



TECHNICAL ADVISORY COMMITTEE AGENDA

January 27, 2023 • 10:00 A.M.

Technical Advisory Committee

DATE & TIME:

Friday, January 27, 2023
10 A.M.

LOCATION:

MetroPlan Orlando
250 S. Orange Ave., Ste. 200, Orlando, FL 32801
Parking Garage: 25 W. South St.

[CLICK HERE TO JOIN VIRTUALLY](#)

MEMBERS OF THE PUBLIC ARE WELCOME!

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



WiFi available | Network: MpoGuest | Password: mpoaccess

I.	CALL TO ORDER	Chairman Bill Wharton
II.	CHAIR'S ANNOUNCEMENTS	Chairman Bill Wharton
III.	AGENDA REVIEW	Mr. Slade Downs
IV.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
V.	COMMON PRESENTATIONS/STATUS REPORTS	
A.	Florida Sunshine Law Refresher <i>Ms. Virginia Whittington, MetroPlan Orlando staff, will conduct a refresher training session on the Florida Sunshine Law. (This training is provided annually during the first meeting of each year.)</i>	Ms. Virginia Whittington MetroPlan Orlando
B.	MetroPlan Orlando's TSM&O Master Plan Update <i>Mr. Eric Hill, MetroPlan Orlando staff, will provide an update on the Transportation Systems Management & Operations Master Plan.</i>	Mr. Eric Hill MetroPlan Orlando
C.	City of Casselberry's Winter Park Drive Complete Streets Study <i>Ms. Kathrin Tellez, Fehr & Peers, will give a presentation on the Winter Park Drive Complete Streets Study.</i>	Ms. Kathrin Tellez Fehr & Peers
VI.	PUBLIC COMMENTS ON ACTION ITEMS	
	Comments on <i>Action Items</i> can be made in two ways:	

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

How to comment:

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

If your comment does not pertain to action items on the agenda, you may comment at the general public comment period at the end of the meeting.

VII. ACTION ITEMS

A. December 2, 2022 Meeting Minutes (Tab 1)

Mr. Slade Downs
MetroPlan Orlando

Approval of the meeting minutes for the December 2, 2022 TAC meeting is requested. Minutes are provided in Tab 1.

B. FDOT Amendment to FY 2022/23 – 2026/27 TIP (Tab 2)

Mr. Jason Sartorio
MetroPlan Orlando

Mr. Jason Sartorio, MetroPlan Orlando staff, is requesting the TAC make a recommendation to the Board that the FY 2022/23 – FY 2026/27 TIP be amended to include the following items:

- FM# 452505-1 – 5310 Operating Grant for Aspire Health Partners
- FM# 452509-1 – 5310 Operating Assistance for LYNX
- FM# 452512-2 – 5310 Capital Grant for The Opportunity Center, Inc.
- FM# 439252-1 – Buck Road Bridge over Little Econ-Orange County-Bridge ID #754005
- FM# 442334-1 – Shingle Creek Trail Phase 2A (John Young Pkwy to Pleasant Hill Rd)
- FM# 245316-6 – I-4 Traffic Surveillance System
- FM# 452229-1 – Rumble Stripes Bundle 5A
- FM# 452229-5 – Rumble Stripes Bundle 5E
- FM# 452364-1 – I-4 EV Charging Station (Phase 1)

A letter from FDOT staff explaining the amendment request is included in Tab 2, along with a sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the February 8, 2023 Board meeting.

C. Federal Performance Measure Targets / Support for FDOT Statewide & LYNX Targets (Tab 3)

Mr. Alex Trauger
MetroPlan Orlando

Mr. Alex Trauger, 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. Supplemental information is provided in Tab 3.

VIII. TAC-ONLY PRESENTATIONS

There are no TAC-Only Presentations.

IX. GENERAL INFORMATION

Tab 4

- A. **FDOT Monthly Construction Status Report** – *The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed for information purposes.*
- B. **Highlights from December 14, 2022 MetroPlan Orlando Board Meeting** – *A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.*
- C. **Bicycle and Pedestrian Report** – *A report on bicycle and pedestrian projects in the MetroPlan Orlando region is enclosed for information purposes.*
- D. **PD&E Tracking Status Report** – *A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area is enclosed for information purposes.*
- E. **MetroPlan Orlando Annual Report** – *A digital copy of the 2022 MetroPlan Orlando Report to the Community is available at: bit.ly/NotesOnTheFuture; a printed copy and information on the annual report Committee Challenge will be provided at the meeting in members' supplemental folders.*
- F. **Active Transportation Plan - Public Participation Kickoff Announcement** – *The Active Transportation Plan has moved into the public participation phase. The citizen feedback survey and comment map can be accessed at MetroPlanOrlando.com/ATP.*
- G. **2023 MetroPlan Orlando Legislative Priorities and Positions** – *A list of the 2022 legislative priorities approved by the MetroPlan Orlando Board at their meeting of November 10, 2021 is enclosed for information purposes.*

X. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings to be held at MetroPlan Orlando's office. For more information and a full list of upcoming meetings, visit MetroPlanOrlando.org/calendar

- A. Quality Assurance Task Force (QATF), January 24, 2023
- B. Central Florida Commuter Rail Commission (CFCRC, SunRail), January 26, 2023
- C. MetroPlan Orlando Board, February 8, 2023
- D. Transportation Disadvantaged Local Coordinating Board (TDLCB), February 9, 2023
- E. Central Florida Metropolitan Planning Organization Alliance (CFMPOA), February 10, 2023
- F. Transportation Systems, Management, & Operations Committee (TSM&O), Feb. 24, 2023
- G. Technical Advisory Committee (TAC), February 24, 2023

XI. MEMBER COMMENTS

XII. PUBLIC COMMENTS (GENERAL)

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

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

How to comment:

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

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





TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

DATE: Friday, December 2, 2022

TIME: 10:00 a.m.

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Vice Chairman Bill Wharton, Presiding

Members Present:

Mr. Charles Abbatantuono, ECFRPC
Mr. Bruce Doig, City of Altamonte Springs
Mr. Kelly Brock, City of Casselberry
Mr. Michael Cash, City of Sanford
Mr. Gus Castro, City of Orlando
Mr. Christopher Carson, City of Lake Mary
Ms. Ashley Cornelison, City of Kissimmee
Mr. Josh DeVries, Osceola County
Mr. Humberto Castellero, Orange County
Ms. Laura Hardwicke, City of Orlando
Mr. Charlie Wetzels for Mr. Jean Jreij, Seminole County
Mr. Ramy Kamal, City of Kissimmee
Mr. Steven Kane Osceola County
Mr. Hong Lim, City of Winter Park
Ms. Mary Moskowitz, Seminole County
Mr. Brian Sanders, Orange County
Mr. Myles O'Keefe, LYNX
Mr. Ramon Senorans, Kissimmee Airport
Ms. Pam Richmond, City of Apopka
Mr. Shad Smith, City of Longwood
Ms. Regina Ramos for Mr. Matt Suedemeyer, Orange County
Mr. Bill Wharton, Seminole County
Mr. Tom Radzai for Mr. Bobby Wyatt, City of Oviedo

Non-Voting Members Present:

Members Absent:

