



ORLANDO URBAN AREA TRANSPORTATION PLANNING PROCESS

UNIFIED PLANNING WORK PROGRAM

July 1, 2010 - June 30, 2011

and

July 1, 2011 – June 30, 2012

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METROPLAN ORLANDO
FY 2010/2011 and FY 2011/2012 UNIFIED PLANNING WORK PROGRAM
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INTRODUCTION

DEFINITION OF THE UNIFIED PLANNING WORK PROGRAM

This document outlines transportation planning activities to be accomplished by METROPLAN ORLANDO during the period July 1, 2010 - June 30, 2012, with a particular focus on the first year of the two-year UPWP, July 1, 2010 – June 30, 2011.

METROPLAN ORLANDO is the operational name of the Orlando Urbanized Area Metropolitan Planning Organization (MPO), effective September, 1997, and will be used throughout this document. The Unified Planning Work Program or UPWP is the instrument for coordinating transportation and comprehensive planning in the area of Orange, Seminole and Osceola Counties which together comprise the Orlando Urbanized Area, and it serves as a management tool for the participating entities. The transportation planning projects contained in this UPWP respond to the metropolitan planning requirements as presently known in the Federal reauthorization act entitled: Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Although this act has technically expired, Congress has extended it under a continuing resolution until a new reauthorization act is passed. The planning requirements of SAFETEA-LU call for the development and maintenance of a viable transportation planning process, a process viewed as particularly critical in the case of the Orlando Urbanized Area, which over the past thirty years has been one of the nation's fastest growing regions.

REQUIREMENTS OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS (SAFETEA-LU)

The planning factors identified in SAFETEA-LU that must be considered as part of the transportation planning process for all metropolitan areas are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

OVERVIEW OF COMPREHENSIVE TRANSPORTATION PLANNING

Current comprehensive planning activities within the Orlando Urbanized Area are primarily focused on those individual county and city comprehensive planning efforts developed in response to Florida's Local Government Comprehensive Planning Act. Transportation elements of local comprehensive plans are coordinated with both the Congestion Management Systems Element and Long Range Transportation Plan Element of the Orlando Urbanized Area Transportation Study (OUATS). Continuing growth activity within the Orlando Urbanized Area requires that socio-economic and land use surveillance task items be updated annually to provide an adequate database for future transportation planning and/or impact analysis.

Over the period of the last four decades (since the early 1970's), the Orlando Urbanized Area has continued to experience significant population growth. Only over the last 2-3 years has that growth flattened in response to the national downturn in the economy. However, the transportation network that serves the area, which has long been recognized as inadequate in terms of dealing with the traffic congestion that has resulted from this long term growth, is still recognized as inadequate even under slow-growth or no-growth conditions. The inadequate network situation will continue to become worse as the growth in the area once again recovers to the previous levels. This problem is primarily due to the lack of available funding either for construction of the major facilities required to carry the larger number of vehicles that will be utilizing the road network or for provision of alternative modes of transportation. A number of low-cost, short-term congestion management measures such as the traffic signalization program and various transit system improvements have helped to ease the problem to some extent. However, more long-term solutions to the transportation problems in the area are needed in order for the transportation system to continue to adequately meet the needs of the community, especially in the form of the alternatives modes of transportation, i.e. mass transit.

In August, 2009, the METROPLAN ORLANDO Board unanimously approved its Year 2030 Long Range Transportation Plan. The Plan went substantially beyond traditional planning and called for a new form of land use to shape the transportation system of the future. The 2030 Plan dramatically strengthens multi-modal considerations in the planning process, identifying alternative modes of transportation to the personal automobile, such as commuter rail (known as SunRail) and light rail, high speed rail, bus rapid transit and premium transit, carpools, vanpools and bicycling. Although implementation of the Year 2030 Long Range Transportation Plan will extend over the next 20 years, this UPWP programs tasks that will update the Plan to meet two goals. The first goal will be to evaluate how the Plan is being implemented; its degree of success and whether certain mid-course corrections might be needed. The second goal will be to advance the planning period of the Plan to the year 2040 to bring it into coordination with other MPO long range plans within District Five of FDOT. The Federally-mandated date for adoption of a new updated Plan (every five years from the date of approval of the last Plan if the area is in air quality attainment) will be August 2014.

The Year 2030 Long Range Transportation Plan also highlights the growing importance of planning for freight and goods movement. Land use also plays a significant role how freight and goods move and the Plan identifies potential location areas for "freight villages" to provide for transfer and warehousing activities and to increase the efficiency within the freight transportation system. This also includes the development of freight improvement lists which identify short term projects that can improve the movement of freight and goods and that can compete with other projects for programming in the five-year Transportation Improvement Program. This activity is actually a continuation of an original ten project list developed as part of the Freight, Goods and Services Strategic Mobility Plan (that Plan was completed in FY 2002/2003 and gained nationwide attention for its many planning innovations). Most of the original ten projects have been either already implemented since that time or are still in the process of the studies and design leading to implementation. The Freight, Goods and Services Strategic Mobility Plan has also been innovative for its time by extending well beyond the geographic limits of the Orlando Urbanized Area, to include Port Canaveral in Brevard County. Not only does the Bee Line Expressway (now termed Beach Line) corridor between Orlando and Port Canaveral encounter substantial cruise ship passenger movement, but a significant amount of freight and goods movement as well. The Plan was a feature presentation at the ITE International Conference in Washington and the TRB National Conference in Philadelphia and has been highlighted in the US DOT video on freight planning. Through this and future UPWP's the data presented in the original Plan will be periodically updated.

Efforts are also continuing toward implementation of short-term transportation strategies designed to maximize existing resources through such techniques as park-and-ride, computerized traffic signals and commuter assistance programs. This has occurred through an increase in dedicated funding for Maintenance and Operations projects (M&O) within the three county metropolitan area. Planning efforts have been especially directed towards collection of more extensive accident data, in an effort to improve the safety of the transportation system.

FDOT DISTRICT FIVE GENERAL PLANNING ACTIVITIES

A description of the FDOT District Five general planning activities for FY 2010/2011 and FY 2011/2012 is included in the Appendix E section of the Unified Planning Work Program. Foremost among these, which also involves METROPLAN ORLANDO and the local governments, is FDOT's development of a commuter rail system in the region. Known as SunRail, the agreement between FDOT and CSXT was stalled for several years in the Florida Legislature over insurance,

liability and union job preservation issues. These were resolved during the December, 2009 Legislature's Special Session, clearing the way for FDOT to purchase the CSXT tracks through Central Florida. A Full Funding Grant Agreement is expected from the Federal Transit Administration in the summer of 2010, enabling FDOT to begin construction of the system. Operation of the system is expected to begin in the summer of 2012.

OTHER LOCAL GOVERNMENT PLANNING ACTIVITIES

A description of other local government planning activities for FY 2010/2011 and FY 2011/2012 is included in the Appendix F section of the Unified Planning Work Program.

CONSISTENCY OF PLANNING EFFORT

The task projects outlined in this UPWP respond to the Orlando Urbanized Area's need for continued improvement of both its highway system and its transit system, for a greater emphasis on congestion management and ITS activities, and for continued development of its aviation and airport system. These are also objectives of the various regional agencies, such as the East Central Florida Regional Planning Council and the Central Florida Regional Transportation Authority (Lynx) as well as the local government comprehensive plans. Although there is overlapping of functions within some of these task projects outlined in the UPWP, the focus is on coordinating rather than duplicating efforts. Therefore, this UPWP is consistent, to the maximum extent possible, with the approved comprehensive plans of local governments within this urbanized area, as well as the planning requirements of State and Federal agencies.

MAJOR GOALS

1. Ensure compliance with Federal Transportation Management Certification (TMA) and the FDOT Certification

METROPLAN ORLANDO, as the Orlando Urbanized Area MPO, will contract for legal and legislative services to ensure that it is kept aware of all applicable Federal and State planning regulations. Emphasis will be placed on the preparation of the major products required of an MPO by the current transportation act, SAFETEA-LU. These are the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and notably, the Long Range Transportation Plan (LRTP). Compliance with the Federal requirements will be measured by continued certification of METROPLAN ORLANDO by the State and Federal agencies. The next Federal certification review will be conducted in FY 2010/2011. Interim year certification reviews are conducted by FDOT.

2. Update and maintain regional transportation planning database

METROPLAN ORLANDO will update and maintain its regional socio-economic database which includes not only Orange, Seminole and Osceola Counties, but through cooperation with the MPOs' in those counties, Lake, Volusia and Polk Counties as well, since those counties' travel patterns also influence the Orlando area. The database currently has a year 2006 base, with projections made to the year 2030. Future annual updates will establish a year 2009 base, with projections made to the year 2040.

3. Initiate development of Year 2040 Long Range Transportation Plan

METROPLAN ORLANDO adopted its Year 2030 Long Range Transportation Plan in August, 2009. However, the new Federal reauthorization act replacing SAFETEA-LU as well as State and local initiatives may substantially alter requirements and assumptions regarding future funding and future priorities. An update of the Year 2030 Long Range Transportation Plan, which commences with the development of a Scope of Services for consultant assistance, will be initiated in FY 2010/2011. Funding for actual development of the Plan will need to be programmed over a period of several years for this major task.

4. Amend, as appropriate, the current Year 2030 Long Range Transportation Plan

Interim amendments of the Year 2030 Plan may be made, as appropriate, until completion and adoption of the year 2040 Plan.

5. Continue focus on regional transportation management and operations function

METROPLAN ORLANDO will continue to pursue strategies for integrating transportation systems management and operations activities into the metropolitan transportation planning process to promote an effective and efficient regional transportation system. A primary emphasis is being given to the implementation of coordinated traffic signalization projects. The M&O Subcommittee continually evaluates a number of major corridors throughout the area as candidates for these projects. Safety also continues to be a major focus of the management and operations program, with an emphasis on collection of comprehensive and timely accident data. Critical to this effort is METROPLAN ORLANDO staff's involvement with the Community Traffic Safety Teams in each of the counties. METROPLAN ORLANDO will also continue to initiate regionally-based events and campaigns such as "Move It; Yes, You Can" and "Worst First", which are designed to focus public attention on safety issues.

6. Continue the integration of freight planning into the transportation planning process

METROPLAN ORLANDO will continue its freight planning efforts undertaken as part of the development of the Freight, Goods and Services Strategic Mobility Plan. A comprehensive database reflecting the flow of goods to, from and within this urban area has been developed. Goods and freight movement is also being considered for incorporation into the transportation modeling process (within the standard transportation model FSUTMS) as part of a Statewide planning effort. As previously noted, projects related to freight, goods and services movement are being developed for incorporation into the TIP and the data that was developed for the original Plan will be periodically updated.

7. Promote public involvement through mass media in the long range transportation plan process

METROPLAN ORLANDO will continue the strengthening of its public involvement and community outreach efforts, as emphasized in SAFETEA-LU. The private sector will be specifically targeted, as well as those who are transportation disadvantaged. Efforts will continue to increase the visibility and awareness of METROPLAN ORLANDO throughout the region.

8. Continuing the strengthening of ties with government and business partners

METROPLAN ORLANDO will continue to seek to establish a stronger presence in the community, as approved by the METROPLAN ORLANDO Board, through the strengthening of ties with both government and business partners.

9. Lead interregional planning efforts exemplified in Central Florida Alliance

METROPLAN ORLANDO has worked cooperatively with adjoining counties and MPOs in seeking transportation solutions for the Central Florida area with the establishment of the Central Florida MPO Alliance. METROPLAN ORLANDO relationships have been strengthened among the MPO representatives from Lake/Sumter, Brevard, Marion, Polk and Volusia Counties.

10. Maximize regional transportation funding

METROPLAN ORLANDO will aggressively seek all opportunities for increased funds from Federal, State and local sources, including the private sector. METROPLAN ORLANDO took a lead role in the seeking of legislative approval for a local additional rental car surcharge of up to \$2.00 per day, to supplement its success in obtaining a redistribution of the current rental car surcharge of \$2.00 per day back to the district in which it was generated. METROPLAN ORLANDO will also take a lead role in the development of any other additional revenue sources that have been identified in the Year 2030 Long Range Transportation Plan, such as the Charter County Transit Surtax. Such a revenue source would be eligible to fund both capital and operating and maintenance expenses of

the transit system. Identifying and initiating those steps that will lead to implementation of a regionally-based revenue source is a primary objective of the Central Florida Transportation Funding Task Force, involving Orange, Osceola, Seminole and Volusia counties.

ORGANIZATION

The Orlando Urbanized Area FY 2010/11 and FY 2011/12 UPWP was developed by METROPLAN ORLANDO staff in cooperation with FDOT and a subcommittee of the Transportation Technical Committee. The UPWP serves as the mechanism where transportation professionals, citizens at large, and elected officials can study and analyze area-wide transportation issues and implement solutions in an organized and meaningful manner. The UPWP is a flexible program, subject to change as the needs of the participating governments may change. The UPWP fulfills the requirements of the original Federal Aid Highway Act of 1962 (as amended) and its successor, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), for the establishment of a comprehensive, cooperative, and continuing transportation planning process.

The Unified Planning Work Program in previous years has contained five major sections (Administration, Public Involvement, Data Collection, Systems Planning, and Project Planning), each addressing an important segment of the Orlando Urbanized Area's overall transportation planning process. Separate task and sub-task items are included within each major section. Funding is also identified for each task as appropriate. Because of limited staff resources, not every task in the FY 2010/11 UPWP or such future UPWPs as the FY 2011/12 UPWP may be funded. Some tasks are included as "unfunded" tasks to acknowledge their high priority and the intent to implement them at the appropriate time. Some task numbers have been reserved to account for possible future work currently unidentified. Other tasks are noted as carry-over or continuing tasks from the previous UPWP either utilizing funds from that previous fiscal year or adding new funds. Also, because such tasks as the Long Range Transportation Plan Update are lengthy and costly processes, funds may be shown as being accrued over a period of several years before the project is conducted.

The five major categories of the UPWP are briefly described as follows:

- 1.0 Administration:** This section includes those functions necessary for proper management of the transportation planning process on a continuing basis. Work tasks include program management, administration, development and public involvement.
- 2.0 Public Involvement:** Originally identified as a requirement by ISTEA and with continued emphasis in TEA-21 and SAFETEA-LU, a proactive public process which provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans and Transportation Improvement Programs is described in this section. The tasks include the Annual Report, community outreach activities, preparation of miscellaneous publications, committee support and development, and market research.
- 3.0 Data Collection:** Included in this category are those work tasks required to provide a continuous monitoring of travel characteristics and factors affecting travel in the Orlando Urbanized Area. The tasks include a traffic counting program, accident surveillance and analysis, transit ridership monitoring and systems inventory studies. The results or outputs of these activities provide the database upon which all other activities draw.
- 4.0 Systems Planning:** This section includes work tasks which address transportation issues on a system-wide basis, tasks such as the Long Range Transportation Plan, congestion management planning, intermodal planning, transit and para-transit planning tasks, air quality planning and bicycle and pedestrian facilities planning.
- 5.0 Project Planning:** Tasks in this section include projects concerned with conducting specific detailed planning activities such as is requested from time to time during the year by the METROPLAN ORLANDO Board. These are conducted on an as-needed basis.

