds for CST in FY 2024

Action Requested –

Recommend approval of the Amendments to the FY 2023/24 – FY 2027/28 TIP, as presented.





Questions? Thank you!

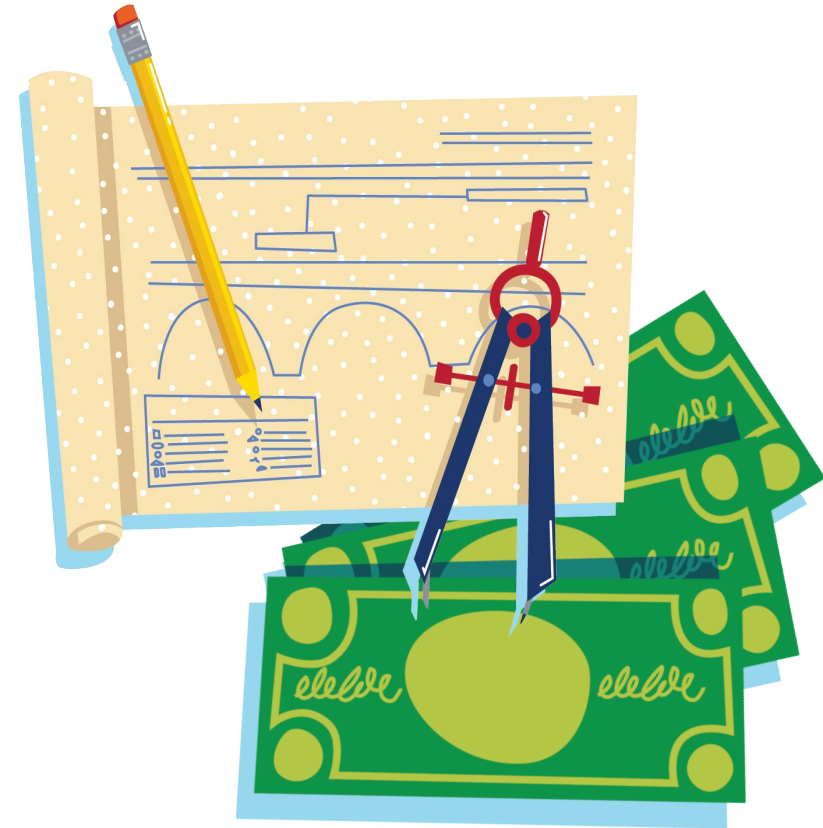
MetroPlanOrlando.org | 407-481-5672

Jason Sartorio | Transportation Planner

Jason.Sartorio@metroplanorlando.gov



VII.C FY 2025-26 UPWP Submittal



(Tab 3)

Request for Approval Draft Unified Planning Work Program (UPWP) FY 2024/25 – FY 2025/26