Mr. Prince Bates, City of Sanford
Ms. Alyssa Eide, City of Maitland
Mr. Brad Friel, GOAA
Cmsr. Ed Gold, City of Belle Isle
Mr. Glen Hammer, Osceola County Public Schools
Mr. Steve Krug, City of Ocoee
Mr. Jay Marder, Town of Oakland (Non-Voting)
Ms. Tawny Olore, Osceola County
Ms. Lee Pulham, Reedy Creek Improvement District
Mr. Michael Rigby, Seminole County Public Schools
Ms. Erin Sterk, City of St. Cloud
Mr. Steven Thorp, OCPS
Mr. Jon Williams, City of Winter Garden
Vacant, City of Winter Springs
Vacant, CFX
Vacant, City of Orlando

Others in Attendance:

Ms. Amy Sirmans, VHB
Ms. Katherine Alexander-Corbin, FDOT District 5
Mr. Siao Si Fine, FTE
Mr. Keith Caskey, MetroPlan Orlando
Ms. Taylor Laurent, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Ms. Sarah Larsen, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Mr. Jason Sartorio, MetroPlan Orlando
Mr. Slade Downs, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. Call to Order

Vice Chairman Bill Wharton called the Technical Advisory Committee to order at 10:00 a.m. and welcomed everyone. Vice Chair Wharton noted the importance of an in-person quorum and RSVPing for the meetings. He reviewed public comment procedures. Mr. Wharton called attention to an upcoming staff change, Mr. Keith Caskey would be retiring, and this was his last meeting. A short video was played recognizing Mr. Caskey's over 40 years of service.

// Confirmation of Quorum/Agenda Review/Staff Follow-Up

Ms. Lisa Smith conducted the roll call and confirmed a quorum. Mr. Caskey told TAC members he appreciated working with everyone and their input over the years. He noted that Mr. Slade Downs would be taking over as TAC liaison, and he expected a smooth transition. Mr. Caskey called attention to the MioVision locations memo under general information and asked committee members to provide any additional locations to include.

/// Common Presentations/Status Reports

A. Presentation on Rock Springs Road & West Orange Trail Projects

Ms. Amy Sirmans, VHB, gave a presentation on the latest status of the Rock Springs Road and West Orange Trail projects that are currently underway in the Apopka area. Ms. Sirmans reviewed the presentation agenda, study overview and public engagement timeline. She provided information on the purpose and need for Rock Springs Road and detailed the recommendations for the project along with anticipated impacts. Ms. Sirmans next reviewed the same information for the West Orange Trail project. In addition, she provided the study schedule. Discussion ensued regarding cost for the recommended approach, intersection lighting, sidewalk gaps, Vision Zero consideration, push back from Sweetwater area, cost up to date, estimate for right-of-way, dual left and right turn lanes, and pedestrian safety. Mr. Brian Sanders thanked VHB, MetroPlan Orlando and City of Apopka for being such good partners on the projects. He noted that funding is always a challenge. Ms. Pam Richmond provided an update on City of Apopka efforts on the projects.

B. Presentation on FY 2023/24 - 2027/28 Tentative Five-Year Work Program

Ms. Katherine Alexander-Corbin, FDOT District 5, and Mr. Siao Si Fine, FTE, presented an overview of the new FY 2023/24 - 2027/28 Tentative Five-Year Work Program. Ms. Corbin provided background information on the Work Program including important dates. She noted that the Work Program is built in collaboration with local partners. Ms. Corbin detailed 2022 in review including the effect of inflation. She provided a funding breakdown along with information on key projects for Orange, Osceola, and Seminole Counties, project deferrals and deletions. Discussion ensued regarding:

- Concern that the SR 434 and Ronald Reagan Blvd. project does not have funding for construction and the adjacent two projects needing to be part of that project.
- Modifying contracts to facilitate cost increases and indicate why contractors are not interested.
- Additional risk being volatile.
- Keeping prices up to date.
- FDOT contacting the counties with opportunities to piggy back on projects.
- Resurfacing projects including multimodal enhancements.
- Infrastructure law vulnerable users special rule requiring 15% allocated to vulnerable user enhancements if a state has more than 15% bicycle/pedestrian fatalities and how is this documented.

- The John Young Parkway/Pleasant Hill Road project being removed from the Work Program and any assistance Osceola County can offer to help advance it.

Mr. Siao Si Fine, FTE, provided some background and historical information on Florida's Turnpike Enterprise. He reviewed the growing transportation needs, revenues and expenditures and the prioritization process. Mr. Fine next reviewed the major projects funded in the Work Program. He told TAC members that additional information could be found on the Work Program website www.fdot.gov/wpph. Discussion ensued regarding widening projects, relationship to air quality contingency goals, and the need to advance the study south of the Kissimmee Park Road project.

IV. Public Comments on Action Items

None.

V. Action Items

A. October 28, 2022 TAC Meeting Minutes

Approval was requested of the meeting minutes for October 28, 2022. The minutes were provided.

MOTION: Mr. Shad Smith moved to approve the TAC October 28, 2022 meeting minutes. Mr. Ramon Senorans seconded the motion. Motion passed unanimously.

B. FDOT Amendment to FY 2022/23 - 2026/27 TIP

Mr. Keith Caskey, MetroPlan Orlando staff, requested the TAC to recommend that the FY 2022/23 - 2026/27 TIP be amended to include the following projects:

- FM #424255-1 – LYNX LYMMO Upgrade
- FM #451939-1 – LYNX Bus and Bus Facilities
- FM #451947-1 – LYNX Transit Oriented Development Planning for SR 436

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 14th Board meeting. Mr. Caskey provided a brief overview of the projects included in the amendment request. Discussion ensued regarding extending the BRT study into Seminole County.

MOTION: Mr. Shad Smith moved to approve the FDOT Amendment to FY 2022/23 - 2026/27 TIP. Mr. Humberto Castillero seconded the motion. Motion passed unanimously

C. Amendment to 2045 Metropolitan Transportation Plan

Ms. Taylor Laurent, MetroPlan Orlando staff, requested a recommendation that the 2045 Metropolitan Transportation Plan be modified and amended to include fully funded Transportation Improvement Program projects in the Existing-plus-Committed network, incorporate new federal revenues and discretionary funding grants within the region,

and other miscellaneous changes based on local agency feedback. Supporting materials were provided. Ms. Laurent gave a brief presentation on the amendment request. She reviewed the amendment and modification terminology along with the projects included in the request. Ms. Laurent told TAC members that there was a request at TSMO to remove the Poinciana Parkway Complete Streets project (4020), as it was a duplicate. Discussion ensued regarding including the change document in the agenda packet and project EC276 (SR 434 from Rangeline Road to US 17/92) was moved out by FDOT.

MOTION: Mr. Josh DeVries moved to approve the Amendment to the 2045 Metropolitan Transportation Plan with the removal of the Poinciana Parkway Complete Streets project (4020). Mr. Brian Sanders seconded the motion. Motion passed unanimously

D. Election of TAC Officers

Action was requested to approve the Officer Selection Subcommittee's nominations for the TAC Chairman and Vice-Chairman for 2023. Mr. Humberto Castillero, spokesman for the Officer Selection Subcommittee, provided a report on the Subcommittee meeting. He reported that the Subcommittee members chose to follow what is customary, promoting the Vice Chair as the nominee for Chairman and following the rotation by county for Vice Chair. Mr. Bill Wharton was nominated for TAC Chairman for 2023. Mr. Wharton accepted the nomination. There were no nominations from the floor.