General planning services provided by FDOT District 5 for the MPO are identified and discussed in the Appendix starting at A-27. They include modeling for the Long Range Transportation Plans and the Efficient Transportation Decision Making (ETDM) process.

METROPLAN ORLANDO PLANNING EMPHASIS AREAS

In previous years, the Federal agencies (FHWA and FTA) and FDOT would provide guidance each year to the metropolitan planning organizations in the development of their UPWP's as to particular areas that they wished to have addressed. Although neither the State nor the Federal agencies have identified specific Planning Emphasis Areas for FY 2010/11 or FY 2011/12, this may change in future years. The planning factors of SAFETEA-LU discussed earlier do relate closely to the previous Planning Emphasis Areas, however, and for that reason, METROPLAN ORLANDO is focusing its emphasis on the following areas which correlate with previous years' Planning Emphasis Areas:

1) Safety in the Transportation Planning Process

METROPLAN ORLANDO currently collects accident data through its highway system monitoring efforts (Task 3.3) and will continue this effort in future years. METROPLAN ORLANDO also participates in the Incident Management Planning Teams organized within each of the three counties. Safety issues are also being addressed at several of their more basic and causative levels, such as congested roads and intersections that lead to reckless driving behavior or inadequate directional signs for those persons unfamiliar with this area. Such tasks as Intelligent Transportation Systems Planning (4.2.1) and Bicycle and Pedestrian Safety (4.7.1) seek to improve safety in transportation. Staff will continue to work with the Florida Bicycle Association and the Florida Safety Council to emphasize both motorist responsibilities and those of the bicyclists and pedestrians in furthering safety.

2) Security in the Transportation Planning Process

Security issues are being addressed through the Continuity of Operations Plan (COOP), which will prepare for the continued operation of METROPLAN ORLANDO and the preservation of its plans and programs.

3) Linking Planning and Environmental NEPA Processes

In an effort to better coordinate transportation planning and environmental reviews, METROPLAN ORLANDO has incorporated ETDM (Efficient Transportation Decision Making) into the UPWP. The Planning Screen Phase of ETDM provides the opportunity for participating agencies to review and comment on those projects proposed for inclusion in the Long Range Transportation Plan, thereby addressing potential problems as early as possible.

4) Transportation System Management and Operations within Planning Processes

Tasks related to Management and Operations have been a major part of previous UPWP's and will continue so for the FY 2010/11 and FY 2011/2012 UPWP. The various system monitoring efforts described in Section III, Data Collection provides an extensive database from which to improve the way transportation systems are managed and operated. Also, METROPLAN ORLANDO participates extensively in Intergovernmental/Interagency Studies (1.3.3) and Interregional Transportation Planning and Coordination (1.3.4) in looking regionally at what local governments may be doing and coordinating this information with other local governments. Of particular note is the emphasis that has been given to incident management. The UPWP Task Section 4.2, Transportation System Management and Operations, will continue to focus on this emphasis area through its various subtasks and will pursue strategies for integrating transportation systems management and operations activities into the metropolitan transportation planning process to promote an effective and efficient regional transportation system.

5) Consultation with Local Officials

METROPLAN ORLANDO administers many committees that accomplish this emphasis area. The most recent is the Municipal Advisory Committee which is comprised of local mayors from those jurisdictions not having direct voting

representation on the METROPLAN ORLANDO Board. In addition, Council/Commission meetings of the various jurisdictions are visited frequently by staff.

6) Enhancing the Technical Capacity of Planning Processes

This emphasis area is addressed through the many training opportunities utilized by staff (Task 1.2.4). METROPLAN ORLANDO also intends to continue its leadership position in technical innovation and expertise statewide that was achieved, in addition to other efforts, through its integration of the Cube Voyager platform into the FSUTMS model.

7) Coordination of Human Service Transportation

It has been recognized nationally, that in many communities across the United States, many citizens rely on specialized transportation services to access work, medical services, schools or community activities. The term – human service transportation – refers to the programs that provide for the basic mobility needs of certain groups, such as people with disabilities or older citizens. Florida, through its transportation disadvantaged program, has long been recognized as a leader in this field. Throughout this time, METROPLAN ORLANDO has provided and will continue to provide administrative services to the Transportation Disadvantaged Local Coordinating Board for Orange, Osceola and Seminole Counties who oversee the local program and the activities of the Community Transportation Coordinator (LYNX). Tasks 4.4.2, 4.5.1 and 4.5.2 of the UPWP directly address the coordination of human service transportation.

8) Regional Planning

This area emphasizes the development and/or implementation of instruments and organizations that result in more effective regional coordination between adjacent MPOs. The UPWP continues to address this emphasis area through Task 1.3.4, Interregional Transportation Planning & Coordination. METROPLAN ORLANDO and the Volusia County MPO originally formed the Central Florida MPO Alliance to address a common transportation priority - replacement of the St. John's River Bridge. The success of the Alliance has led to the Space Coast Transportation Planning Organization (TPO), Lake/Sumter County MPO, Polk County TPO and the Ocala/Marion County TPO joining the Alliance. The success of the Alliance in addressing Central Florida transportation issues has also led to the creation of the Florida Urban Transportation Coalition, a broader based group involving the Jacksonville, Miami/Southeast Florida, and Tampa Bay areas as well as Central Florida, with the common goal of furthering a statewide rail system.

9) Public Involvement

As it has in earlier years, METROPLAN ORLANDO has devoted an entire section of the UPWP to addressing the various aspects of public involvement, whether through community outreach, market research, preparation of publications or participation and support of various committees. This is being accomplished through Tasks 2.1 through 2.6.

The UPWP itself has an extensive opportunity for public involvement during its development process. For example, this UPWP was developed, as it is each year, with the assistance of the Plans & Programs Subcommittee of the Transportation Technical Committee. Once what is termed an "initial draft UPWP" was prepared (during December, 2007), the document was previewed with the full Transportation Technical Committee, Citizens' Advisory Committee, Bicycle and Pedestrian Advisory Committee, Municipal Advisory Committee and the METROPLAN ORLANDO Board. Each committee was given the time period before the next meeting (generally 30 days) to provide comments and suggestions. During this same time period, the initial draft was made available on the METROPLAN ORLANDO website for interested parties. These activities typically take place during January and early February of each year. The initial draft was revised to respond to local comments and then brought back before the various committees and Board for approval as a "final draft" to be submitted to FDOT and the Federal agencies. As a result of this process, a key role in public participation was played by the Citizens' Advisory Committee who provided some pointed observations as to how to conduct the transportation planning process and what needed to be accomplished, with the website providing a good backup to the process for additional public input.

10) MPO TIP Project Prioritization Process

In prioritizing projects, METROPLAN ORLANDO has established a methodology for evaluating each project through criteria that are described in the TIP. This is done for highway, transit, bicycle and pedestrian projects. Beyond the TIP,

however and using the same methodology, METROPLAN ORLANDO annually develops a priority list of projects in rank order that it uses to consider the advancement of projects into the TIP. METROPLAN ORLANDO especially strives to promote a multi-modal transportation system by consideration of all relevant transportation alternatives in its planning efforts and by continuation of its policy of prioritizing a percentage of its allocated Surface Transportation Program (STP) funds to transit projects and to bicycle/pedestrian facility projects. The allocation percentage has been revised several times over the years by the METROPLAN ORLANDO Board. Beginning with an original allocation percentage of 20% transit, 10% bicycle/pedestrian facilities and 70% highways, the allocation percentage was revised in 2007 to 33% transit, 12% bicycle/pedestrian facilities and 55% highways. METROPLAN ORLANDO also supports local government and transportation authority efforts in such programs as commuter assistance (ridesharing), park & ride, congestion management and improvement of public transportation.

11) Transit Quality of Service

According to FDOT, this emphasis area is directed at those MPOs who are developing Long Range Transportation Plan updates, with an assessment of transit service being accomplished using the procedures in the Transit Capacity and Quality of Service Manual. The assessment of transit quality of service was an important consideration in the development of the Year 2030 Long Range Transportation Plan.

12) Promote Consistency between Transportation Improvements and Planned Growth

This emphasis area directs that MPOs work with local governments to promote corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses. The objective of this emphasis area coincides closely with the intent of Senate Bill 360, passed by the Florida Legislature. To accomplish this emphasis area, METROPLAN ORLANDO has established Task 1.3.6, Coordination of Transportation Improvements and Planned Growth, in the FY 2006/2007 UPWP and which will continue in FY 2010/11 and FY 2011/2012. Although land use planning is closely maintained within local government functions, as compared to the regional transportation planning process, METROPLAN ORLANDO, through this task, will coordinate with local governments to ensure that what is being proposed in transportation improvements is consistent with planned growth and vice-versa. In addition, METROPLAN ORLANDO will monitor the costs of the transportation improvements identified in the Long Range Transportation Plan (as reported in the Variance Reports), as well as any increases in revenues, determine that there are adequate revenue sources to fund the improvements and strive to protect the corridors and their cost feasibility.

The UPWP Task Matrix (Figure 1) documents how METROPLAN ORLANDO proposes to comply with its twelve total planning emphasis areas through the UPWP and the transportation planning process. Those UPWP tasks that directly apply to specific emphasis areas have been identified in the Figure.

FUNDING

Each of the tasks within the UPWP provides additional detail as to how that task will be performed, who will perform the task, the schedule for completing the task and the product to be produced. The funding source for each task is also identified.

A summary of the funding of the UPWP tasks may be found in Tables 1, 2 and 3. Table 1 presents an overview of which agencies will be conducting the various tasks and the level of funding for each agency, on a task by task basis. Table 2 presents the sources of the funding per task. The recurring sources of funds for the UPWP are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), Florida Transportation Disadvantaged Commission, and various local sources. The primary local source is the METROPLAN ORLANDO annual assessment of \$.75 per capita for those jurisdictions represented on the Board, although this assessment has been voluntarily reduced in recent years because of local government budget challenges. Four transportation authorities (Orlando-Orange County Expressway Authority, Greater Orlando Aviation Authority, Central Florida Regional Transportation Authority/LYNX and Sanford Airport Authority) also contribute to the annual assessment. Table 3 presents an estimate of the expenditures from the current UPWP. For those tasks involving METROPLAN ORLANDO staff, a budget has been developed by estimating the amount of staff hours required for each task. The individual salary, fringe, indirect and overhead costs were then calculated on a task by task basis. The final step was to develop the appropriate sources of funding for each task and to summarize this information in Tables 1 and 2.

Since requirements for a Three Year Business Plan only applies to those MPOs who intend to carry forward more than 50% of their annual allotment of PL funds, METROPLAN ORLANDO has not included an update of its Three Year Business Plan from the FY 2008/2009 and FY 2009/2010 UPWP to the FY 2010/11 and FY 2011/12 UPWP.

COMMUNITY INVOLVEMENT

Community involvement is strongly encouraged in METROPLAN ORLANDO's regional transportation planning program. Increasing the communication among citizens, elected officials and technical staffs is a continuing objective of the planning process so that these entities can work together to achieve desired goals. The community involvement program emphasizes the importance of public involvement at the local government and individual community level from the very initiation of the planning process. By involving the public in this manner, the direction and content of the planning effort will be more likely to address the wide range of issues that impact decision makers. Although all meetings of the METROPLAN ORLANDO Board and its subsidiary committees are publicly advertised and therefore open to the public, greater outreach efforts are continually implemented.

MANAGEMENT

METROPLAN ORLANDO is the regional transportation partnership responsible for transportation planning in Orange, Osceola and Seminole Counties. METROPLAN ORLANDO's mission is to provide leadership in planning a transportation system consistent with the Regional Transportation Vision by engaging the public and fostering effective partnerships. METROPLAN ORLANDO's Regional Transportation Vision is to have a system that safely and efficiently moves people and goods through a variety of transportation options to support the region's desire to preserve natural lands, create community centers, conserve energy and maintain a strong economy.

The METROPLAN ORLANDO Board is comprised of elected and appointed officials from Orange, Osceola, and Seminole Counties and the largest cities in Central Florida, as well as representatives from the region's transportation operating agencies. The Board meets monthly to provide direction in planning future transportation projects and improvements.

The Citizens' Advisory Committee (CAC) was formed to ensure that the public has the opportunity to review and evaluate all proposed transportation plans and projects. CAC members, who are all volunteers, are appointed to present the opinions and concerns of the citizens who live in the communities they represent.

The Transportation Technical Committee (TTC) is made up of technical staff who represent various local governments within the METROPLAN ORLANDO service area. It is the responsibility of the TTC to review and evaluate transportation plans and projects and then make recommendations to the Board based upon technical sufficiency, accuracy and completeness.

The Bicycle and Pedestrian Advisory Committee (BPAC) is tasked with researching and advising the Board on topics related to the development of bicycle and pedestrian-friendly facilities and on the implementation of possible transportation alternatives to the automobile.

The Municipal Advisory Committee (MAC) was established specifically to strengthen ties with the region's cities and towns that do not have direct representation on the METROPLAN ORLANDO Board. The Municipal Advisory Committee consists of those Mayors, or their appointees, of the municipalities that are not represented directly on the METROPLAN ORLANDO Board. The MAC is intended to ensure that the views of those municipalities are considered in the decision-making process so that broad-based support among the elected officials may be generated.

Although an independent board, the Transportation Disadvantaged Local Coordinating Board (TDLCB) receives staff support from METROPLAN ORLANDO. Their purpose is to evaluate the service levels, safety and other issues of the door-to-door transportation provided through the Central Florida Regional Transportation Authority (LYNX) to disabled and otherwise disadvantaged citizens.

The following governments and agencies participate in the Orlando Urbanized Area transportation planning process through participation on one or more of these committees:

Orange County
Osceola County
Seminole County
City of Altamonte Springs
City of Apopka
City of Belle Isle
City of Casselberry
Town of Eatonville
City of Edgewood
City of Kissimmee
City of Lake Mary
City of Longwood
City of Maitland
City of Ocoee
City of Orlando
City of Oviedo
City of Sanford
City of St. Cloud
City of Windermere
City of Winter Garden
City of Winter Park
City of Winter Springs

Orange County Public School District
Osceola County Public School District
Seminole County Public School District
Greater Orlando Aviation Authority
Orlando-Orange County Expressway Authority
Reedy Creek Improvement District
Sanford Airport Authority
Kissimmee Gateway Airport
Central Florida Regional Transportation Authority (LYNX)
Florida Department of Transportation (FDOT)
Florida's Turnpike Enterprise
East Central Florida Regional Planning Council

METROPLAN ORLANDO and its committees also coordinate with the Florida Department of Environmental Protection and the Florida Department of Community Affairs and with the following Federal agencies:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Federal Aviation Administration (FAA)

AGREEMENTS

METROPLAN ORLANDO maintains agreements with each of its member governments and agencies, through an Interlocal Agreement (525-010-01), which was created June 1, 2000, and amended in 2001 and 2003. Signatory governments and agencies are Orange, Osceola and Seminole Counties, the Cities of Altamonte Springs, Apopka, Kissimmee, Orlando and Sanford, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (LYNX), the Greater Orlando Aviation Authority, and the Sanford Airport Authority. Memorandums of agreement for the funding of transportation planning activities described in the UPWP are also maintained with the Florida Department of Transportation. The agreement for the provision of FHWA Section 112 PL funds is a five-year agreement and was signed December 12, 2006. The agreement for the provision of FTA Section 5303 planning funds is a six-year agreement and was signed August 29, 2006. METROPLAN ORLANDO also maintains an Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (525-

010-03) (ICAR) with the East Central Florida Regional Planning Council, the Central Florida Regional Transportation Authority d/b/a LYNX, the Greater Orlando Aviation Authority, the Sanford Airport Authority, the Orlando-Orange County Expressway Authority, the Seminole County Expressway Authority and the Florida Department of Transportation. This ICAR, last updated June 13, 2005, is a five-year agreement which automatically renews.