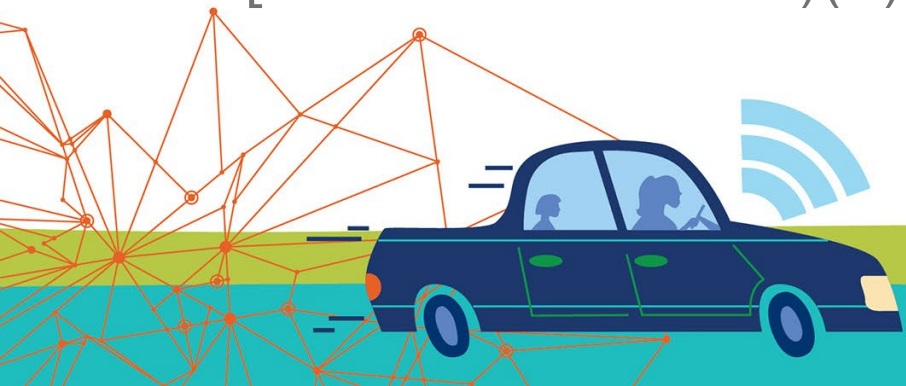
February / March 2024



Unified Planning Work Program

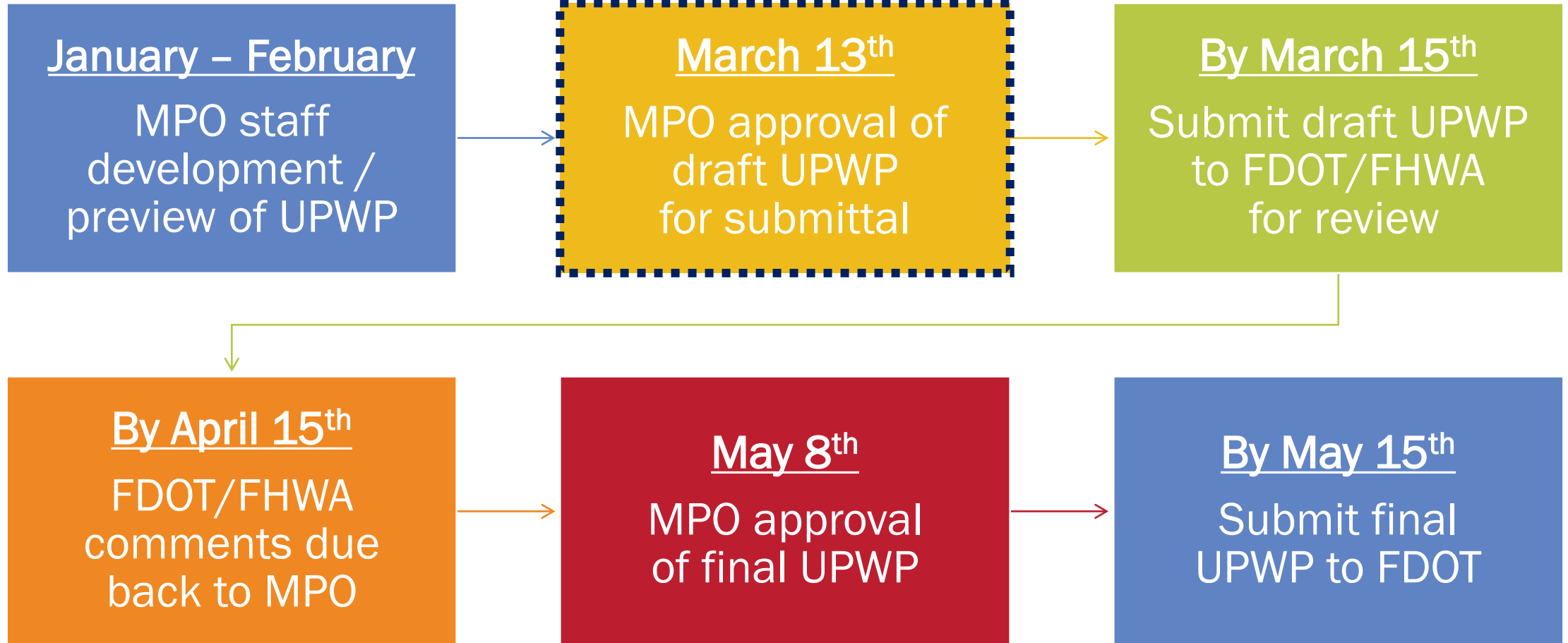
MetroPlan Orlando's Annual Operating Budget

- Biennial statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area.
- Includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
- Required for the expenditure of FHWA and FTA planning funds.
[23 CFR 450.308)(b)]