MOTION: Mr. Shad Smith moved to approve Mr. Bill Wharton for 2023 TAC Chairman. Mr. Ramon Senorans seconded the motion. Motion passed unanimously.

Mr. Josh DeVries was nominated for Vice Chair. Mr. DeVries accepted the nomination. There were no additional nominations from the floor.

MOTION: Mr. Shad Smith moved to approve Mr. Josh DeVries for 2023 TAC Vice Chairman. Mr. Steve Kane seconded the motion. Motion passed unanimously.

VI. TAC-Only Presentations

There were no TAC-only presentations.

VII. General Information

A. FDOT Monthly Construction Status Report

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

B. FY 2021/22 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 2021/22 has been prepared in order to meet the federal requirements for MPOs. This document can be accessed on the

MetroPlan Orlando website at the following link: <https://metroplanorlando.org/wp-content/uploads/Fed.-Funds-2022.pdf>

C. Comparison of 2021 & 2022 BEBR Population Estimates

A spreadsheet and cover memo comparing the 2021 and 2022 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEBR) for the Central Florida region was provided.

D. LYNX Press Releases

A set of press releases from LYNX was provided.

E. Bicycle & Pedestrian Report

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

F. Approved 2023 Board/Committee Meeting Schedule

The approved 2023 MetroPlan Orlando Board and Committee Meeting Schedule was provided.

G. Draft 2023 Legislative Priorities & Positions

The draft list of MetroPlan Orlando's legislative priorities and positions for 2023 was provided.

H. FDOT Five-Year Work Program Public Hearing Information

A letter providing information on the upcoming FDOT Five-Year Work Program public hearing was provided.

I. MioVision Count Efforts Memo

A memo providing information on MetroPlan Orlando's MioVision count efforts was provided. TAC members were invited to provide suggestions for additional count locations in 2023.

VIII. Upcoming Meetings of Interest to TAC Members

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting was scheduled on December 14, 2022, at 9 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando FL 32801.

B. Next TAC Meeting

The next TAC meeting was scheduled on January 27, 2023, at 10 a.m. in the MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando FL 32801. Following the January 27th meeting, the dates of the remaining TAC meetings during 2023 will be:

2/24/23

4/28/23

5/19/23

6/23/23

8/25/23

10/27/23

12/1/23

/X. Other Business

Mr. Brian Sanders commented that he would like to get more information on the MioVision cameras including what has been learned from FDOT and other sources, processing of data collected, how that data is used, and sharing data with local jurisdictions. It was noted that Mr. Mighk Wilson, MetroPlan Orlando, is preparing a presentation on the subject for a future meeting.

X. Public Comments

None.

XI. Adjournment

Vice Chair Wharton thanked Mr. Caskey for his work at MetroPlan Orlando and Chairwoman Lee Pulham for chairing TAC the past year.

There being no further business, Vice Chairman Bill Wharton adjourned the meeting of the Technical Advisory Committee at 11:30 a.m. The meeting was recorded and transcribed by Ms. Cathy Goldfarb

Approved this 27th day of January 2023

Mr. Bill Wharton, 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 8, 2023

Agenda Item: X.B (Tab 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an amendment to the FY 2022/23 - 2026/27 Transportation Improvement Program (TIP).

Reason: Incorporating several new projects into the TIP, including: three transit projects, three safety projects, and one electric vehicle charging station project. Funding is being added to two projects where cost estimates have increased.

Summary/Key Information: Regarding Items of particular significance for our Committees and the Board, the amendment:

- Adds three new transit projects through the 5310 Transit Program.
- Increases funding for a bridge replacement project and a bicycle/pedestrian trail project where cost estimates have increased.
- Adds three new safety projects, including two for rumble strips at various locations/roadways throughout the three counties and one for lidar/thermos cameras for bicycle/pedestrian detection on movable bridges throughout Orlando.
- Adds one new electric vehicle charging station project for location(s) along the I-4 corridor in Seminole County.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

TSMO:	To be taken up on January 27, 2023
TAC:	To be taken up on January 27, 2023
CAC:	To be taken up on January 25, 2023
MAC:	To be taken up on February 2, 2023

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Tab 2:

- FDOT letter dated January 13, 2023
- Proposed Board Resolution No. 23-01



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

January 13, 2023

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

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP)

Dear Mr. Huttman:

Florida Department of Transportation requests MetroPlan Orlando amend the FY 2022/23-2026/27 TIP to reflect project changes as described below.

Projects #452505-1, #452509-1 and #452512-2 are transit projects through the 5310 Transit program and are typically managed by local service providers. They must be added to the TIP so that authorization of funding can be obtained.

Project #439252-1 is a bridge replacement project on Buck Road over Little Econ River. Cost estimates for this project have increased and funds have been added so the project can continue to progress forward into the construction phase.

Project #442334-1 is a Local Area Program (LAP) project with the City of Kissimmee to construct a segment of the Shingle Creek Trail. Cost estimates for the construction phase of the project have increased and additional funds, from new funding sources, have been added to the project so production can continue.

Project #245316-6 is an operational safety project for lidar/thermos cameras for pedestrian/bike detection on movable bridges throughout the Orlando and Daytona areas. This project will be delivered using a districtwide contract and must be added to the TIP so that authorization to use federal funds on the project can be obtained.

Project #452229-1 and #452229-5 are operational safety projects to add rumble stripes at a various locations and roadways throughout Osceola, Orange and Seminole counties as safety measures. This project is delivered using a districtwide contract and must be added to the TIP to receive authorization to use federal funding for the project. The design phase is programmed in FY 2023 and the construction phase is programmed in 2024.

Project #452364-1 received federal grant funding to implement the National Electric Vehicle Infrastructure Program (NEVI). The project will consist of deployment of direct current fast charges (DCFCS) along alternate fuel corridors (AFCS) to serve drivers of electric vehicles by providing charging stations. Phase 1 of this project will include location(s) in Seminole County along the I-4 corridor. This project is delivered using a districtwide contract and must be added to the TIP to receive authorization to use federal funding for the project.

Please use the following project information to amend the TIP:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
452505-1	5310 Operating-Non Urban UZA-Aspire Health Partners	N/A	N/A	OPS	DU LF Total	\$ 174,143 <u>\$ 174,143</u> \$ 348,286	2023
452509-1	5310 Operating-Non Urban UZA-Central FLS Reg Tran Auth (LYNX)	N/A	N/A	OPS	DU LF Total	\$ 100,000 <u>\$ 100,000</u> \$ 200,000	2023
452512-2	5310 District Capital-Non Urban-The Opportunity Center, Inc.	N/A	N/A	CAP	DPTO DU LF Total	\$ 1,816 \$ 14,523 <u>\$ 1,816</u> \$ 18,155	2023
439252-1	Buck Road Bridge over Little Econ-Orange County-Bridge ID #754005	N/A	.060 miles	CST	ACBR GFSA LF Total	\$3,770,000 \$ 766,104 <u>\$5,340,089</u> \$9,876,193	2023
442334-1	Shingle Creek Trail Phase 2A	John Young Parkway to Pleasant Hill Road	N/A	CST	SU TALU LF Total	\$3,421,552 \$ 375,215 <u>\$45,000</u> \$3,841,767	2023
245316-6	I-4 Traff. Surv. Syst. Greater	N/A	N/A	CST	ACSS	\$1,211,820	2023

	Orlando Area Greater Daytona Area						
452229-1	Districtwide Rumble Stripes Bundle 5A	N/A	107.60 8 miles	PE	ACSS DIH Total	\$100,000 <u>\$20,000</u> \$120,000	2023
452229-5	Districtwide Rumble Stripes Bundle 5E – Osceola	N/A	94.367 miles	PE	ACSS DIH Total	\$75,000 <u>\$16,000</u> \$91,000	2023
452364-1	I-4 (SR-400) “GAP” 2-EV DCFCS (Phase 1)	N/A	1.096 miles	CAP	GFEV	\$900,000	2023

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

Sincerely,

DocuSigned by:

Anna Taylor

899FB71584EA411...