CERTIFICATION

A certification review of the transportation planning process will now be conducted every four years (changed from the previous three years by SAFETEA-LU) by the Federal Highway Administration and the Federal Transit Administration, with the most recent review being conducted January, 2007. No corrective actions were noted. In the intervening years between the Federal Certification Review, FDOT conducts the review. FDOT also issues a joint certification statement based on the results of the Federal certification in those years when the Federal Certification Review is being conducted. There were no corrective actions in the last FDOT certification review, conducted in February, 2009.

OPERATIONAL PROCEDURES AND BYLAWS

METROPLAN ORLANDO's role and responsibilities were established by Title 23, United States Code and Chapter 339, Florida Statutes. METROPLAN ORLANDO conducts its operations through an adopted set of Rules, established as Chapter 35 I-1, Florida Administrative Code. Operational procedures followed are generally those established by the FDOT; however, METROPLAN ORLANDO's Rules have been revised from time to time to accommodate more locally-based procedures. Examples of such procedures included in the Rules are for amendments to the Long Range Transportation Plan and Transportation Improvement Program, the re-designation of FHWA urbanized boundaries, and the implementation of a METROPLAN ORLANDO Public Involvement Process.

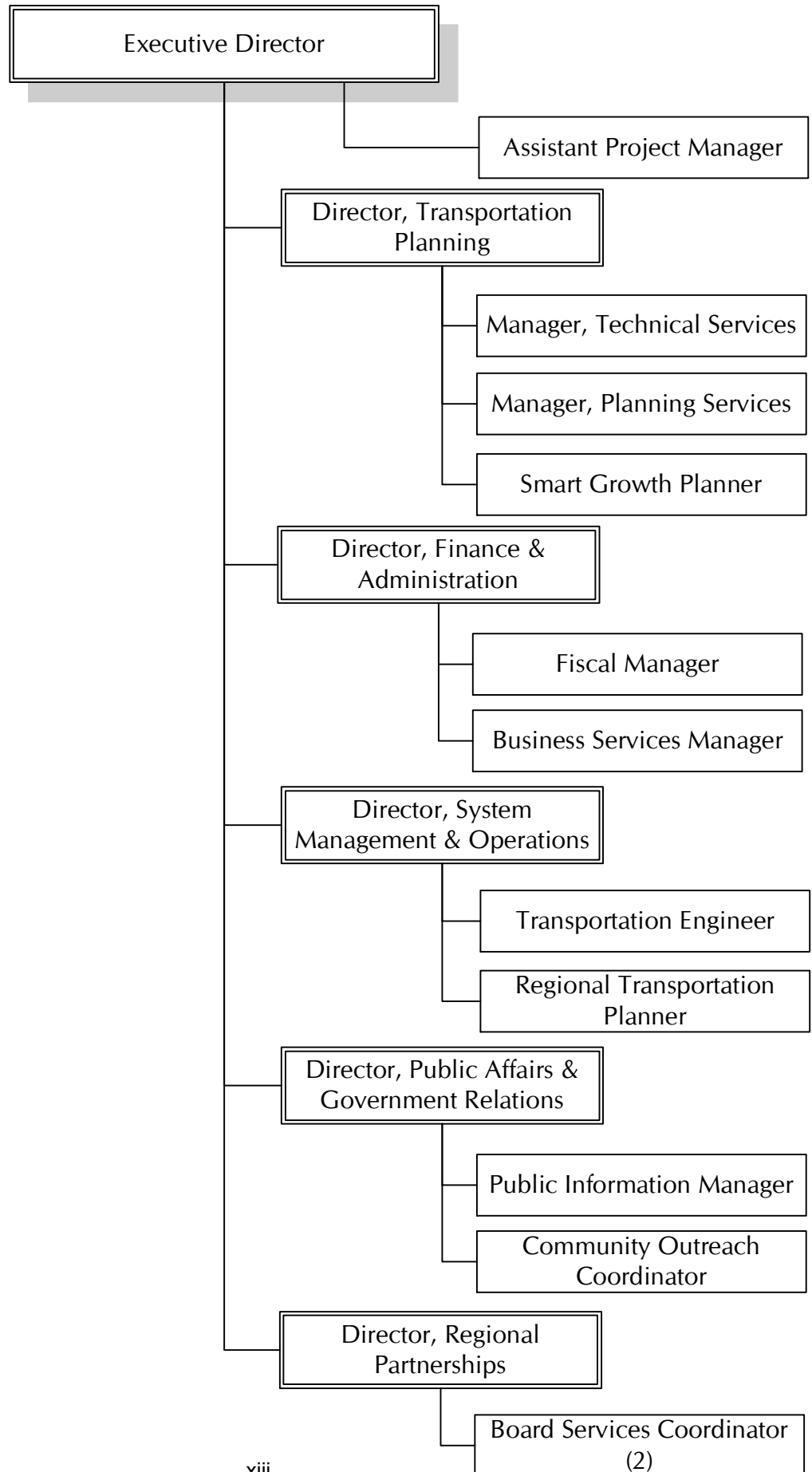
ORGANIZATION CHART

An organizational chart of METROPLAN ORLANDO is included within this section.

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METROPLAN ORLANDO

Organizational Chart - Fiscal Year 2010-2011



PLANNING EMPHASIS AREAS - UPWP TASK MATRIX
FIGURE 1

TASKS	Consideration of safety and security in the transportation planning process		Linkage of the planning and NEPA processes	Consideration of management and operations within the planning process	State DOT consultation with non-metropolitan local officials	Enhancement of the technical capacity of the planning process	Coordination of human service transportation
	Safety	Security					
1.1.	X	X	X	X		X	X
1.1.1	X	X	X	X		X	X
1.1.2							
1.1.3	X	X	X	X		X	X
1.1.4	X	X					
1.2.1							X
1.2.2							
1.2.3	X	X					
1.2.4	X	X					
1.2.5							
1.2.6							
1.3.1	X	X	X	X		X	X
1.3.2	X	X	X				X
1.3.3	X	X	X	X	X		
1.3.4	X	X	X	X	X		
1.3.5							
2.1.							
2.2.			X				X
2.2.1							
2.2.2			X				
2.2.3			X				
2.3.							
2.4.					X		
2.5.					X		
2.6.						X	
3.1.						X	
3.2.						X	
3.3.	X	X				X	
3.4.	X	X				X	
3.5.	X	X				X	
3.6.	X	X				X	
3.7.	X	X				X	
4.1.1						X	
4.1.2	X	X		X		X	
4.1.3						X	
4.1.4			X			X	
4.1.5	X	X	X	X		X	
4.1.6			X			X	
4.1.7			X				
4.2.1				X			
4.2.2				X			
4.2.3				X			
4.2.4	X	X		X			
4.3							X
4.4.1	X	X					X
4.4.2	X	X					X
4.4.3	X	X					X
4.4.4						X	X
4.4.5	X	X					X
4.5.1							X
4.5.2							X
4.6.1			X			X	
4.6.2			X			X	
4.6.3			X			X	
4.6.4			X			X	
4.6.5			X			X	
4.7.1	X	X					
4.7.2	X	X					
4.7.3	X	X					
4.7.4							
4.7.5						X	
5.1.	X	X					
5.2.	X	X					
5.3.	X	X					
5.4			X			X	
5.4.1			X			X	
5.4.2			X			X	

PLANNING EMPHASIS AREAS - UPWP TASK MATRIX
FIGURE 1 CONTINUED

	Regional Planning	Public Involvement	MPO TIP Project Prioritization Process	Transit Quality of Service	Three-Year Business Plan	Promote Consistency Between Transportation Improvements and Planned Growth
TASKS						
1.1.	X				X	
1.1.1	X					
1.1.2						
1.1.3						
1.1.4					X	
1.2.1						
1.2.2					X	
1.2.3					X	
1.2.4						
1.2.5						
1.2.6						
1.3.1	X					
1.3.2	X		X			
1.3.3	X		X			X
1.3.4	X		X			X
1.3.5						
2.1.		X				
2.2.		X				
2.2.1						
2.2.2		X				
2.2.3		X	X			X
2.3.		X				
2.4.						
2.5.						
2.6.		X				
3.1.	X					X
3.2.	X					
3.3.						
3.4.				X		
3.5.						
3.6.						
3.7.						
4.1.1						
4.1.2	X		X			
4.1.3	X					X
4.1.4	X					
4.1.5	X	X	X	X		
4.1.6	X					X
4.1.7	X		X			X
4.2.1						
4.2.2						X
4.2.3						X
4.2.4						
4.3				X		
4.4.1				X		
4.4.2				X		
4.4.3						
4.4.4				X		
4.4.5						
4.5.1				X		
4.5.2				X		
4.6.1						X
4.6.2						X
4.6.3						X
4.6.4						X
4.6.5						X
4.7.1						
4.7.2			X			X
4.7.3						
4.7.4						
4.7.5	X					
5.1.			X			
5.2.						
5.3.			X	X		
5.4	X		X			X
5.4.1	X		X			X
5.4.2	X		X			X

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SECTION I

ADMINISTRATION

This section of the Unified Planning Work Program consists of task items relating to the administration of the overall work program.

This section is comprised of the following major subsections:

- 1.1 Program Management
- 1.2 Program Administration
- 1.3 Program Development

UPWP TASK NUMBER: 1.1
TASK TITLE: PROGRAM MANAGEMENT

OBJECTIVE

To ensure that a continuing, cooperative and comprehensive transportation planning process is maintained in the Orlando Urbanized Area and that the responsibilities of METROPLAN ORLANDO, as the Orlando Urbanized Area MPO, are performed in a professional manner.

PREVIOUS WORK

Work during this past fiscal year consisted of management of the FY2009/2010 UPWP, grants administration and budget reviews and amendments, as well as management of the METROPLAN ORLANDO staff and offices. As directed by FDOT, the UPWP is now to be produced as a two-year work program.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task is for management of the METROPLAN ORLANDO staff and the work program by the management team. It includes program scheduling, budget reviews, personnel recruitment and administration and overall management of the Unified Planning Work Program to ensure that the work products meet the highest professional standards and are accomplished according to established schedules and budgets. This task also includes executive administration of the METROPLAN ORLANDO Board and subsidiary committees, communication of METROPLAN ORLANDO policies to Local, State and Federal officials and the media and the administration of a public involvement/community outreach program.

MILESTONE/END PRODUCT FY 2010/2011

The measurable products will be:
(1) Good management and recordkeeping,
(2) Timely completion of UPWP projects within budget, and
(3) Professionally produced products.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 76,352			\$ 76,352
FTA 5303 X020				\$ -
FEDERAL	\$ 38,711			\$ 38,711
STATE	\$ 4,256			\$ 4,256
LOCAL	\$ 3,196			\$ 3,196
LOCAL ASSESSMENT	\$ 126,906			\$ 126,906
TOTAL	\$ 249,421	\$ -	\$ -	\$ 249,421

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 87,592			\$ 87,592
FTA 5303 X021				\$ -
FEDERAL	\$ 36,039			\$ 36,039
STATE	\$ 4,333			\$ 4,333
LOCAL	\$ 3,251			\$ 3,251
LOCAL ASSESSMENT	\$ 121,184			\$ 121,184
TOTAL	\$ 252,399	\$ -	\$ -	\$ 252,399

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.1.1
TASK TITLE: PROGRAM MANAGEMENT & TECHNICAL ASSISTANCE
FHWA-112

OBJECTIVE

To provide guidance and technical assistance to the METROPLAN ORLANDO staff and various committees as requested and/or required by departmental policy. This element will provide FDOT in-kind and/or cash match to the FHWA funded elements of the UPWP.

PREVIOUS WORK

During the year, the types of guidance and technical assistance as described in "Methodology" below were provided.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Management efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the future urban area boundaries of the study. Technical assistance includes analysis of various systems and project planning efforts (routine review and plan re-evaluation) as spelled out in current study designs and/or work programs.

NOTE: For FY 2010/2011 and FY 2011/2012, the Florida Department of Transportation will soft-match the PL funds using state toll road expenditures as a credit towards the non-Federal matching share. The amount identified in this task represents the amount of soft-match required (both State and Local) for the amount of Federal PL funds requested in this UPWP.

MILESTONE/END PRODUCT FY 2010/2011

Proper and timely response to management and technical problems or requests.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout each fiscal year.

RESPONSIBLE AGENCY

FDOT (In-kind match)

Task 1.1.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.1.2
TASK TITLE: PROGRAM MANAGEMENT & TECHNICAL ASSISTANCE
FTA - 5303

OBJECTIVE

To provide guidance and technical assistance to METROPLAN staff and various committees as requested and/or required by departmental policy. This element will provide FDOT match to the FTA Section 5303 funded elements of the UPWP.

PREVIOUS WORK

During the year, FDOT provided the below listed types of guidance and technical assistance.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Management efforts include guidance and supervision of administrative tasks (program management, development, review, and reporting) necessary to carry out the transportation planning process within the future urban area boundaries of the study. Technical assistance includes analysis of various systems and project planning efforts (routine review and plan re-evaluation) as spelled out in current study designs and/or work programs. The technical assistance includes support of LYNX transit and paratransit (elderly and people with disabilities) planning efforts.

MILESTONE/END PRODUCT FY 2010/2011

Proper and timely response to management and technical problems or requests

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.1.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 9,766			\$ 9,766
STATE	\$ 1,469			\$ 1,469
LOCAL	\$ 1,469			\$ 1,469
LOCAL ASSESSMENT	\$ 13,362			\$ 13,362
TOTAL	\$ 26,066	\$ -	\$ -	\$ 26,066

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 9,935			\$ 9,935
STATE	\$ 1,496			\$ 1,496
LOCAL	\$ 1,496			\$ 1,496
LOCAL ASSESSMENT	\$ 13,600			\$ 13,600
TOTAL	\$ 26,527	\$ -	\$ -	\$ 26,527

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.1.3
TASK TITLE: CERTIFICATION

OBJECTIVE

To annually establish certification of the transportation planning process in the Orlando Urbanized Area. The certification is conducted by FHWA and FTA every four years or by FDOT annually in the intervening years.

PREVIOUS WORK

FHWA/FTA certification review in FY 2006/2007, FDOT certification review in FY 2008/2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Each year staff prepares a response to a certification checklist which reviews the activity and currency of the transportation planning process in the Orlando Urbanized Area. The certification responses are then submitted to FDOT near the beginning of each new fiscal year. Later in the fiscal year, an onsite review is conducted by either FDOT or at least every fourth year, FHWA and FTA jointly. The certification of the Orlando Urbanized Area transportation planning process each year means that the area remains qualified to receive Federal and State funding for its many planning and capital improvement projects.