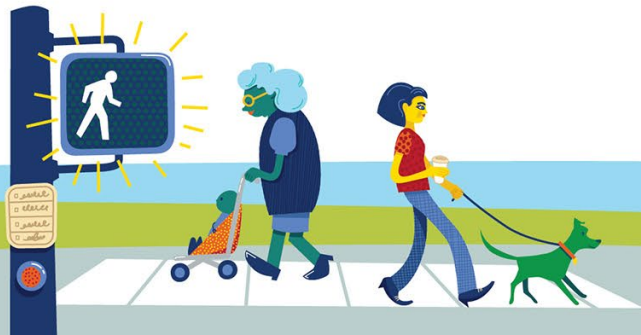


Schedule



Organization and Core Tasks

- 100 – MPO Administration
- 110 – Public Outreach
- 120 – Transportation Improvement Program (TIP)
- 130 – Metropolitan Transportation Plan (MTP)
- 140 – Regional Activities
- 150 – Transportation Systems Management and Operations (TSMO)
- 160 – Data Development and Management
- 170 – Special Studies
- 180 – Multimodal Systems Planning
- 200 – LYNX Planning Activities



Proposed Studies and Planning Activities

- Completion of:
 - Regional TSM&O Strategic Plan
 - Electric Vehicle Charging Readiness Study
 - Vision Zero Action Planning (Federal SS4A Grant)
- 2050 Metropolitan Transportation Plan
- Annual Traffic Signal Retiming and Before/After Studies
- Feasibility Analysis for Critical Sidewalk Bundles
- Corridor Concept / Subarea Planning Studies for Priority Projects
- Commercial Travel Data Acquisition
- Travel Demand Management Plan
- Public Opinion Survey (2026)





Estimated Revenues

Source	FY 23/24 Budget (Current Year)	FY 24/25 Budget	FY 25/26 Budget
Federal	\$ 11,868,339	\$ 6,665,721	\$ 6,144,598
State	\$ 112,894	\$ 116,281	\$ 119,769
Local Match (SS4A Grant)	\$ 949,394	\$ 190,000	\$ 20,000
Local	\$ 1,320,162	\$ 1,334,509	\$ 1,334,509
Cash Forward	\$ 1,018,166	\$ 440,000	\$ 270,000
Other	\$ 223,500	\$ 163,250	\$ 138,250
TOTAL	\$ 15,492,455	\$ 8,909,761	\$ 8,027,126



Estimated Pass-Thru Funding to LYNX

Source	FY 23/24 Budget (Current Year)	FY 24/25 Budget	FY 25/26 Budget
PL (CPG)	\$ 350,000	\$ 350,000	\$ 350,000
Transportation Disadvantaged	\$ 80,000	\$ 80,000	\$ 80,000
Surface Transportation Block Grant (MPO SU Funds)	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
TOTAL	\$ 7,430,000	\$ 7,430,000	\$ 7,430,000

Action Requested

See Agenda Tab 3 for detailed information

Recommend approval of the draft UPWP for submittal, as presented.





Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

Alex Trauger | Director of Transportation Planning



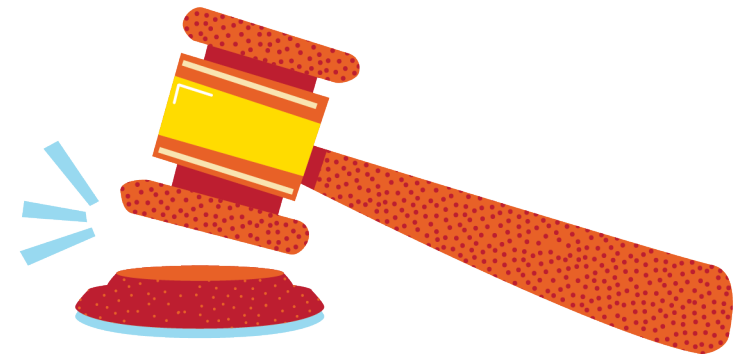
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Upcoming Meetings

- MetroPlan Orlando Board Meeting
 - March 13
- Upcoming TAC Meetings
 - April 26
 - May 31
 - June 28



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Thanks for joining us!

Next TAC Meeting: April 26, 2024