Anna Taylor

Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Katherine Alexander-Corbin, FDOT
Jo Santiago, FDOT D5 Transit Office
FDOT D5 MPO Liaisons
FDOT D5 Work Program
FDOT D5 Local Programs
FDOT D5 LAP Design

Resolution No. 23-01**Subject:****Amendment to the FY 2022/23 - 2026/27
Transportation Improvement Program**

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2022/23 - 2026/27 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

District Wide

- FM #452505-1 – Aspire Health Partners Section 5310 – Funding consists of \$174,143 in DU funds and \$174,143 in LF funds for operating costs in FY 2022/23;
- FM #452509-1 – LYNX Section 5310 - Funding consists of \$100,000 in DU funds and \$100,000 in LF funds for operating costs in FY 2022/23;
- FM #452512-2 – The Opportunity Center, Inc. Section 5310 – Funding consists of \$1,816 in DPTO funds, \$14,523 in DU funds, and \$1,816 in LF funds for capital improvements in FY 2022/23
- FM #452229-1 – Districtwide Rumble Stripes Bundle 5A – Funding consists of \$100,000 in ACSS funds and \$20,000 in DIH funds for preliminary engineering in FY 2022/23;
- FM #452229-5 – Districtwide Rumble Stripes Bundle 5E – Funding consists of \$75,000 in ACSS funds and \$16,000 in DIH funds for preliminary engineering in FY 2022/23;

Orange County

- FM #439252-1 – Buck Road Bridge – Funding consists of \$3,770,000 in ACBR funds, \$766,104 in GFSA funds, and \$5,340,089 in LF funds for bridge construction in FY 2022/23;
- FM #245316-6 – I-4 Traffic Survey System Greater Orlando Area – Funding consists of \$1,211,820 in ACSS funds for construction in FY 2022/23

Osceola County

- FM #442334-1 – Shingle Creek Trail Phase 2A – Funding consists of \$3,421,552 in SU funds, \$375,215 in TALU funds, and \$45,000 in LF funds for construction in FY 2022/23;

Seminole County

- FM #452364-1 – I-4 “GAP” 2-EV Direct Current Fast Charges – Funding consists of \$900,000 in GFEV funds for capital improvements in FY 2022/23; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2022/23 - 2026/27 TIP be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 8th day of February 2023.

Certificate

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

Commissioner Mayra Uribe, Chair

Attest:

Lisa Smith, Sr. Board Services Coordinator
and Recording Secretary

TAB 3





Board Action Fact Sheet

Meeting Date: February 8, 2023

Agenda Item: X.C (Tab #)

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; and re-support of the Transit Asset Management (TAM) targets and Transit Safety and System Reliability 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) is continuing performance-based planning requirements and has developed a set of performance measures for vehicular and non-motorized Safety, System Performance (reliability), Bridge Conditions, Pavement Conditions, Transit Assets and 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, 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. Historically, MetroPlan Orlando has reviewed and supported all targets annually.
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 support the FDOT and regional Transit Targets for performance-based planning.
Supporting Information:	These documents are provided at Tab #3: <ul style="list-style-type: none">• FDOT Performance Measure Information Fact Sheets• Proposed Board Resolution 23-02• For additional information about federal performance measures and targets, see section XIV. Transportation Performance Measures of the adopted Transportation Improvement Program on the MetroPlan Orlando website.

Transportation Performance Management

April 2022

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 in 2016 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). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

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

- » Describe the federal 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

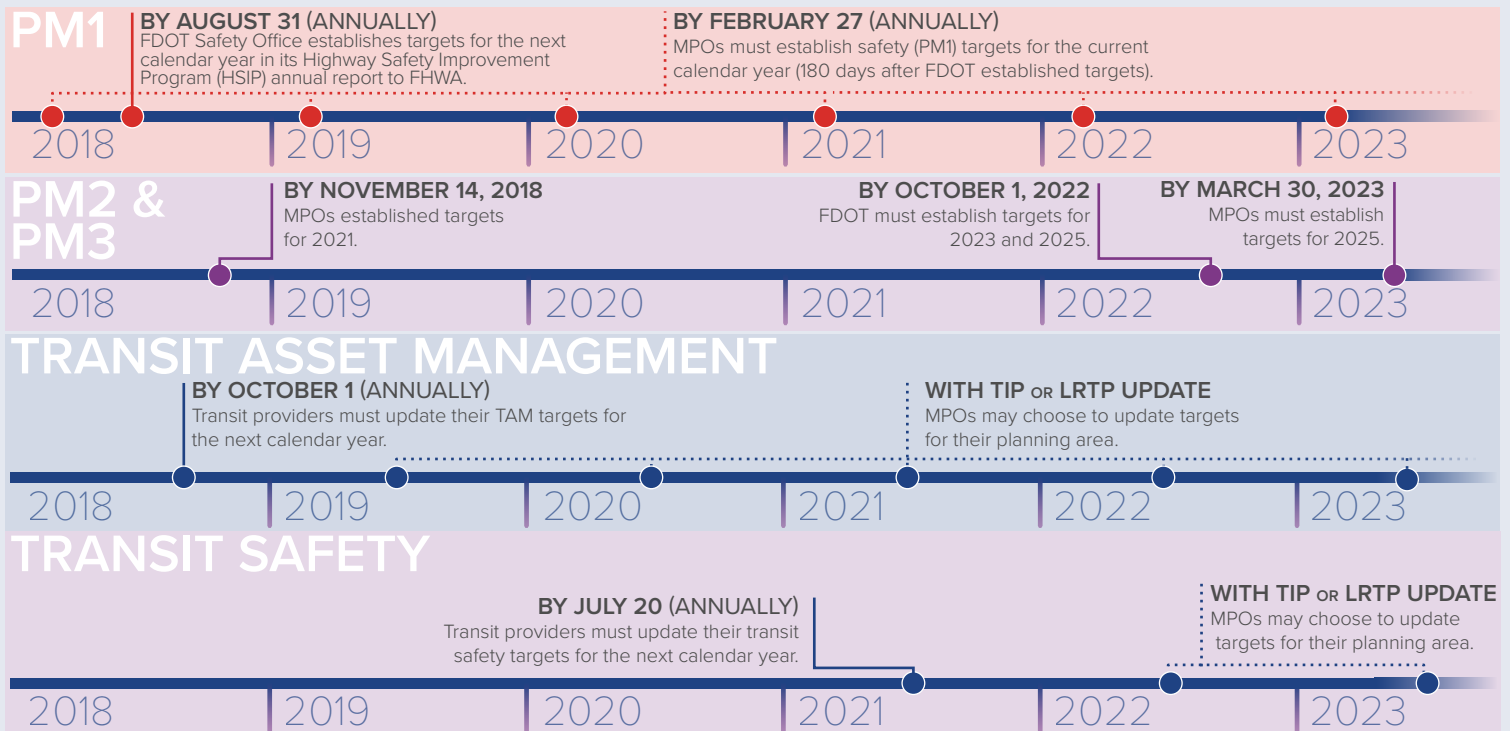
The TIP must:

- » 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. 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. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

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.