The Federal certification process now takes place every four years, beginning with the FY 2006/2007 certification. The next Federal certification review will take place in FY 2010/2011. Certification comments that were made at the FY 2006/2007 Federal review will be addressed during the intervening years before the next review as well any recommendations made by FDOT during the annual certification. (NOTE: There were no corrective actions identified in the Federal FY 2006/2007 certification review.) In FY 2011/2012, the certification review will be conducted by FDOT. The FDOT certification review usually occurs early in the calendar year.

MILESTONE/END PRODUCT FY 2010/2011

Certification of the Orlando Urbanized Area transportation planning process.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

January or February of each fiscal year. Federal certification due date is August 31, 2011.

RESPONSIBLE AGENCY

FDOT & FHWA/FTA

Task 1.1.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 10,786			\$ 10,786
FTA 5303 X020				\$ -
FEDERAL	\$ 2,664			\$ 2,664
STATE	\$ 741			\$ 741
LOCAL	\$ 741			\$ 741
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 14,932	\$ -	\$ -	\$ 14,932

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 11,004			\$ 11,004
FTA 5303 X021				\$ -
FEDERAL	\$ 2,718			\$ 2,718
STATE	\$ 756			\$ 756
LOCAL	\$ 756			\$ 756
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 15,234	\$ -	\$ -	\$ 15,234

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.1.4
TASK TITLE: STRATEGIC BUSINESS PLAN

OBJECTIVE

To improve organizational efficiency and effectiveness.

PREVIOUS WORK

In FY 2003/2004, METROPLAN ORLANDO completed the development of its Strategic Business Plan and began implementation of identified strategies. The Plan outlined a system for performance measurement, based on a foundation of baseline data collected during the development phase of the Strategic Business Plan. The primary tool of this system, a Performance Evaluation Survey, has been administered in each fiscal year since that time. Another major component of this task was the initial development of a Continuity of Operations Plan (COOP) in accordance with Objective 5.4 of the Strategic Business Plan. Both of these plans were reviewed and updated as necessary.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Analysis of data collected through the Performance Evaluation Surveys and other measurement tools will continue to be evaluated with the objective of identifying areas where additional emphasis or course corrections are needed. The Strategic Business Plan was developed as a flexible, working document to allow for such revisions to ensure that organization efficiency and effectiveness is optimized. In addition to performance measurement, staff will continue to periodically review the objectives of the plan to ensure that the prescribed strategies are effectively and timely implemented. Another major work product of this task is the Continuity of Operations Plan (COOP), which defines how METROPLAN ORLANDO will maintain data, conduct disaster recovery, provide for succession and communicate in a crisis situation. The initial Plan was completed in late calendar year 2004 and midway through each fiscal year (the beginning of each calendar year), the COOP is reviewed and updated as appropriate. The review and update also applies to the Strategic Business Plan during this time. The process extends for approximately six months including committee review.

MILESTONE/END PRODUCT FY 2010/2011

Strategic Business Plan and Continuity of Operations Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

METROPLAN ORLANDO Board approval of any revisions necessary by end of each fiscal year (June).

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.1.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 2,447			\$ 2,447
FTA 5303 X020				\$ -
FEDERAL	\$ 824			\$ 824
STATE	\$ 187			\$ 187
LOCAL	\$ 187			\$ 187
LOCAL ASSESSMENT	\$ 1,901			\$ 1,901
TOTAL	\$ 5,546	\$ -	\$ -	\$ 5,546

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 2,513			\$ 2,513
FTA 5303 X021				\$ -
FEDERAL	\$ 841			\$ 841
STATE	\$ 192			\$ 192
LOCAL	\$ 192			\$ 192
LOCAL ASSESSMENT	\$ 1,951			\$ 1,951
TOTAL	\$ 5,689	\$ -	\$ -	\$ 5,689

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2
TASK TITLE: PROGRAM ADMINISTRATION

OBJECTIVE

To provide for those support services needed to administer METROPLAN ORLANDO's transportation planning process in the Orlando Urban Area.

PREVIOUS WORK

Work accomplished during this last year consisted of administering the various grants and contracts of METROPLAN ORLANDO, maintaining financial records, invoicing for funds due to METROPLAN ORLANDO, training of METROPLAN ORLANDO staff and legal support for METROPLAN ORLANDO.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This section includes the following subtasks as support to the administration of the transportation planning process and are described more completely in the subtasks:

- (1) Grants/Contracts Administration
- (2) Personnel Administration
- (3) Office Operations
- (4) Training
- (5) Legal/Legislative Services
- (6) Audit

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 1.2.1 through 1.2.6

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See following Subtasks 1.2.1 through 1.2.6

RESPONSIBLE AGENCY

See following Subtasks 1.2.1 through 1.2.6

UPWP TASK NUMBER: 1.2.1
TASK TITLE: GRANTS/CONTRACTS ADMINISTRATION

OBJECTIVE

To provide for the development and maintenance of METROPLAN ORLANDO grants and contracts, invoicing and disbursement of funds, periodic reporting and other requirements associated with the grants and contracts.

PREVIOUS WORK

Maintenance of prior years' grants and contracts, proper invoicing and disbursement of funds, as evidenced in audit reports.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the development and maintenance of METROPLAN ORLANDO grants and contracts by METROPLAN ORLANDO's Administration Division. It provides for invoicing and disbursement of funds and preparation of monthly and quarterly reports as required by the funding agency.

MILESTONE/END PRODUCT FY 2010/2011

Proper invoicing and disbursement of METROPLAN ORLANDO funds received through grants and contracts, as evidenced in audit reports.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 116,357			\$ 116,357
FTA 5303 X020				\$ -
FEDERAL	\$ 44,255			\$ 44,255
STATE	\$ 4,844			\$ 4,844
LOCAL	\$ 5,807			\$ 5,807
LOCAL ASSESSMENT	\$ 23,331			\$ 23,331
TOTAL	\$ 194,594	\$ -	\$ -	\$ 194,594

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 124,867			\$ 124,867
FTA 5303 X021				\$ -
FEDERAL	\$ 40,531			\$ 40,531
STATE	\$ 4,972			\$ 4,972
LOCAL	\$ 5,997			\$ 5,997
LOCAL ASSESSMENT	\$ 23,821			\$ 23,821
TOTAL	\$ 200,188	\$ -	\$ -	\$ 200,188

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2.2
TASK TITLE: PERSONNEL ADMINISTRATION

OBJECTIVE

To provide for the continued development of a comprehensive human resources management system, including the accounting for work hours, benefits programs, payroll, retirement program and performance appraisals.

PREVIOUS WORK

Prior years' administration of METROPLAN ORLANDO staff.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the administration of METROPLAN ORLANDO staff by METROPLAN ORLANDO's Administration Division. It provides for the accounting of staff charges, administering personnel benefits programs, staff payroll and administration of the retirement program.

MILESTONE/END PRODUCT FY 2010/2011

Administration of METROPLAN ORLANDO personnel affairs.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 33,356			\$ 33,356
FTA 5303 X020				\$ -
FEDERAL	\$ 7,339			\$ 7,339
STATE	\$ 1,027			\$ 1,027
LOCAL	\$ 1,027			\$ 1,027
LOCAL ASSESSMENT	\$ 13,138			\$ 13,138
TOTAL	\$ 55,887	\$ -	\$ -	\$ 55,887

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 36,698			\$ 36,698
FTA 5303 X021				\$ -
FEDERAL	\$ 4,950			\$ 4,950
STATE	\$ 1,050			\$ 1,050
LOCAL	\$ 1,050			\$ 1,050
LOCAL ASSESSMENT	\$ 19,451			\$ 19,451
TOTAL	\$ 63,199	\$ -	\$ -	\$ 63,199

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2.3
TASK TITLE: OFFICE OPERATIONS

OBJECTIVE

To provide for the capital and operating costs related to office operations, primarily the purchase and maintenance of necessary equipment, and to provide for general office duties and customer service activities.

PREVIOUS WORK

METROPLAN ORLANDO rents office space in downtown Orlando, located on East Robinson Street. In addition to the physical facility, all maintenance, purchasing, accounting, human resource functions, and clerical assistance necessary to establish an operational office for the METROPLAN ORLANDO staff are conducted by in-house staff. METROPLAN ORLANDO is in a continuous program of upgrading computers and other office equipment to meet growing technological needs.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for those costs related to the daily operations and continued upkeep of the physical office operation of METROPLAN ORLANDO. This will include both office supplies and capital purchases or lease of equipment that may be needed for either office or field operations. Examples of office equipment include additional filing cabinets, computers and other furniture, while examples of field equipment include laptop computers and audio/visual equipment.

In addition, this task provides for the service and maintenance of the equipment, especially the computer network server, the fax machines and the copy machines. Because of current in-house expertise, some hours have been programmed for METROPLAN ORLANDO staff to assist in the maintenance requirements. Outside service contracts will also be required.

This task will also include general office assistance, copying, filing, faxing, mailing, reception duties and restocking of office supplies, as needed. Also included are: inventorying equipment, scheduling appointments, making travel arrangements, document sales and general customer service.

Any capital equipment in this task will be funded with METROPLAN ORLANDO local funds and, therefore, will not be subject to the Federal/State purchase approval process.

MILESTONE/END PRODUCT FY 2010/2011

Sustained METROPLAN office operations with good recordkeeping management for timely completion of projects within budget.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 70,434			\$ 70,434
FTA 5303 X020				\$ -
FEDERAL	\$ 19,720			\$ 19,720
STATE	\$ 1,706			\$ 1,706
LOCAL	\$ 1,760			\$ 1,760
LOCAL ASSESSMENT	\$ 370,226			\$ 370,226
TOTAL	\$ 463,846	\$ -	\$ -	\$ 463,846

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 72,214			\$ 72,214
FTA 5303 X021				\$ -
FEDERAL	\$ 20,025			\$ 20,025
STATE	\$ 1,731			\$ 1,731
LOCAL	\$ 1,788			\$ 1,788
LOCAL ASSESSMENT	\$ 159,460			\$ 159,460
TOTAL	\$ 255,218	\$ -	\$ -	\$ 255,218

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2.4
TASK TITLE: TRAINING

OBJECTIVE

To maintain currency with the latest planning tools, techniques and procedures through review of current literature, attendance at workshops, seminars and conferences or the completion of college courses.

PREVIOUS WORK

Over the past year, staff has maintained membership in such national organizations as the Association of Metropolitan Planning Organizations (AMPO), the Institute of Transportation Engineers and the Transportation Research Board (TRB) and has attended conferences sponsored by FDOT, FHWA and the Institute of Traffic Engineers (ITE). In FY 2009/2010, staff attended conferences sponsored by AMPO, the National Association of Regional Councils and ITE.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task establishes a budget for maintaining a subscription to the proceedings of the Transportation Research Board and the American Public Transportation Association. It also provides for staff membership in related national organizations such as the American Planning Association and the Institute of Transportation Engineers (ITE). In addition, both staff and Board members attend various workshops and conferences throughout the year so that currency can be maintained with latest regulations, policies and techniques applicable to the transportation planning field. Staff also participates in training courses each year related to growth management, land use development and other subjects of current concern to transportation planning. This task also provides for professional continuing education requirements and other training opportunities for all staff in addition to tuition reimbursement for those METROPLAN ORLANDO staff that need to maintain or upgrade their skills through additional college courses.

MILESTONE/END PRODUCT FY 2010/2011

Trained staff knowledgeable of current transportation planning tools, techniques and procedures.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 72,876			\$ 72,876
TOTAL	\$ 72,876	\$ -	\$ -	\$ 72,876

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 74,022			\$ 74,022
TOTAL	\$ 74,022	\$ -	\$ -	\$ 74,022

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2.5
TASK TITLE: LEGAL/LEGISLATIVE SERVICES

OBJECTIVE

To provide for continuing legal and legislative services to METROPLAN ORLANDO.

PREVIOUS WORK

Legal services during the past fiscal year included additional updating of the METROPLAN ORLANDO Internal Operating Procedures, while legislative services included work on the various proposed bills of interest to METROPLAN ORLANDO. The METROPLAN ORLANDO Board has established both the rental car surcharge and the red light running legislation, among others, as high priority items for the next session of the Florida Legislature.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Legal assistance is provided by the attorney to include:
(a) legal advice and counsel to the METROPLAN ORLANDO Board and staff to ensure compliance with Federal, State and local statutes;
(b) preparing, periodically reviewing, revising and updating contracts and agreements; and
(c) preparing and revising Board Procedures in accordance with Florida Administrative Procedures.

Legislative assistance includes:
(a) monitoring of the annual session of the Legislature to identify, analyze and track the passage of bills of interest to METROPLAN ORLANDO;
(b) preparing draft bills recommended by the Board and ensuring their distribution to the local legislative delegation and appropriate committees or subcommittees; and
(c) researching and recommending positions to the Board on transportation issues being proposed or discussed by the Legislature.

MILESTONE/END PRODUCT FY 2010/2011

Legal and legislative advice and services to METROPLAN ORLANDO that result in compliance with all applicable Federal, State and local statutes, regulations and guidelines. Support of legislation of interest and benefit to the Orlando Urban Area.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted throughout the fiscal year, with particular emphasis during the legislative session.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 51,748	\$ 55,000		\$ 106,748
TOTAL	\$ 51,748	\$ 55,000	\$ -	\$ 106,748

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 112,347			\$ 112,347
TOTAL	\$ 112,347	\$ -	\$ -	\$ 112,347

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.2.6
TASK TITLE: AUDIT

OBJECTIVE

To provide for an annual audit of METROPLAN ORLANDO to determine compliance with Federal and State regulations regarding the management and expenditure of FHWA Section 112, FTA Section 5303 and FDOT funds, as applicable.

PREVIOUS WORK

Annual audits of previous Unified Planning Work Programs. The audit for the fiscal year ending June 30, 2009 was presented to the Board in October, 2009. There were no corrective findings.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

A qualified auditor will be employed to perform the audit in accordance with the minimum schedule. The audit will meet Federal Management Regulations and Office of Management and Budget Circular A-133 with attachments under the single audit concept.

As part of the audit process, a review and analysis of indirect as well as direct costs takes place. The establishment of an indirect rate begins with the development of the UPWP budget, at which time an estimate is made of what outside technical support may be needed by staff which will be applicable to or shared by all METROPLAN ORLANDO programs. Examples of such indirect costs could include maintenance service contracts for equipment, sharing of conference room facilities or telephone networks. The common factor to indirect costs is that they are not solely attributable to one UPWP task or program but are shared among all. The estimates of indirect costs are reviewed during the audit process and adjusted according to actual expenses incurred during the year and serve as the basis for the estimate for the following fiscal year's UPWP. The results of the audit are presented to the Board each October.

MILESTONE/END PRODUCT FY 2010/2011

Audit for the previous fiscal year ending June 30th of each year.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Audit for the previous fiscal year ending June 30th with presentation to the Board in October of each calendar year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.2.6	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 12,479			\$ 12,479
FTA 5303 X020				\$ -
FEDERAL	\$ 1,374			\$ 1,374
STATE	\$ 1,188			\$ 1,188
LOCAL	\$ 1,077			\$ 1,077
LOCAL ASSESSMENT	\$ 19,421			\$ 19,421
TOTAL	\$ 35,539	\$ -	\$ -	\$ 35,539

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,719			\$ 8,719
FTA 5303 X021				\$ -
FEDERAL	\$ 1,411			\$ 1,411
STATE	\$ 206			\$ 206
LOCAL	\$ 206			\$ 206
LOCAL ASSESSMENT	\$ 26,467			\$ 26,467
TOTAL	\$ 37,009	\$ -	\$ -	\$ 37,009

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.3
TASK TITLE: PROGRAM DEVELOPMENT

OBJECTIVE

To ensure that the transportation planning program is established as a continuous, coordinated and comprehensive process.

PREVIOUS WORK

Work completed during this past fiscal year was the preparation of the new fiscal year UPWP, the TIP and Prioritized Project List. Also related to this work effort was the preparation of the prioritized projects for the TRIP program (Transportation Regional Incentive Program).

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

- (1) The Unified Planning Work Program is prepared each year for the next fiscal year and indicates all work participation and sources of funding as well as a general methodology for accomplishing the project.
- (2) The Transportation Improvement Program is developed from the adopted Long Range Plan and the Transportation Systems Management elements. It presents a staged five-year program of improvement projects, including transit, highway, bicycle and pedestrian, and aviation projects. The Prioritized Project List is a candidate list of projects for available Federal and State funding listed in priority order.
- (3) In addition to the above planning efforts, METROPLAN ORLANDO participates in the planning efforts of other agencies such as FDOT, the Greater Orlando Aviation Authority, the Orlando-Orange County Expressway Authority, the Central Florida Regional Transportation Authority (LYNX) and the cities and counties. This involvement is accomplished through the Intergovernmental/Interagency Studies task. The work products from these outside agency studies frequently become part of METROPLAN ORLANDO's plans and programs.

The UPWP, the TIP, and the Prioritized Project List are developed with the assistance of the Citizens' Advisory Committee, the Bicycle/Pedestrian Advisory Committee, the Transportation Technical Committee, the Municipal Advisory Committee and the METROPLAN ORLANDO Board. Many of the work products of the outside agencies are also presented to these committees for their review and comment.

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 1.3.1 through 1.3.6

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See following Subtasks 1.3.1 through 1.3.6

RESPONSIBLE AGENCY

See following Subtasks 1.3.1 through 1.3.6

UPWP TASK NUMBER: 1.3.1
TASK TITLE: UNIFIED PLANNING WORK PROGRAM

OBJECTIVE

Development of the Unified Planning Work Program for the following fiscal year.

PREVIOUS WORK

FY 2009/2010 Unified Planning Work Program.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

In previous years, the Unified Planning Work Program (UPWP) was prepared each year, beginning in December, for the next fiscal year and indicated all work participation and sources of funding as well as a general methodology for accomplishing the project. While the methodology of the UPWP preparation has remained the same, the UPWP is now being prepared for a period of two fiscal years. Regardless, the UPWP continues to have to be updated on an annual basis to indicate what has been accomplished on any particular planning project and to initiate new projects. And regardless of the time period covered, staff annually coordinates with State and Federal agencies to determine emphasis areas or tasks required by these agencies. Staff also coordinates with local agencies to determine local projects involving State or Federal funds. Milestones include having the draft document reviewed and approved by the Citizens' Advisory Committee, Transportation Technical Committee, Bicycle and Pedestrian Advisory Committee, Municipal Advisory Committee and the METROPLAN ORLANDO Board prior to submittal to the State and Federal agencies. Amendments to the UPWP during the year are approved in the same manner. Tasks within the UPWP are categorized by function into either: Project Administration, Public Involvement Activities, Surveillance Activities, Systems Planning Activities or Project Planning Activities.

MILESTONE/END PRODUCT FY 2010/2011

Unified Planning Work Program for the new fiscal year.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Draft UPWP's due March 15 of FY 2010/2011 and March 15 of FY2011/2012. Final UPWP's due May 15 of FY 2010/2011 and May 15 of FY 2011/2012.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.3.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 31,982			\$ 31,982
FTA 5303 X020				\$ -
FEDERAL	\$ 5,272			\$ 5,272
STATE	\$ 355			\$ 355
LOCAL	\$ 355			\$ 355
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 37,964	\$ -	\$ -	\$ 37,964

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 32,442			\$ 32,442
FTA 5303 X021				\$ -
FEDERAL	\$ 5,369			\$ 5,369
STATE	\$ 363			\$ 363
LOCAL	\$ 363			\$ 363
LOCAL ASSESSMENT	\$ 200			\$ 200
TOTAL	\$ 38,737	\$ -	\$ -	\$ 38,737

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.3.2
TASK TITLE: TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

Development of the Transportation Improvement Program that programs staged implementation of transportation improvement projects over the following five fiscal years.

PREVIOUS WORK

FY 2009/2010 - 2013/2014 Transportation Improvement Program and publishing of the annual listing of projects for which Federal funds have been obligated in the preceding fiscal year.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The Transportation Improvement Program (TIP) consists of projects drawn from the adopted Long Range Transportation Plan as well as Transportation Systems Management (TSM) elements. It presents a staged five-year program of improvement projects, including highway, transit, aviation and bicycle and pedestrian facility projects. In addition, a ten-year list of projects beyond the five years is also developed as the initial part of the TIP development process. This Priority List of Projects identifies future projects listed in priority order, as candidates for anticipated Federal and State funding. This list, when adopted by the Board early in each new fiscal year, extends from beyond the last year of the TIP to the target year of the adopted Long Range Transportation Plan (LRTP) – currently the year 2030. The projects are identified with the assistance of the Transportation Technical Committee which participates in the ranking and rating of the proposed transportation projects. In previous years, the process consisted of a separate evaluation of highway projects as distinguished from transit and bicycle and pedestrian facility projects. As a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), in addition to their successor, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the emphasis has shifted to multimodal priority. Also as part of the TIP process and shortly after the new TIP is approved by the METROPLAN ORLANDO Board, a listing of projects for which Federal funds have been obligated in the preceding year is published. The entire process begins in May of each year with milestone events being the review and approval by the committees and the public hearings scheduled in June and August for the respective documents. Compliance with SAFETEA-LU is a review criterion for the projects. Staff will work with a consultant to establish an interactive TIP similar to that used by Volusia County.

MILESTONE/END PRODUCT FY 2010/2011

Transportation Improvement Program for the following five fiscal years, FY 2010/2011 - 2014/2015.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Transportation Improvement Program for the following five fiscal years, FY 2011/2012 – 2015/2016.

TARGET DATE

End of each fiscal year, June 30th.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.3.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 35,383			\$ 35,383
FTA 5303 X020				\$ -
FEDERAL	\$ 10,467			\$ 10,467
STATE	\$ 1,054			\$ 1,054
LOCAL	\$ 1,054			\$ 1,054
LOCAL ASSESSMENT	\$ 8,914			\$ 8,914
TOTAL	\$ 56,872	\$ -	\$ -	\$ 56,872

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 32,311			\$ 32,311
FTA 5303 X021				\$ -
FEDERAL	\$ 7,583			\$ 7,583
STATE	\$ 1,073			\$ 1,073
LOCAL	\$ 1,073			\$ 1,073
LOCAL ASSESSMENT	\$ 15,625			\$ 15,625
TOTAL	\$ 57,665	\$ -	\$ -	\$ 57,665

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.3.3
TASK TITLE: INTERGOVERNMENTAL / INTERAGENCY STUDIES

OBJECTIVE

To coordinate with and assist those local agencies conducting studies of interest to and affecting METROPLAN ORLANDO and the area-wide transportation planning process through participation on their technical advisory committees.

PREVIOUS WORK

Over the past year, staff has participated in technical advisory committees for such agencies as FDOT, the Central Florida Regional Transportation Authority (LYNX), the Orlando-Orange County Expressway Authority and local governments. Topics have included the I-4 Master Plan, Commuter Rail, the Osceola County South Lake Toho and Northeast Area studies, and the Wekiva Parkway studies.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will participate, when requested, on technical advisory committees or other ad hoc groups who are conducting studies or other activities of interest to METROPLAN ORLANDO and which may affect the area-wide transportation planning process. Where such interests are affected, staff will provide information to the METROPLAN ORLANDO Board, Transportation Technical Committee, Citizens' Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Municipal Advisory Committee.

Staff will also promote and enhance interregional coordination with those counties that are adjacent to the Orlando Urbanized Area through attendance at their MPO meetings as appropriate, meeting periodically with their staff and by inviting those MPOs to attend meetings of METROPLAN ORLANDO.

MILESTONE/END PRODUCT FY 2010/2011

Participation in local agency studies and coordination with the regional transportation planning process.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year with varying study completion dates.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.3.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 51,408			\$ 51,408
FTA 5303 X020				\$ -
FEDERAL	\$ 12,553			\$ 12,553
STATE	\$ 1,815			\$ 1,815
LOCAL	\$ 1,815			\$ 1,815
LOCAL ASSESSMENT	\$ 11,027			\$ 11,027
TOTAL	\$ 78,618	\$ -	\$ -	\$ 78,618

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 54,668			\$ 54,668
FTA 5303 X021				\$ -
FEDERAL	\$ 10,719			\$ 10,719
STATE	\$ 1,860			\$ 1,860
LOCAL	\$ 1,860			\$ 1,860
LOCAL ASSESSMENT	\$ 11,281			\$ 11,281
TOTAL	\$ 80,388	\$ -	\$ -	\$ 80,388

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.3.4
TASK TITLE: INTERREGIONAL TRANSPORTATION PLANNING & COORDINATION

OBJECTIVE

To promote and enhance interregional transportation planning and coordination with neighboring MPO's through the forming of coalitions supporting common interests.

PREVIOUS WORK

In 1997, METROPLAN ORLANDO joined with the Volusia MPO to form the Orlando/Volusia MPO Alliance supporting improvements to the I-4/St. Johns River Bridge, as well as the initiation of transit service between the Orlando Urban Area and the Deltona/Deland/Debary area of Volusia County. Membership was subsequently expanded to form the Central Florida MPO Alliance that added membership from the Space Coast TPO, the Lake-Sumter MPO, the Polk TPO and the Ocala/Marion County TPO.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will promote and enhance interregional coordination with those counties that are adjacent to the Orlando Urbanized Area through participation in the Central Florida MPO Alliance, attendance at their MPO meetings, meeting periodically with their staffs, and by inviting those MPOs to attend meetings of METROPLAN ORLANDO. METROPLAN has agreed to host all meetings and perform all administrative services for the Alliance. Staff will track spending in the Federal Stimulus Program for the Alliance, produce a Regional Tracking the Trends Report, a Regional Transportation Investment Report, compile and examine regionally significant transportation facilities that connect the 10 counties covered by the Alliance, compile a regional LRTP to update the 2007 plan, and work on a Regional Mobility Plan to identify gaps between the LRTPs and the region's actual needs. These will be ongoing tasks. Staff will also participate in the MYREGION.ORG program as the vision that came from these efforts is sought to be implemented throughout the region.

This task will also provide for supporting work that is being done cooperatively with agencies and business interests through the Florida Urban Transportation Coalition. Involving representation from the Jacksonville, Miami/Southeast Florida, Tampa Bay and Central Florida areas, participating agencies will be informed of major studies or activities being conducted within a specific MPO area that might potentially be of interest to others and support will sought on a statewide basis for those activities of common interest.

MILESTONE/END PRODUCT FY 2010/2011

Continuing Central Florida MPO Alliance and Florida Urban Transportation Coalition cooperating on common issues and coordination of the transportation planning process on a regional scale.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal years, quarterly meetings of the Alliances.

RESPONSIBLE AGENCY

Task 1.3.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 64,192			\$ 64,192
FTA 5303 X020				\$ -
FEDERAL	\$ 20,037			\$ 20,037
STATE	\$ 3,756			\$ 3,756
LOCAL	\$ 3,756			\$ 3,756
LOCAL ASSESSMENT	\$ 30,557			\$ 30,557
TOTAL	\$ 122,298	\$ -	\$ -	\$ 122,298

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 65,633			\$ 65,633
FTA 5303 X021				\$ -
FEDERAL	\$ 20,508			\$ 20,508
STATE	\$ 3,847			\$ 3,847
LOCAL	\$ 3,847			\$ 3,847
LOCAL ASSESSMENT	\$ 31,022			\$ 31,022
TOTAL	\$ 124,857	\$ -	\$ -	\$ 124,857

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 1.3.5

TASK TITLE: LOCAL MATCH FOR PROGRAM ADMINISTRATION - FTA - 5303

OBJECTIVE

To provide the local match required for those tasks of the Unified Planning Work Program that are funded by Federal Transit Administration (FTA) Section 5303 funds.

PREVIOUS WORK

Current fiscal Year UPWP local match. The local match is distributed throughout the various transit planning tasks.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for work that will be credited as local match for the FTA Section 5303 planning funds received by the MPO. The local match requirement is 10%. Examples of work effort reported under this task are: participation in transportation committee activities, review of proposed plans and programs, technical assistance, public participation involvement and other planning activities.

MILESTONE/END PRODUCT FY 2010/2011

Necessary local match for Federal FTA Section 5303 funds.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 1.3.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 87,118			\$ 87,118
TOTAL	\$ 87,118	\$ -	\$ -	\$ 87,118

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 73,728			\$ 73,728
TOTAL	\$ 73,728	\$ -	\$ -	\$ 73,728

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

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SECTION II

PUBLIC INVOLVEMENT

This section of the Unified Planning Work Program consists of task items relating to the Public Involvement program of METROPLAN ORLANDO.

This section is comprised of the following major subsections:

- 2.1 Annual Report
- 2.2 Community Outreach
- 2.3 Miscellaneous Publications
- 2.4 Board/Staff Development & Workshop
- 2.5 Board & Committee Support
- 2.6 Market Research & Communications

UPWP TASK NUMBER: 2.1
TASK TITLE: ANNUAL REPORT

OBJECTIVE

To publish and distribute an Annual Report that describes current and future transportation activities in the Orlando Urbanized Area.

PREVIOUS WORK

Annual Report published and distributed in December, 2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

As identified in METROPLAN ORLANDO's Public Involvement Plan, the Annual Report is a public outreach tool that articulates current and future transportation planning initiatives, along with federally-required yearly financial statements. The Annual Report is the organization's central outreach tool for business and community stakeholders, offering in-depth information about METROPLAN ORLANDO's plans and programs in a format best suited for the target audience. The report also provides information about partner initiatives related to the region's transportation system.

Future annual report publications will include innovative approaches to present information in a way that is not only cost-effective, but also consistent with visualization techniques required by federal law and electronic publication.