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PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

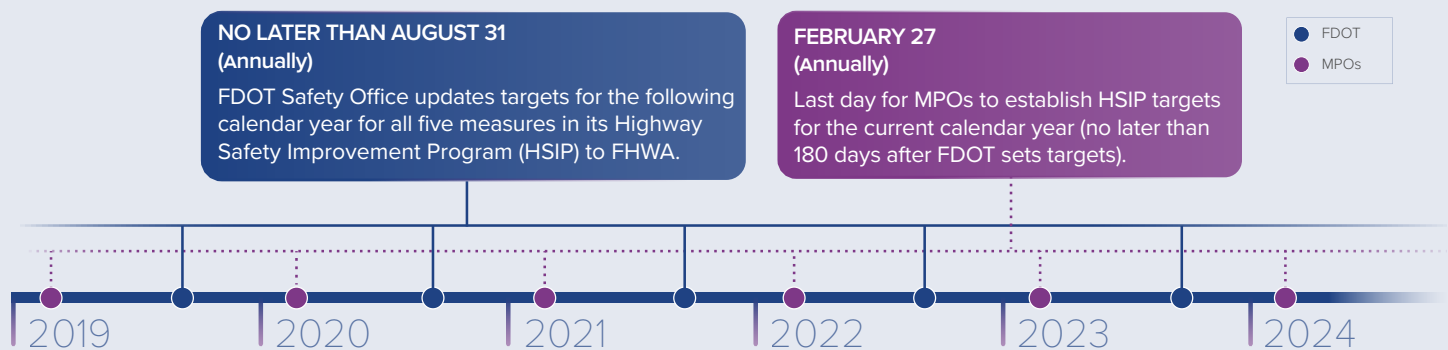
OVERVIEW

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.	

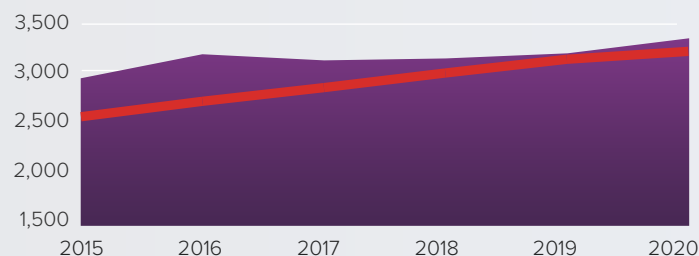
TIMELINE



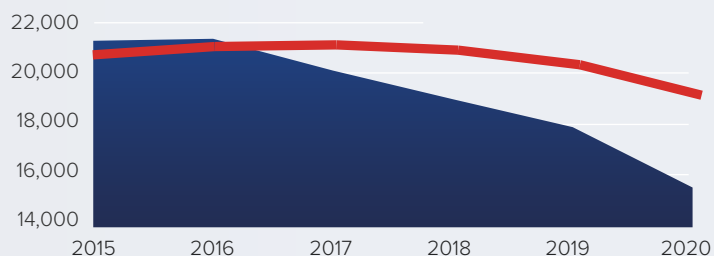
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

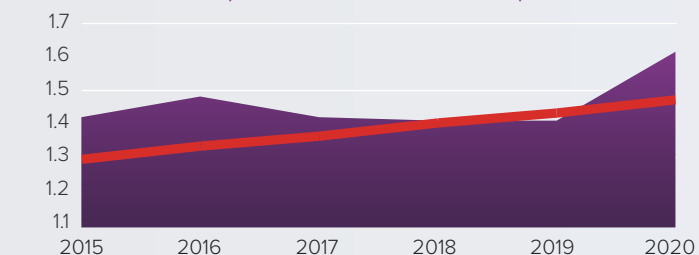
ANNUAL FATALITIES



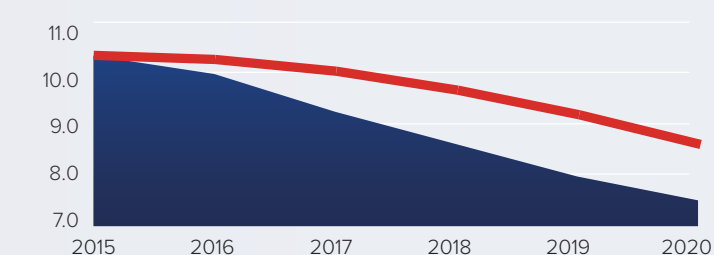
ANNUAL SERIOUS INJURIES



FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2021.

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.

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PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

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)

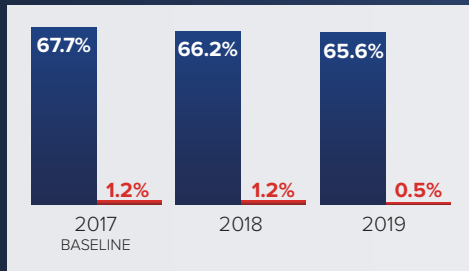
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



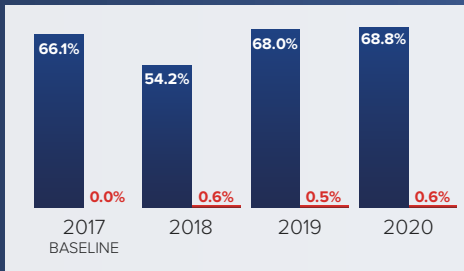
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

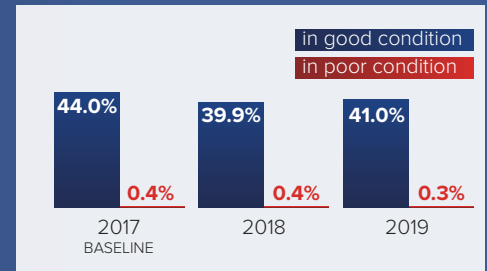
NHS Bridges



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. ✓

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

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).

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

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.