MILESTONE/END PRODUCT FY 2010/2011

Preparation and publishing of an Annual Report for the current calendar year.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

December of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 15,331			\$ 15,331
FTA 5303 X020				\$ -
FEDERAL	\$ 7,520			\$ 7,520
STATE	\$ 1,002			\$ 1,002
LOCAL	\$ 1,002			\$ 1,002
LOCAL ASSESSMENT	\$ 7,592			\$ 7,592
TOTAL	\$ 32,447	\$ -	\$ -	\$ 32,447

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 15,686			\$ 15,686
FTA 5303 X021				\$ -
FEDERAL	\$ 7,645			\$ 7,645
STATE	\$ 1,018			\$ 1,018
LOCAL	\$ 1,018			\$ 1,018
LOCAL ASSESSMENT	\$ 7,689			\$ 7,689
TOTAL	\$ 33,056	\$ -	\$ -	\$ 33,056

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.2
TASK TITLE: COMMUNITY OUTREACH

OBJECTIVE

As directed by federal and state law, public involvement is a requirement part of the MPO planning process. This task is shaped by strategies and tactics included in the METROPLAN ORLANDO Public Involvement Plan. Community outreach in the three-county area is broad and inclusive, with a special emphasis on citizens traditionally considered underserved in the planning process. (Also referred to as “Environmental Justice.”) In addition to general community outreach, this task will also include targeted outreach related to the 2030 Long Range Transportation Plan, adopted by the METROPLAN ORLANDO Board in August 2009. As with all public involvement activities, community outreach will include an added commitment to utilizing visualization techniques and electronic publication to meet federal requirements.

PREVIOUS WORK

Previous public outreach includes: public hearings, speakers bureau presentations, special events, newsletter distribution, responses to public inquiry, partnerships with area organizations, and media relations. Special emphasis was given to low income and minority communities traditionally underserved. The process used to measure of effectiveness of the organization’s community outreach is included in the Public Involvement and reviewed frequently.

Comments received during the FHWA/FTA Certification Review and the FDOT-District 5 Certification Review were also used to measure the program’s effectiveness. Consultant services were occasionally utilized to assist in the preparation of materials developed for community outreach, such as collateral for outreach activities.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Because transportation has a significant impact on the lives of all Central Florida citizens and on the prosperity of businesses in the region, citizen participation in the planning process is imperative. The Public Involvement Plan provides the framework to guide the organization’s public involvement activities, including community outreach, to ensure a widespread, diverse and inclusive process. Special emphasis is given to ensure minority and low-income communities, traditionally underserved, are actively involved in the planning process.

Task 2.1, Community Outreach, includes many outreach components, including (though not limited to) public hearings, speakers bureau presentations, special events, newsletter outreach, responses to public inquiries, partnerships with area organizations, media relations, multicultural outreach, and viral marketing/social media. METROPLAN ORLANDO is committed to outreach that incorporates visualization techniques, ensuring that the transportation-related content is clear, concise, and easy to understand. METROPLAN ORLANDO also ensures that outreach information related to the planning process is available on the organization’s Web site, www.metroplanorlando.com, whenever possible.

To ensure compliance with Title VI, measures of effectiveness have been added to those already established for this task. Low income and minority communities, as defined by the US Bureau of the Census, have been identified on Geographic Information System (GIS) maps, allowing the organization to develop pro-active strategies to inform, engage and involve those traditionally underserved in transportation planning activities and decisions. METROPLAN ORLANDO will continue to translate and publish brochures and related outreach material into other languages, such as Spanish, when needed. Additionally, the organization will strategically place public hearing advertisements in publications that target minority communities, whenever possible. METROPLAN ORLANDO also ensures outreach activities are planned in accordance with the Americans with Disabilities Act of 1990.

Community outreach activities are extended over two fiscal years to correspond with development of the organization's UPWP. During this period, an added emphasis is planned to transition from development of the 2030 Long Range Transportation Plan, which was adopted in August 2009, to outreach activities that support executing the 20-year plan. The same process will be used for the upcoming Year 2040 Long Range Transportation Plan.

MILESTONE/END PRODUCT FY 2010/2011

A community outreach process that not only informs the public about transportation plans, programs and issues, but considers disproportionately high and adverse human health or environmental effects of projects on the community and gives the community the opportunity to interact and become involved before the decisions are made.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task that will extend through the development of the Year 2040 Long Range Transportation Plan, which has a federally-mandated Board approval date of August, 2014.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 123,568			\$ 123,568
FTA 5303 X020				\$ -
FEDERAL	\$ 24,805			\$ 24,805
STATE	\$ 3,055			\$ 3,055
LOCAL	\$ 3,055			\$ 3,055
LOCAL ASSESSMENT	\$ 42,551			\$ 42,551
TOTAL	\$ 197,034	\$ -	\$ -	\$ 197,034

	FY 2011/2012			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 132,605			\$ 132,605
FTA 5303 X021				\$ -
FEDERAL	\$ 21,038			\$ 21,038
STATE	\$ 3,157			\$ 3,157
LOCAL	\$ 3,157			\$ 3,157
LOCAL ASSESSMENT	\$ 45,591			\$ 45,591
TOTAL	\$ 205,548	\$ -	\$ -	\$ 205,548

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.2.1
TASK TITLE: FUTURE TASK

OBJECTIVE

This task number is reserved for a currently unidentified future task.

PREVIOUS WORK

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

MILESTONE/END PRODUCT FY 2010/2011

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

MILESTONE/END PRODUCT FY 2011/2012

TARGET DATE

RESPONSIBLE AGENCY

Task 2.2.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				
FEDERAL				\$ -
STATE				
LOCAL				
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.2.2
TASK TITLE: AIR QUALITY PUBLIC AWARENESS

OBJECTIVE

To promote public awareness of the air quality situation in the Orlando metropolitan area, the relationship between transportation and air quality and the actions that individuals and businesses can take to help maintain attainment with the National Ambient Air Quality Standards.

PREVIOUS WORK

In FY 1999/2000, METROPLAN ORLANDO formed a coalition of business, government, health, and transportation organizations, which became known as the Central Florida Clean Air Team. The Team adopted the Federal campaign theme "It All Adds Up to Cleaner Air" and mounted a proactive, health-oriented public awareness campaign to maintain clean air in Central Florida. Brochures, media exposure, press conferences, paid and public service radio and television advertisements, and participation in community events helped spread the message of the connection between transportation and air quality. METROPLAN ORLANDO has continued to facilitate the coalition since that time. In recent years, the team has marked Clean Air Month with a recognition event tied into the Clean Air Award, which is the result of a competitive process for local businesses and organizations with innovative clean air practices or programs.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Since air quality in the Orlando metropolitan area is a cause for concern as the area grows, the coalition's message will continue to be intensified during FY 2010/2011 and FY 2011/2012, especially in light of the Environmental Protection Agency's (EPA) potential tightening of the National Ambient Air Quality Standards for ozone even further (EPA will announce their decision by August 31, 2010). METROPLAN ORLANDO will continue to facilitate the Central Florida Clean Air Team, participate in community-oriented air quality events, create informational collateral, and utilize advertising opportunities in newspapers, radio, television and online media.

METROPLAN ORLANDO will also continue to provide education and outreach opportunities through the Clean Air Team. Upcoming team activities include: work with area schools to advance "anti-idling" campaigns, partnerships with area student groups developing "walking/riding school bus" programs, increasing media outreach on air quality-related issues. Efforts to engage the business community will continue, including the "Clean Air Award" recognition, which began in FY 1999/2000. Although the Orlando area has remained within the national ambient air quality standards for ozone, the team will work to develop partnership opportunities with local weather forecasters to incorporate ozone forecasts in weather reports, particularly during the summer months. Additional air quality public education and outreach will include results and recommendations from the research currently underway by the University of Central Florida and METROPLAN ORLANDO.

MILESTONE/END PRODUCT FY 2010/2011

More public awareness of the air quality situation and the role individuals and businesses must play to keep Central Florida in attainment with National Ambient Air Quality Standards.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal years, with fixed activities such as the "Clean Air Month" and presentation of the annual Clean Air Award in May to a business or community organization (solicitations begin in December/January). Public outreach and education activities are continuous throughout the year, with a special emphasis during April to October as the "ozone season" in Central Florida.

RESPONSIBLE AGENCY

METROPLAN ORLANDO is the lead organization for both the Transportation Technical Committee's Air Quality Subcommittee and the Central Florida Clean Air Team.

Task 2.2.2	FY 2010/2011			TOTAL
	FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	
FHWA	\$ 13,266			\$ 13,266
FTA 5303 X020				\$ -
FEDERAL	\$ 3,329			\$ 3,329
STATE	\$ 494			\$ 494
LOCAL	\$ 494			\$ 494
LOCAL ASSESSMENT	\$ 5,275			\$ 5,275
TOTAL	\$ 22,858	\$ -	\$ -	\$ 22,858

FUNDING SOURCES	FY 2011/2012*			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA	\$ 13,765			\$ 13,765
FTA 5303 X021				\$ -
FEDERAL	\$ 3,407			\$ 3,407
STATE	\$ 506			\$ 506
LOCAL	\$ 506			\$ 506
LOCAL ASSESSMENT	\$ 11,268			\$ 11,268
TOTAL	\$ 29,452	\$ -	\$ -	\$ 29,452

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.2.3

TASK TITLE: EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)

OBJECTIVE

To implement a process for ETDM and for the collection of socio-cultural data.

PREVIOUS WORK

Staff participated in EDTM reviews conducted by FDOT during FY 2008/2009 and FY 2009/2010. Projects reviewed through the EDTM Planning Screen included: 1) Six-laning of Aloma Avenue from Lakemont Avenue to Orange/Seminole County line; 2) Six-laning of Aloma Avenue from Orange/Seminole County line to SR 417; 3) SR 436/Curry Ford Road grade-separated interchange; 4) Shingle Creek Trail from Pine Hills Trail to Lake Tohopekaliga. The ETDM process revealed that the six-laning of Aloma Avenue from Lakemont Avenue to SR 436 could not be accomplished because it was policy constrained by the City of Winter Park. Identifying such fatal flaws as this is the exact purpose of the ETDM process.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

As in past years, staff will continue to coordinate with FDOT for ETDM implementation in which each of the METROPLAN ORLANDO committees are provided an opportunity to comment on the project. As noted in Tasks 1.3.2, Transportation Improvement Program and 4.1.5, Year 2030 Long Range Transportation Plan Update, the Programming and Planning Screens will continue to be utilized in evaluating new highway projects to be included in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Prior to the development and approval of next Long Range Transportation Plan (Year 2040) and specifically the Cost Feasible Element, all projects which may receive State or Federal funding will be analyzed through the ETDM Planning Screen, unless a PD&E study has previously been conducted on that project. METROPLAN ORLANDO will act as the lead agency to identify and prioritize the projects for screening and in preparing the Project Description Reports and Purpose and Need Statements for the projects.

METROPLAN ORLANDO will coordinate with the FDOT ETDM Coordinator in scheduling the submission of the projects to the Environmental Technical Advisory Team (ETAT), which reviews projects statewide. FDOT will provide technical assistance and training to METROPLAN ORLANDO staff as needed.

MILESTONE/END PRODUCT FY 2010/2011

Implementation of ETDM and the planning and programming screen process whereby transportation improvement projects consider such factors as socio-cultural early in the decision-making process.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Task conducted throughout each future year as needed.

RESPONSIBLE AGENCY

METROPLAN ORLANDO/FDOT

Task 2.2.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,446			\$ 8,446
FTA 5303 X020				\$ -
FEDERAL	\$ 1,284			\$ 1,284
STATE	\$ 203			\$ 203
LOCAL	\$ 203			\$ 203
LOCAL ASSESSMENT	\$ 1,689			\$ 1,689
TOTAL	\$ 11,825	\$ -	\$ -	\$ 11,825

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,589			\$ 8,589
FTA 5303 X021				\$ -
FEDERAL	\$ 1,305			\$ 1,305
STATE	\$ 206			\$ 206
LOCAL	\$ 206			\$ 206
LOCAL ASSESSMENT	\$ 1,718			\$ 1,718
TOTAL	\$ 12,024	\$ -	\$ -	\$ 12,024

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.3
TASK TITLE: MISCELLANEOUS PUBLICATIONS

OBJECTIVE

To produce METROPLAN ORLANDO publications that describe the transportation planning process in the Orlando Urbanized Area, plans or proposals currently being considered, and the agencies or jurisdictions involved. Though these publications are primarily developed by METROPLAN ORLANDO staff through other UPWP work tasks, Task 2.3 covers the production of the reports, documents, brochures and newsletters, either through in-house printing or private sector work orders.

PREVIOUS WORK

During FY 2008/2009 and FY 2009/2010, several issues of the METROPLAN ORLANDO newsletter "TransForum" were published, including printed versions and electronic versions. A number of informational reports and publications were also produced, including (though not limited to) the organization's Transportation Improvement Program (TIP) and "Tracking the Trends."

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Each year METROPLAN ORLANDO staff prepares numerous reports and publications for the METROPLAN ORLANDO Board, the Municipal Advisory Committee, the Transportation Technical Committee, the Citizens' Advisory Committee, the Bicycle and Pedestrian Advisory Committee and the Transportation Disadvantaged Local Coordinating Board. This task also includes publication costs for producing collateral materials, brochures and related materials used in the public involvement program to provide information about transportation projects, programs and policies.

While many of the reports are published in-house, some are produced by the private sector when production equipment/supplies are not available or the quantity is too large. This task provides publication production costs incurred in such situations. Whenever appropriate, the organization publishes products electronically.

MILESTONE/END PRODUCT FY 2010/2011

A production process for those METROPLAN ORLANDO publications of interest to the community.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout each year with varying publication dates.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,334			\$ 8,334
FTA 5303 X020				\$ -
FEDERAL	\$ 1,324			\$ 1,324
STATE	\$ 166			\$ 166
LOCAL	\$ 166			\$ 166
LOCAL ASSESSMENT	\$ 5,046			\$ 5,046
TOTAL	\$ 15,036	\$ -	\$ -	\$ 15,036

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,636			\$ 8,636
FTA 5303 X021				\$ -
FEDERAL	\$ 1,383			\$ 1,383
STATE	\$ 173			\$ 173
LOCAL	\$ 173			\$ 173
LOCAL ASSESSMENT	\$ 5,205			\$ 5,205
TOTAL	\$ 15,570	\$ -	\$ -	\$ 15,570

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.4
TASK TITLE: BOARD/STAFF DEVELOPMENT & WORKSHOP

OBJECTIVE

To develop an ongoing process of Board and staff development that recognizes the addition of new Board members, new staff members, new Federal and State regulations and changes in market conditions that must be addressed to ensure the effectiveness of the organization. This will include the annual METROPLAN ORLANDO Board workshop and staff workshop.

PREVIOUS WORK

The last full Board workshop was held in September, 2008. Mini-workshops were held in March, April and May, 2009, for the Year 2030 Long Range Transportation Plan development.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

A Board workshop will be planned for each future fiscal year and will be developed with the assistance of a consultant or facilitator, if needed, although recent workshops have been conducted entirely by staff. The workshop or workshops are organized to promote organizational effectiveness, both in terms of enhancing knowledge in METROPLAN ORLANDO's role as a metropolitan planning organization and in defining and understanding Board policy. Workshop objectives include staff training and coaching.

Pertinent topics for the next workshop include the impact of the new federal transportation act, the new air quality standards and climate change legislation.

MILESTONE/END PRODUCT FY 2010/2011

Annual Board and/or staff workshops that produce: (1) more effective teamwork on the part of the METROPLAN ORLANDO staff and improved delivery of services and products; (2) continued understanding of the Board's expectations and preserving their commitment to regional cooperation and achieving our organizational objectives; and (3) ensuring that all Federal and State requirements are fully satisfied.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Scheduled as convenient with staff workshop usually scheduled in Spring and Board workshop in Fall.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 17,837			\$ 17,837
TOTAL	\$ 17,837	\$ -	\$ -	\$ 17,837

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 18,221			\$ 18,221
TOTAL	\$ 18,221	\$ -	\$ -	\$ 18,221

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.5
TASK TITLE: BOARD AND COMMITTEE SUPPORT

OBJECTIVE

To provide administrative support of the METROPLAN ORLANDO Board and its committees.

PREVIOUS WORK

Support of the METROPLAN ORLANDO Board, the Municipal Advisory Committee, the Transportation Technical Committee, the Citizens' Advisory Committee and the Bicycle and Pedestrian Advisory Committee. Staff has also maintained active participation in the Florida MPO Advisory Council. Also as an active participant in the Central Florida MPO Alliance, METROPLAN ORLANDO staff created a web page for the Alliance in order to further the combined transportation agenda.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will administratively support the METROPLAN ORLANDO Board and subsidiary committees; the Municipal Advisory Committee, the Transportation Technical Committee, the Citizens' Advisory Committee and the Bicycle and Pedestrian Advisory Committee. Committee support is accomplished through coordination with the committee chairperson to establish the agenda, publishing and distributing the agenda, contacting each committee member before the meeting to determine quorum counts, presenting agenda items, recording and transcribing of the meeting minutes, and scheduling of future meetings, maintenance of rosters and bylaws and such other activities necessary for METROPLAN ORLANDO and its subsidiary committees to conduct their business and comply with Federal and State requirements. Subcommittees will continue to be convened, as necessary to accomplish the work of the Committees. Staff will continue to coordinate with partner organizations to provide timely information and to conduct off-site meetings/tours and/or workshops, as needed, as a means to familiarize Committee members with transportation issues.

This task also provides for the Board and staff to participate in the meetings of the Florida MPO Advisory Council and to report on its activities to the METROPLAN ORLANDO Board. It also provides for the Board and staff to participate in the Central Florida MPO Alliance.

MILESTONE/END PRODUCT FY 2010/2011

Support of the METROPLAN ORLANDO Board and subsidiary committees; the Municipal Advisory Committee, the Transportation Technical Committee, the Citizens' Advisory Committee and the Bicycle and Pedestrian Advisory Committee; and the maintenance of records relating to their activities. Continued coordination with the MPO's throughout Florida, with special emphasis placed on the neighboring counties that have joined together to form the Central Florida MPO Alliance.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the future fiscal years with the committees meeting monthly.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 166,429			\$ 166,429
FTA 5303 X020				\$ -
FEDERAL	\$ 33,695			\$ 33,695
STATE	\$ 3,705			\$ 3,705
LOCAL	\$ 3,705			\$ 3,705
LOCAL ASSESSMENT	\$ 59,175			\$ 59,175
TOTAL	\$ 266,709	\$ -	\$ -	\$ 266,709

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 171,282			\$ 171,282
FTA 5303 X021				\$ -
FEDERAL	\$ 34,388			\$ 34,388
STATE	\$ 3,787			\$ 3,787
LOCAL	\$ 3,787			\$ 3,787
LOCAL ASSESSMENT	\$ 60,680			\$ 60,680
TOTAL	\$ 273,924	\$ -	\$ -	\$ 273,924

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 2.6
TASK TITLE: MARKET RESEARCH & COMMUNICATIONS

OBJECTIVE

To identify and assess public opinion on major transportation and related quality of life issues confronting the Orlando Urbanized Area through market research and, over time, to identify trends that will be useful in shaping METROPLAN ORLANDO policy.

PREVIOUS WORK

A market research study originally conducted in FY 1998/1999 identified public attitudes, opinions, and trends related to transportation initiatives in Central Florida. The market research has been periodically updated, incorporating additional questions and using a more specific response scale to develop community benchmarks. Such research was incorporated into development of the 2025 Long Range Transportation Plan and then the 2030 Long Range Transportation Plan.

The most recent METROPLAN ORLANDO research, which was completed during development of the 2030 Plan, included a formal public opinion survey conducted by the Institute for Social and Behavioral Sciences at the University of Central Florida. Survey results from the three-county area provided statistically valid data on public opinion and attitudes about various transportation modes. Such survey results were an additional measure to incorporate public input in the planning process.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task includes an update to the original research completed for METROPLAN ORLANDO and is in line with subsequent updates in alternating years. The focus of the update planned for FY 2010/2011 includes public attitude/perception of passenger rail and transit prior to implementation of SunRail, the region's first passenger rail system. Similar research is planned for FY 2013/2014, following project implementation.

Each survey will include a statistically-valid telephone survey of citizens living in Orange, Osceola and Seminole Counties, measuring public opinion on a variety of transportation issues and determining public priorities with regards to transportation. A parallel survey will also be available in an online format and analyzed separately. Data collected will be compared to survey data from prior years to identify and analyze trends in public opinion. This task is accomplished through consultant services. In the intervening years, focus groups may be utilized to identify and refine transportation topics of particular interest to Central Floridians for future market research. This task is also accomplished through consultant services.

MILESTONE/END PRODUCT FY 2010/2011

The next survey update is scheduled for FY 2010/2011 and will focus on identification of public opinion on the SunRail project as an issue of concern to the public as well as to METROPLAN ORLANDO.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

On-going task with the survey being accomplished within FY 2010/2011 (June 30, 2011) and focus groups in the intervening years.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 2.6	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 7,446	\$ 20,000		\$ 27,446
FTA 5303 X020				\$ -
FEDERAL	\$ 1,224	\$ 8,000		\$ 9,224
STATE	\$ 153	\$ 1,000		\$ 1,153
LOCAL	\$ 153	\$ 1,000		\$ 1,153
LOCAL ASSESSMENT	\$ 2,489			\$ 2,489
TOTAL	\$ 11,465	\$ 30,000	\$ -	\$ 41,465

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 7,743			\$ 7,743
FTA 5303 X021				\$ -
FEDERAL	\$ 1,274			\$ 1,274
STATE	\$ 159			\$ 159
LOCAL	\$ 159			\$ 159
LOCAL ASSESSMENT	\$ 2,593			\$ 2,593
TOTAL	\$ 11,928	\$ -	\$ -	\$ 11,928

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

SECTION III

DATA COLLECTION

This section of the Unified Planning Work Program is comprised of those projects that continually monitor performance of existing transportation systems and its related land use and socio-economic factors and report on its performance. The data generated by these projects are used in other sections to identify and analyze problem areas, provide forecasts of future system usage, generate alternative plans including low capital intensive alternatives, and evaluate these plans in terms of their accomplishment of adherence to the area's goals and objectives.

This section is comprised of the following major subsections:

- 3.1 Land Use Monitoring
- 3.2 Socio-Economic Data
- 3.3 Highway System Monitoring
- 3.4 Transit System Monitoring
- 3.5 Aviation System Monitoring
- 3.6 Air Quality Monitoring
- 3.7 Tracking the Trends (Transportation Systems Indicators Report)

UPWP TASK NUMBER: 3.1
TASK TITLE: LAND USE MONITORING

OBJECTIVE

To continually monitor and record changes in land use growth and development so that they may be evaluated in terms of the transportation system and existing land use plans.

PREVIOUS WORK

METROPLAN ORLANDO has developed a land use growth monitoring program based on parcel level data from the county tax appraisers' records and local land use plans. Local land use planners from the counties and cities make up a Land Use Subcommittee of the Transportation Technical Committee and have overseen the development of this tool over the past year and have reviewed the data used for the land use monitoring and forecasting process.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the continual collection of land use data to be used in METROPLAN ORLANDO planning tasks, especially those related to the Long Range Transportation Plan. METROPLAN ORLANDO utilizes the information in its development of a land use coverage layer for its Geographic Information System (GIS). The collected data is based on local comprehensive plans and parcel level data from the county tax offices and is periodically reviewed with local city and county planning staffs so that any inconsistencies between county tax records and local government records can be investigated and appropriate changes made to ensure accuracy. This process was formalized through the development of interlocal agreements between METROPLAN ORLANDO and the local county and city governments so that the parcel level data could be provided in an agreed-upon format. The agreements were initiated over the past several years and have served METROPLAN ORLANDO well in providing current data.

The Land Use Subcommittee has performed a key role in reviewing any changes and in getting a new base year land use coverage database approved through the committee process. This process continues each year so that the new set of base data can be compared to the previous years and a record of development changes maintained. As the data is then converted into the standard trip production and attraction variables needed in FSUTMS, the forecasting of future land use and its transportation impacts become much more accurate.

MILESTONE/END PRODUCT FY 2010/2011

A GIS land use database file for a new base year.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year. Annual update completion by June 30th of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 7,055			\$ 7,055
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,668			\$ 2,668
TOTAL	\$ 9,723	\$ -	\$ -	\$ 9,723

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 7,270			\$ 7,270
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,745			\$ 2,745
TOTAL	\$ 10,015	\$ -	\$ -	\$ 10,015

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.2
TASK TITLE: SOCIO-ECONOMIC DATA

OBJECTIVE

To revise and update, as needed, the forecasted data sets used in transportation modeling, specifically the Florida Standard Urban Transportation Model System (FSUTMS) program.

PREVIOUS WORK

During previous fiscal years, data provided by local governments and tax appraiser records was coded into the FSUTMS socio-economic zonal data sets used in modeling. Also, employment data that was purchased from private business sources was allocated to the zonal level and updated. This has taken place each year since FY 2000/2001.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the periodic updating of the socio-economic variables used in the transportation modeling process and which is based upon the land use data collected in the previous task. Maintaining a comprehensive socio-economic data base that addresses the planning needs of METROPLAN ORLANDO is a primary goal of this task. This enables METROPLAN ORLANDO to maintain a historical record that is useful in comparing land use growth data to new forecasts of zonal data for future years. Updates to the Info USA employment data will continue to be purchased each year by METROPLAN ORLANDO to ensure a current record of employment data that may be converted into zonal format. This task will also include the identification and collection of data needed for ETDM (Task 2.2.3)

MILESTONE/END PRODUCT FY 2010/2011

Continual updating of a socio-economic database needed for transportation modeling and maintained on a GIS system.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Database will be reviewed and updated throughout each fiscal year. Annual update completion by June 30th of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,425			\$ 9,425
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,961			\$ 2,961
TOTAL	\$ 12,386	\$ -	\$ -	\$ 12,386

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,708			\$ 9,708
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 3,042			\$ 3,042
TOTAL	\$ 12,750	\$ -	\$ -	\$ 12,750

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.3
TASK TITLE: HIGHWAY SYSTEM MONITORING

OBJECTIVE

To collect the highway system information needed for the evaluation of an existing highway system and for the development of the Long Range Transportation Plan.

PREVIOUS WORK

Highway data provided by the FDOT, counties and cities was collected. Various cooperative efforts with UCF funded such projects as the I-4 Data Warehouse and the Emissions Inventory for Central Florida.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the collection of vehicle traffic counts and accident statistics that relate to the operation of the highway system. The traffic counts collected and reported by METROPLAN ORLANDO are bi-directional 24-hour traffic counts for approximately 325 different locations in Orange, Seminole and Osceola Counties. Counts on Federal or State roads are collected by FDOT, counts on County roads are collected by the respective County Traffic Engineering Division and counts within the City of Orlando are collected by the Orlando Transportation Engineering Division.

Methods vary with the type of data; they include visual inspection, direct measurement, and traffic counting and classification. The FDOT has developed standardized guides which provide requirements for traffic and roadway data collection activities mandated by Federal legislation and regulations. The guides provide for consistent and meaningful collection, processing and reporting of traffic and roadway data that is compatible with existing and planned database systems in the FDOT Transportation Statistics Office.

Included within this task are accident statistics and facility inventories. Data for the accident statistics report originate with the Florida Highway Patrol, the respective County Sheriff's Departments and the individual City Police Departments. The data will be collected and collated by METROPLAN ORLANDO staff and published in an annual report identified in Task 3.7, Traffic Systems Indicators Report (now called Tracking the Trends). A focus begun during FY 2004/2005 and that has continued since that time within the Highway System Monitoring task was data that would support the Management and Operations (M&O) Program.

MILESTONE/END PRODUCT FY 2010/2011

Traffic counts, accident statistics, facility inventories and other highway data that describes the operation of the existing highway system and can be used to develop the Long Range Transportation Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout each fiscal year. Data is published in January of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,640			\$ 9,640
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 6,533			\$ 6,533
TOTAL	\$ 16,173	\$ -	\$ -	\$ 16,173

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,862			\$ 9,862
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 6,683			\$ 6,683
TOTAL	\$ 16,545	\$ -	\$ -	\$ 16,545

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.4
TASK TITLE: TRANSIT SYSTEM MONITORING

OBJECTIVE

In coordination with LYNX, to monitor existing transit systems and their performance and utilize the data collected for transit planning purposes. The data will also be provided to the transportation committees and general public. The emphasis will be on improving the system's performance through use of this data and identifying where new or expanded services are needed.

PREVIOUS WORK

During this past fiscal year, as in other previous years, this data was gathered from LYNX.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the collection of transit system data that is used in the transportation model for the Long Range Transportation Plan. LYNX collects the specific data on each route including passengers carried, operating costs, travel time, vehicle miles, and headways by hour of the day, and any additional criteria established by FTA. This information is compared with past years to establish changes in system characteristics and to highlight any problems with the system's performance. Staff collects the data from LYNX and incorporates it into periodic reports, as well as using it for calibration and validation of the transit part of the regional transportation computer model (FSUTMS). Staff also collects transit data specified in the Federal Transit Administration's Civil Rights Circular 4702.1 which has the purpose of identifying areas of high potential usage. To accomplish this data collection, METROPLAN ORLANDO contracts with LYNX, utilizing a portion of the FTA Section 5303 funds. The data collected is published in the Transportation System Indicators Report (now called Tracking the Trends).

MILESTONE/END PRODUCT FY 2010/2011

Data collected on the operational characteristics of the transit systems. The data will also be used for presentation in the Tracking the Trends report.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout each fiscal year. Data is published in January of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 959	\$ 16,000		\$ 16,959
STATE	\$ 222	\$ 2,000		\$ 2,222
LOCAL	\$ 222	\$ 2,000		\$ 2,222
FTA 5303 X019				\$ -
FEDERAL		\$ 8,000		\$ 8,000
STATE		\$ 1,000		\$ 1,000
LOCAL		\$ 1,000		\$ 1,000
LOCAL ASSESSMENT	\$ 2,806			\$ 2,806
TOTAL	\$ 4,209	\$ 30,000	\$ -	\$ 34,209

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 3,843	\$ 16,000		\$ 19,843
STATE	\$ 227	\$ 2,000		\$ 2,227
LOCAL	\$ 227	\$ 2,000		\$ 2,227
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 4,297	\$ 20,000	\$ -	\$ 24,297

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.5
TASK TITLE: AVIATION SYSTEM MONITORING

OBJECTIVE

To monitor the existing aviation activity at the major airports in the Orlando Urbanized Area and collect data for planning purposes.