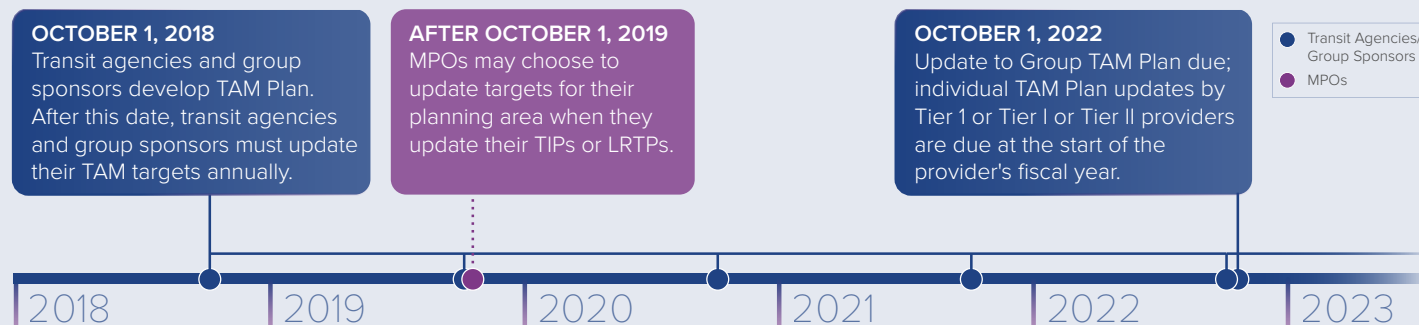
Transit Asset Categories and Related Performance Measures

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 LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » 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.

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PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

April 2022

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

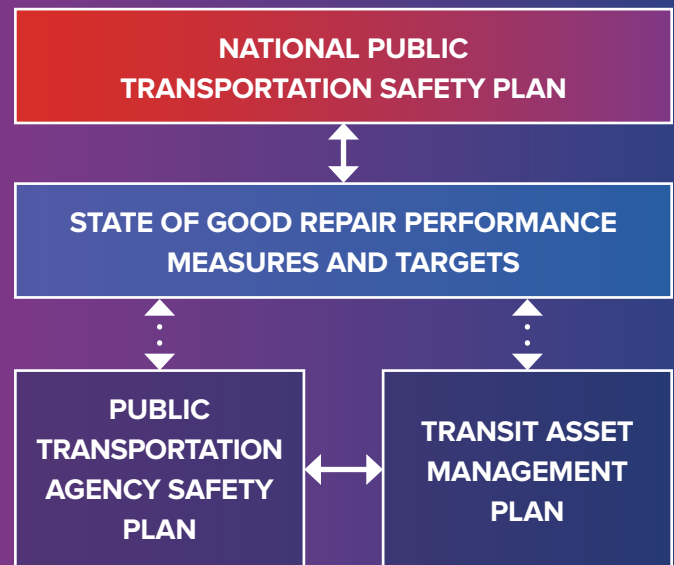
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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 each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » 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

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807



RESOLUTION NO. 23-02

SUBJECT:

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

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 Infrastructure Investment and Jobs Act, continuing the Fixing Americas Surface Transportation Act'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 Infrastructure Investment and Jobs Act, continuing the Fixing Americas Surface Transportation Act'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 consistent with those of the Central Florida Regional Transportation Authority (LYNX) and SunRail; 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, LYNX and SunRail 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). SunRail, and the 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 8th day of February, 2023.

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 4





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

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

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the December cutoff. The next cutoff date is January 31, 2023. Information is also available on www.cflroads.com. For questions, please contact Marquise McMiller at 386-943-5150 or via email at marquise.mcmiller@dot.state.fl.us.

ORANGE COUNTY

Upcoming Projects:

None.

Current Projects:

432193-5 I-4 Ultimate Terry Avenue Road Project

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

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
- Update: Project was completed on December 16, 2022.

446020-1 Milling and Resurfacing S.R. 435 (Kirkman Road) from north of Vineland Road to north of Windhover Drive

- Contract E58A7
- Project Start: December 2022
- Estimated Completion: Fall 2023
- Update: Contractor is making improvements that include milling, resurfacing, base work, sidewalk, and drainage improvements. Curb and gutter, traffic signals, including signs and pavement markings are also included on the project.

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

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

447807-1 Smart Orlando Downtown Advance

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

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

- Contract: E58A4
- Contractor: Hubbard Construction Co.
- Project Cost: \$3 million
- Project Start: Summer 2022
- Estimated Completion: Late 2023
- Update: The Contractor continues working on signalization, mowing and litter removal, installing sidewalks, concrete curb, and gutter. They also began asphalt milling and paving the structural lift, southbound US 441. Contractor is also striping the NB and SB mainline.

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

- Contract: E58A2
- Contractor: Hubbard Construction Co.
- Project Cost: \$5.8 million
- Project Start: May 2022
- Estimated Completion: Early 2023
- Update: The Contractor continues working on mowing, clearing & grubbing, concrete removal, shoulder widening, and curb installation. As well as working on sidewalk, conduit and pull boxes installations.

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

- Contract T5718
- Contractor: Southland Construction, Inc.
- Project Cost: \$11.25 million
- Project Start: August 2021
- Estimated Completion: Winter 2023
- Update: The Contractor is working in Phase 1A on WM/FM, sanitary sewer structures, drainage, widening, curb, driveways, and sidewalk. Strain poles at Valencia College Lane were installed mid-December.

OSCEOLA COUNTY

Upcoming Projects:

None.

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
- Update: Project was completed on November 30, 2022.

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

- Contract E59A0
- Project Start: September 2021
- Project was completed on December 9, 2022.

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
- Update: Contractor is milling and resurfacing, creating base work, shoulder treatment, drainage improvements, shoulder gutter, lighting, overhead sign structures, guardrail, bridge culvert widening, bridge rail retrofit, pavement removal, and signing and pavement marking.

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

- Contract T5715
- Project Start: July 2021
- Estimated Completion: Early 2023
- Update: Contractor is converting the existing diamond interchange to a diverging diamond interchange (DDI). This includes adding curb and gutter sections; and modifying stormwater ponds for the proposed roadway improvements.

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

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

445697-1 S.R. 60 from Three Lakes Water Management Area to west of U.S. 441

- Contract T5752
- Project Start: November 2022
- Estimated Completion: Spring 2023
- Update: Contractor will upgrade the existing highway signs and pavement markings on State Road (S.R.) 60 from the Three Lakes Water Management Area to west of U.S. 441 in unincorporated Osceola County.

SEMINOLE COUNTY

Upcoming Projects:

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

- Contract: T4749
- Contractor: Masci Contractors, Inc.
- Project Cost: \$13.9 Million
- Project Start: Early Summer 2023
- Estimated Completion: Spring 2024
- Update: The purpose of the project is to resurface State Road (S.R.) 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue. Additional work includes sidewalk additions and reconstruction, curb ramps reconstruction, drainage improvements, signing and pavement markings, bicycle keyhole additions, traffic signal upgrades, and pedestrian lighting improvements.

Current Projects:

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

- Contract: T5736
- Contractor: Masci Construction
- Project Cost: \$18.2 million
- Project Start: January 2022
- Estimated Completion: Summer 2024
- Update: The Contractor is currently working on clearing & grubbing, erosion control, excavation, and drainage operations. There's utility work ongoing throughout the project for Duke Energy, AT&T and ZAYO. An active detour along Geneva Drive will be in place until early 2023. Several alternate routes can be used, from Central Avenue to Franklin Street and Broadway Street to Oviedo Boulevard. The local property access will be maintained.

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

- Contract: T5686
- Contractor: Masci Construction
- Project Cost: \$10.4 Million
- Project Start: March 2021
- Estimated Completion: Early Summer 2023
- Update: The Contractor is currently working on added drainage, concrete, traffic signal work and utility relocation. Mast ARM installation is also in process.

Board Meeting Highlights – December 14, 2022

- **Chairwoman's Announcements:** Chair Mayra Uribe opened the meeting at 9:00 a.m. Mayor Buddy Dyer, City of Orlando, led the Pledge of Allegiance. Chair Uribe welcomed Commissioner Amy Lockhart, Seminole County, and congratulated Board incumbents on successful (re)elections. Commissioner Christine Moore, Orange County, reported on the October 7th Central Florida MPO Alliance meeting. Mayor Pat Bates, City of Altamonte, reported on the November 30th Transportation Disadvantaged Local Coordinating Board meetings. Chair Uribe recognized outgoing Board members Commissioners Fisher and Siplin, and Council Member Keith Trace. She also recognized outgoing committee chairs Lee Pulham and Ramon Senorans. Chair Uribe recognized MetroPlan Orlando staff member Keith Caskey and congratulated him on his upcoming retirement.
- **MetroPlan Orlando Executive Director's Announcements:** Mr. Huttman welcomed Seminole County Commissioner Amy Lockhart, Orange County Commissioner Nicole Wilson, and Mayor John Dowless, City of Edgewood, representing the MAC, to the MetroPlan Board. He congratulated Mr. Jeffrey Campbell on being selected to serve a second year as the CAC Chair. He acknowledged Mr. Bill Wharton, attending for TAC Chair Lee Pulham. He acknowledged Ryan Matthews and Angela Drzewiecki Gray Robinson who joined virtually to provide a legislative update. He also welcomed Chris Carmody from Gray Robinson who was in the audience. He announced the appointment of a new FHWA Administrator, Mr. Shailen Bhatt. He reported that, he and Commissioner Olga Castano, City of Kissimmee, toured the Skywater Facility at Neo City and the STEM Magnet school on December 12th. Mr. Huttman announced WTS awards recipients: MetroPlan Orlando staff member Sarah Larsen who received the Innovative Transportation Solutions Award for her work on the Health Strategic Plan and Ms. Loreen Bobo, FDOT District 5, who was recognized as the WTS Woman of the Year at the annual WTS awards banquet in October. Mr. Huttman also recognized MetroPlan Orlando staff members Ms. Virginia L. Whittington on 25 years of service and Mr. Keith Caskey on his retirement. Mr. Huttman called attention to information contained in supplemental folders including an excerpt from the Board's Internal Operating Procedures pertaining to the election of officers, and a copy of the MetroPlan Orlando Annual Report.
- **FDOT Report:** Secretary John Tyler, FDOT District 5, provided an update on the following projects: the Wekiva Parkway, I-4 Express, and the Darryl Carter Parkway. He also noted that emergency shoulder usage was used on I-4 during the recent hurricanes to assist with evacuation efforts and highlighted the Move Over Law.
- **Agenda Review:** Mr. Huttman called attention to the 2023 meeting schedule and a time change to 8 a.m. for the July 12th meeting. He stated that the Rock Springs Road and West Orange Trail presentation was removed from the agenda due to time constraints.
- **Public Comments on Action Items:** None.
- Unanimously **Approved** Consent Items: A through G.
- Unanimously **Approved** the FDOT Amendment to FY 2022/23- 2026/27 TIP (Roll call vote conducted)
- Unanimously **Approved** the amendments to the 2045 Metropolitan Transportation Plan (Roll call vote conducted)
- Unanimously **Approved** the 2023 Legislative Priorities
- Conducted election of 2023 Board officers: Commissioner Mayra Uribe, Chairperson; Commissioner Cheryl Grieb, Vice-Chairperson; and Commissioner Jay Zembower, Secretary/Treasurer
- Unanimously **Approved** Information Items for Acknowledgement Items: A through P.
- **Other Business:** Presentations: **FDOT District 5 Draft Work Program** (Ms. Katherine Alexander, FDOT, District 5); **Florida's Turnpike Enterprise Draft Work Program** (Ms. Jennifer Stults); **Active Transportation Plan** (Ms. Taylor Laurent, MetroPlan Orlando)
- **General Public Comments:** None
- **Board Member Comments:** Orange County Mayor Jerry Demings summarized takeaways from the Orange County Sales Tax Initiative.
- **Next Board Meeting – February 8, 2023**



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Memorandum

January 17, 2023

To: MetroPlan Orlando Advisory Committee Members
From: Mighk Wilson, Senior Planner
Subject: January 2023 Bicycle & Pedestrian Activity Update

City of Casselberry

The City has awarded a contract for construction of the Sunset Drive Livable Street Improvements Project. It is anticipated construction will begin in the next few weeks and will take about a year to complete. The project will narrow Sunset Drive to 10 ft wide travel lanes and replace the existing narrow sidewalk with a 10 ft wide shared use path. It will also include two raised crosswalks, brick accents, tightened corner radii, and other complete-street oriented improvements. Coupled with proposed improvements to Southcot Drive anticipated to begin later this year, this project will effectively extend the City's trail system by more than a mile.

Seminole County

E. Citrus St/Virginia/E. Hillcrest/E.
Orange Sidewalks
Limits: Varies on each street
Status: Construction complete

Celery/Mellonville Trail (Lake Monroe
Loop)
Limits: Sanford Riverwalk to SR 415
Status: Design complete. ROW
acquisition in process.

EE Williamson Rd. Trail Connector
Limits: I-4 Bridge to CR 427/Ronald
Reagan Blvd.
Status: Construction underway (45%
complete)

CR 419 at Snowhill Sidewalk
Limits: Snowhill Rd. to 7th Street
Status: Design complete. RFP for
construction services.

Oxford Rd. Drainage & Sidewalk
Limits: Derbyshire Road to East Blvd.
(sidewalk on west side only)
Status: Design plans complete.

Old Lk. Mary Rd. Sidewalks
Limits: Windtree Ct. to W. 25th Street
Status: Revising 90% design plans due to
utility conflict.

Orange Blvd./CR 431 Safety Improvements
(includes Ped/Bike enhancements)
Limits: SR 46 to Monroe Rd.
Status: Design and ROW acquisition in
process.

Cross Seminole Trail Connector Ramps at US
17-92
Limits: Cross Seminole Trail at US 17-92.
Connect sidewalks on US 17-92 to the Trail.
Status: 100% design plans. Finalizing bid
package.

Wymore Rd. Drainage, Bike & Ped
Improvements
Limits: Orange County line to Spring Valley Rd.
Status: Notice to proceed for construction
activities issued.

Central Seminole Trail – North Section
(formally Power Corridor Trail Study)
Limits: SR 434 at Winter Park Drive to Cross
Seminole Trail at US 17-92
Status: Negotiations with design firm
underway.

Seminole Wekiva Trail Tunnels at SR 434 and
SR 436
Limits: One underpass at SR 434 at Orange
Blvd. and a second underpass at SR 436 at
Laurel St.
Status: Negotiations with design firm
underway.

Harmony Homes Subdivision Sidewalk
Limits: Various streets within the
neighborhood.
Status: Construction complete.

SR 434 Improvements to include
Roundabouts and Bike/Ped/Trail
improvements
Limits: SR 417 to Franklin St.
Status: Coordination underway with utilities,
FDOT, and City of Oviedo.

Sanlando Estates Sidewalks (Phase 1)
Limits: Various streets in the neighborhood
Status: Construction Complete.

Goldie Manor Area Sidewalks
Limits: Various streets in the neighborhood.
Status: Under construction.

CR 426/Geneva Drive Sidewalks
Limits: Lake Charm Dr. to approximately 600
feet east
Status: ROW coordination ongoing.

Forest Lake Dr. Sidewalk
Limits: Academy Dr. to SR 436.
Status: Updating plans to accommodate
resident's requests.

Oranole Road/Linneal Beach Sidewalks
Limits: Orange County Line to Playa Way.
Status: Project land survey underway

MetroPlan Orlando - Project Development and Enviromental Study Tracking - As of December 2022

Current PD&E Projects in MetroPlan Orlando Area

Agency	FM#	Project Name	County	Project Manager	Firm	Class of Action	LDCA Anticipated	Design Funded FY	Design Funded (\$)	Design Status	ROW Funded FY	ROW Funded Amount	Construction Funded FY	Construction Funded Amount
FDOT-D5	437200-1	US 17/92 from Polk County Line to 1,900' West of Poinciana Blvd	Osceola	David Graeber	VHB	Type II CE	May-24	Tentative Programmed outer year FY 26	\$6.95M	NA	Not funded	NA	Not funded	NA
	437174-2	SR 535 from US 192 to SR 536 / World Center Drive	Osceola	David Graeber	Metric Engineering	Type II CE	Jun-24	Tentative Programmed outer year FY 26	\$5.19M	NA	Not funded	NA	Not funded	NA
	447724-1	Truck and Freight Alternative Site Analysis	Osceola Orange Seminole Volusia	Mark Trebitz	VHB	Osceola: TBD Orange: TBD Seminole: TBD Volusia: TBD	TBD (Fall 2023)	Site 1 - FY 2022 Site 2 - FY 2024 Site 3 - FY 2024 Site 4 - FY 2025 *Further sites Design not funded yet.	Site 1 - \$3M Site 2 - \$2.16M Site 3 - \$4.15M Site 4 - \$4.33M *Further sites Design not funded yet.	Site 1 - PE Begin 6/15/22 * Further sites ROW not funded yet	Site 1 - FY 2024 Site 2 - FY 2028 Site 4 - FY 2028 * Further sites ROW not funded yet	Site 1 - \$14 M Site 2 - \$20 M Site 4 - \$1.75 M * Further sites Construction not funded yet	Site 1 - FY 2026 * Further sites Construction not funded yet	Site 1 - \$13.14M * Further sites Construction not funded yet
Florida's Turnpike Enterprise (FTE)	444007-1	Widen Turnpike Mainline from SR 408 to SR 50	Orange	Rax Jung	RS&H	SEIR	Dec-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	Poinciana Parkway Extension Connector 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
	423374-2	Widen Turnpike Mainline from SR 70 to SR 60	Osceola St. Lucie Indian River Okeechobee	Rax Jung	Metric Engineering	SEIR	TBD	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
Central Florida Expressway Authority (CFX)	-	SR 429 / Binion Road Interchange	Orange	Dana Chester	Balmoral	PEIR	Jan-23	FY 2023 FY 2024 FY 2025	\$0.5M \$1.3M \$0.5M	NA	FY 2026	\$0.5M	FY 2026 FY 2027	\$9M \$19M
	-	SR 528 / Dallas Boulevard Interchange	Orange	Dana Chester	Balmoral	PEIR	May-23	FY 2023 FY 2024 FY 2025	\$1M \$3.5M \$1.5M	NA	No new ROW anticipated	NA	FY 2026 FY 2027	\$23M \$48M
	-	SR 408 Westbound Capacity Improvements - I-4 to Bumby Ave & SR 436 to Goldenrod Rd	Orange	Dana Chester	Balmoral	PEIR	Feb-23	FY 2023 FY 2024	\$1.2M \$7.7M	NA	No new ROW anticipated	NA	FY 2025 FY 2026 FY 2027	\$7.7M \$15.3M \$9M
	-	SR 408 Capacity Improvements - Kirkman Road to Church Street	Orange	Dana Chester	Balmoral	PEIR	Mar-23	FY 2023 FY 2024	\$1.9M \$1.8M	NA	No new ROW anticipated	NA	FY 2025 FY 2026 FY 2027	\$12.5M \$25.1M \$15.3M
	-	SR 417 Capacity Improvements - Curry Ford Road to Lake Underhill Road	Orange	Dana Chester	Balmoral	PEIR	Jun-23	FY 2023 FY 2024 FY 2025	\$0.2M \$2.6M \$0.8M	NA	No new ROW anticipated	NA	FY 2026 FY 2027	\$17.7M \$26.5M
	-	Southport Connector Expressway from Poinciana Pkwy to Canoe Creek Rd (CR 523)	Osceola Polk	Dana Chester	Volkert	PEIR	2023 Q4	Not funded	Not funded	NA	Not funded	NA	Not funded	NA
	-	SR 417 to Sanford Orlando International Airport Connector	Orange	Dana Chester	Jacobs	CF&M	Jun-23	Not funded	Not funded	NA	Not funded	NA	Not funded	NA

Upcoming PD&E Projects in MetroPlan Orlando Area

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



Ride & Stride 2050

ACTIVE TRANSPORTATION PLAN

What is an Active Transportation Plan?

Active transportation refers to human-powered modes of travel, like walking and biking. An Active Transportation Plan (ATP) focuses on providing better options for walking and bicycling, including access to transit. Active Transportation Plans typically identify infrastructure, policies, and processes based on public and stakeholder input to achieve the desired goals.

Purpose of the Active Transportation Plan

The primary purpose of this plan is to identify feasible active transportation projects that can ultimately be constructed on the regional transportation system. We also hope to achieve three goals:

1. Make it safer for people to walk and bike in their communities and improve access to transit facilities.
2. Identify projects that can be constructed and determine prioritization criteria to aid in the development of the 2050 Metropolitan Transportation Plan (our next long-range plan).
3. Provide realistic, non-automobile travel options for our residents and visitors to reduce reliance on automobiles for access to work, school, shopping, and healthcare.

We Want to Hear From You!

Are there places where you feel uncomfortable walking or biking? Where do you want to walk or bike but there are no paths to take? Please visit our website from **January 25, 2023 – March 10, 2023** to share your experiences walking and biking through our survey and leave notes in our interactive comment map. Your responses and input will help us identify potential facilities to include in the Active Transportation Plan.

MetroPlanOrlando.org/ATP

For more information, contact:

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MetroPlan Orlando | Project Manager
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2023 Legislative Priorities & Positions

Adopted : December 14, 2022

Top Priorities:



Funding to implement programs and initiatives which seek to ensure the safety of the traveling public

Increased funding for transportation that does not negatively impact the State Transportation Fund



Increased Transportation Disadvantaged funding for paratransit service (ACCESS LYNX)

MetroPlan Orlando is the metropolitan planning organization (MPO) for Orange, Osceola and Seminole counties in Central Florida. MPOs were created under federal law to direct urban transportation planning and the allocation of federal and state funds. As a regional transportation planning agency, MetroPlan Orlando provides a forum for local elected officials, transportation experts, and members of the community to work together to improve mobility for residents, businesses, and visitors.

Contacts:

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VLWhittington@MetroPlanOrlando.org

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)