PREVIOUS WORK

Aviation activity data collected from the Greater Orlando Aviation Authority, the Sanford Airport Authority, and Kissimmee Gateway Airport.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the collection of aviation- related data that is used in the modeling of the special generators used in the Long Range Transportation Plan transportation model. Data identifying the number of enplanements and deplanements, cargo activity and number of landings and take-offs by category of aircraft will be collected from Orlando International Airport, Orlando Executive Airport, Orlando Sanford Airport and Kissimmee Gateway Airport. The data will be used to depict trends in aviation activity in the Orlando Urbanized Area and will be made available to the public through the Transportation Systems Indicators Report (now called Tracking the Trends) to be published as part of Task 3.7.

MILESTONE/END PRODUCT FY 2010/2011

Data collected on the operational characteristics of the major airports serving the Orlando Urbanized Area. The data will be presented as part of the Tracking the Trends report.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout each fiscal year. Data is published in January of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 1,112			\$ 1,112
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 629			\$ 629
TOTAL	\$ 1,741	\$ -	\$ -	\$ 1,741

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 1,133			\$ 1,133
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 641			\$ 641
TOTAL	\$ 1,774	\$ -	\$ -	\$ 1,774

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.6
TASK TITLE: AIR QUALITY MONITORING

OBJECTIVE

To monitor the compliance of the Orlando Urbanized Area with the National Ambient Air Quality Standards.

PREVIOUS WORK

Ozone and carbon monoxide levels within the Orlando Urbanized Area are monitored on a daily basis by the Florida Department of Environmental Protection (FDEP) and made available to METROPLAN ORLANDO staff. Staff reviews the data for compliance with the National Ambient Air Quality Standards and reports to the METROPLAN ORLANDO Board and its committees when exceedances are recorded. Recorded exceedances reached a high of four during calendar year 2005, however in 2006 through 2008, the area only recorded one exceedance in each year.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the collection of data related to the extent of air pollution in the Orlando Urbanized Area, specifically for ozone, and the degree with which the area is in compliance with the National Ambient Air Quality Standards. Staff will work with local governments and the Florida Department of Environmental Protection in reviewing the area's air quality status and will present status reports to the Transportation Technical Committee, the Citizens' Advisory Committee, the Bicycle and Pedestrian Advisory Committee, the Municipal Advisory Committee, and the METROPLAN ORLANDO Board. Although the Orlando Urbanized Area is currently in an attainment status, based on a three year average, the Federal air quality legislation entitled the Clean Air Act of 1990 requires a substantially more intensive effort by urban areas in defining their air pollution problems and in implementing solutions. The air quality standards developed by EPA apply to the entire air shed area of this metropolitan region, which includes Orange, Seminole, and Osceola Counties. This area continues to be proactive in anticipating and addressing air quality problems, as evidenced by such air quality tasks within this UPWP as Task 4.6.1, Contingency Plan for Air Quality Non-Attainment Mitigation Through Transportation Control Measures. This task is anticipated to become even more important as the Environmental Protection Agency (EPA) which made the ozone standards more stringent in March, 2008, has announced that they may make the standard even more stringent.

MILESTONE/END PRODUCT FY 2010/2011

Data monitoring levels of air pollution in the Orlando Urbanized Area to ensure compliance with the Federal air quality standards.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout each fiscal year. Data is reported monthly throughout the ozone season, May to October and is published in January of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.6	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 1,537			\$ 1,537
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 337			\$ 337
TOTAL	\$ 1,874	\$ -	\$ -	\$ 1,874

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 1,887			\$ 1,887
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 1,887	\$ -	\$ -	\$ 1,887

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 3.7
TASK TITLE: TRACKING THE TRENDS
(TRANSPORTATION SYSTEMS INDICATORS REPORT)

OBJECTIVE

To publish a report describing market conditions and the activity levels among the various modes of transportation in the Orlando Urbanized Area: highway, transit, aviation and bicycle and pedestrian; and identify trends among these modes based upon collected data.

PREVIOUS WORK

This task combines many of the previous transportation activity reports generally published separately for each mode, such as traffic counts, traffic accidents and transit ridership reports, into a single report and adds aviation and bicycle and pedestrian activity to the report. Since FY 2001/2002, the report has been entitled "Tracking the Trends." A draft of the FY 2008/2009 version of "Tracking the Trends" was distributed to the various transportation committees for review in December 2008 and the report was published in February 2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for the collation of all the data collected under the previous tasks for publishing in a single report which is made available to the community. The report will be published annually and will depict such measures of activity as vehicle registrations, rental car activity, gasoline consumed, traffic counts, traffic accidents, transit ridership, enplanements and deplanements, landings and takeoffs, and cargo movement.

METROPLAN ORLANDO also utilizes the data collected for this report to prepare a regional report for the Central Florida MPO Alliance, which goes beyond the Orlando Urbanized Area to include data from Brevard, Lake, Polk and Volusia counties. Local assessment funds are used for this effort.

MILESTONE/END PRODUCT FY 2010/2011

A report presenting the levels of activity among the various modes of transportation in the Orlando Urban Area which is made available to the various METROPLAN ORLANDO committees, through the METROPLAN ORLANDO office or through the METROPLAN ORLANDO web site.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

The "Tracking the Trends" report is published in February of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 3.7	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 18,031			\$ 18,031
STATE	\$ 2,264			\$ 2,264
LOCAL	\$ 2,264			\$ 2,264
LOCAL ASSESSMENT	\$ 16,888			\$ 16,888
TOTAL	\$ 39,447	\$ -	\$ -	\$ 39,447

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 10,829			\$ 10,829
STATE	\$ 2,261			\$ 2,261
LOCAL	\$ 2,261			\$ 2,261
LOCAL ASSESSMENT	\$ 24,736			\$ 24,736
TOTAL	\$ 40,087	\$ -	\$ -	\$ 40,087

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

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SECTION IV

SYSTEMS PLANNING

This section of the Unified Planning Work Program contains descriptions of the major transportation planning projects that address critical issues concerning the surface transportation system as a whole.

This section is comprised of the following major subsections:

- 4.1 Orlando Urban Area Transportation Study
- 4.2 Management and Operations Planning
- 4.3 Intermodal Planning
- 4.4 Transit System Planning
- 4.5 Para-Transit Planning
- 4.6 Air Quality Planning
- 4.7 Regional Bicycle/Pedestrian Planning

UPWP TASK NUMBER: 4.1

TASK TITLE: ORLANDO URBANIZED AREA TRANSPORTATION STUDY

OBJECTIVE

To prepare and maintain a 20-year Long Range Transportation Plan for the Orlando Urbanized Area which is regional, multi-modal and comprehensive in scope, and which complies with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA - LU) and/or its successor.

PREVIOUS WORK

An Orlando Urbanized Area Year 2030 Long Range Transportation Plan adopted by the METROPLAN ORLANDO Board August 12, 2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The process of developing a Long Range Transportation Plan is one that is never totally completed, but is a continuing process. The Plan is subject to amendments throughout each year as transportation improvements are added, deleted or modified in response to changes in the current development situation. Developments that are of such a magnitude that they substantially alter the assumptions and projections upon which the current adopted Long Range Transportation Plan is based will generate the need for a Plan Update. Historically, this occurs in the Orlando Urbanized Area about every five years. Plan Updates are also generated by the development of new computer models such as FSUTMS, as well as the completion of the diennial census. The requirements for a Long Range Transportation Plan have been continued by the existing Federal transportation act, the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA - LU). A new transportation act is under consideration by Congress to replace SAFETEA-LU.

A recent Federal focus has been on the planning and project development processes which, as commonly agreed, require too much time before solutions to serious transportation problems are ready for implementation. METROPLAN ORLANDO has incorporated the tenets of "streamlining" of the processes into the UPWP, specifically through ETDM (Efficient Transportation Decision Making), the process established by the State of Florida to meet the requirements of Federal "streamlining." The process consists of a "planning screen" applied to identify environmental, social and economic impacts to proposed transportation projects early during the planning phase. A "programming screen" is later applied during the project prioritization phase to identify the supportability of the project.

Task 4.1.5, Year 2040 Long Range Transportation Plan, will address the Planning Screen Phase of ETDM, where participating agencies are afforded the opportunity to review and comment on those projects proposed for inclusion in the Long Range Transportation Plan, thereby addressing potential problems as early as possible.

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 4.1.1 through 4.1.7

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description ad FY 2010/2011.

TARGET DATE

See following Subtasks 4.1.1 through 4.1.7

RESPONSIBLE AGENCY

See following Subtasks 4.1.1 through 4.1.7

UPWP TASK NUMBER: 4.1.1

TASK TITLE: MAINTENANCE OF FSUTMS MODEL WITH CUBE VOYAGER

OBJECTIVE

To annually maintain the FSUTMS (Florida Standard Urban Transportation Modeling Structure) model utilized by METROPLAN ORLANDO for the development of the Long Range Transportation Plan. To provide training in the use of Cube Voyager to local government staffs.

PREVIOUS WORK

The Florida Standard Urban Transportation Modeling Structure (FSUTMS) modeling platform has been converted from TranPlan to Cube Voyager and was employed in the validation and calibration phase of the Year 2030 Long Range Transportation Plan.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Not only did the development of the Orlando Urbanized Area Year 2030 Long Range Transportation Plan result in a new plan for the area, but the establishment of new models for the planning process, as well. The Florida Standard Urban Transportation Modeling Structure (FSUTMS) has been further refined and developed with a new modeling platform, Cube Voyager. This task provides for the continued updating and maintenance of the newest versions of the model. METROPLAN ORLANDO staff is participating in a leadership role in the Statewide Task Force which has the responsibility for developing new and improved versions of the model.

The FSUTMS model will be maintained by staff for regional use with versions of the model either being provided to local governments, assuming compatible hardware, or network runs being accomplished by METROPLAN ORLANDO staff for those governments who do not have in-house modeling capabilities. Through this annual updating, the adopted Long-Range Transportation Plan will be maintained in a current base year version. The FSUTMS model will be maintained with the new Cube Voyager modeling platform. Also, new trip rates and mathematical formula values that were developed in the Model Trip Characteristics Update study have been integrated into the new modeling platform. This now more accurately reflects the trip-making characteristics of the Orlando Urbanized Area.

MILESTONE/END PRODUCT FY 2010/2011

Updated and maintained FSUTMS model for the Long-Range Transportation Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 6,779			\$ 6,779
FTA 5303 X020				\$ -
FEDERAL	\$ 878			\$ 878
STATE	\$ 159			\$ 159
LOCAL	\$ 159			\$ 159
LOCAL ASSESSMENT	\$ 4,044			\$ 4,044
TOTAL	\$ 12,019	\$ -	\$ -	\$ 12,019

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 6,994			\$ 6,994
FTA 5303 X021				\$ -
FEDERAL	\$ 905			\$ 905
STATE	\$ 164			\$ 164
LOCAL	\$ 164			\$ 164
LOCAL ASSESSMENT	\$ 4,106			\$ 4,106
TOTAL	\$ 12,333	\$ -	\$ -	\$ 12,333

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.2
TASK TITLE: GOODS MOVEMENT PLANNING

OBJECTIVE

To identify the scope of data needs, public and private agency coordination, modeling parameters and other factors affecting the conduct of goods movement planning within both a short range (TIP) and a long range plan context.

PREVIOUS WORK

An update of the Freight, Goods and Services Mobility Strategy Plan was initiated in FY 2008/2009 with the preparation of a Scope of Services and the advertising of a Request for Proposals for consultant services. No responses were received to the RFP. The preparation of the updated Strategy Plan was therefore postponed to FY 2010/2011. It will include an updated list of projects that focuses on freight and highway operational improvements to be considered for prioritizing in the Prioritized Project List and possible programming in the Transportation Improvement Program (TIP) and which can be implemented on a short-term basis.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The Freight, Goods and Services Mobility Strategy Plan, completed in FY 2001/2002, analyzed existing data relating to rail, truck and air transport of goods, described the goods movement system and forecasted its growth, and incorporated goods movement into the planning process. A total of 21 highway improvement projects for the movement of freight were identified in that Strategy Plan. Many of the projects have since been implemented by FDOT or local governments in their respective work programs and one project has been fully funded through the state's TOPS program. Later, follow-on work was completed that identified additional projects through driver surveys and infrastructure inventories of principal locations where commercial vehicles pose operating issues. Such projects included swept path width, off-tracking and conflicts with automobiles, bicycles and pedestrians. Preliminary cost estimates for each project were developed with emphasis being given to those projects that are congestion management type improvements (Management and Operations) which can be implemented on a short-term basis to remove bottlenecks to freight traffic flow and improve delivery of goods and services. The projects identified were presented in a Freight Movement Improvement List which was evaluated through the Management and Operations Subcommittee and presented as candidates for programming of funds in the METROPLAN ORLANDO Prioritized Project List.

An update of the Freight, Goods and Services Mobility Strategy Plan will be initiated in FY 2010/2011. It will update the database that was developed in the initial Strategy Plan that described the operations and capabilities of each major freight, goods and services sector in the Orlando Urbanized Area. These sectors included seaports, airports, rail, highway system, freight handling facilities and services. The database will reflect the changed dynamics of the freight movement system in this area that will occur because of the expected relocation of CSX freight trains from the mainline through Orlando to the alternate line west of the area. The information will again be collected through personal and telephone interviews, agency reports and surveys. The Strategy Plan will use this information and database to provide a set of specific actions to improve Central Florida's transportation infrastructure to support the safe and efficient shipment of freight, goods and services. An additional consideration in the update will be security, which will be examined both within the context of security within the facilities dealing with freight and goods, as well as the transportation movement of the freight and goods.

MILESTONE/END PRODUCT FY 2010/2011

An update of the Freight, Goods and Services Mobility Strategy Plan in FY 2010/2011 with the development of a Scope of Services and a Request for Proposals for consultant services, METROPLAN ORLANDO Board approval of a study budget and consultant contract and other steps leading to the update. The updated

Strategy Plan is anticipated to extend into FY 2011/2012 and will include an updated list of projects that focuses on freight and highway operational improvements to be considered for prioritizing in the Prioritized Project List and possible programming in the Transportation Improvement Program (TIP) and which can be implemented on a short-term basis.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011 with the work extended into FY 2011/2012.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011 with the work extended into FY 2011/2012.

TARGET DATE

An updated Freight Movement Improvement List completed by June, 2011 with the updated Freight, Goods and Services Mobility Strategy Plan to be completed by June, 2012.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.2	FY 2010/2011			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA	\$ 13,666			\$ 13,666
FTA 5303 X020				\$ -
FEDERAL	\$ 2,312			\$ 2,312
STATE	\$ 638			\$ 638
LOCAL	\$ 638			\$ 638
LOCAL ASSESSMENT	\$ 3,363			\$ 3,363
TOTAL	\$ 20,617	\$ -	\$ -	\$ 20,617

FUNDING SOURCES	FY 2011/2012*			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA	\$ 13,915	\$ 260,000		\$ 273,915
FTA 5303 X021				\$ -
FEDERAL	\$ 1,564			\$ 1,564
STATE	\$ 246			\$ 246
LOCAL	\$ 246			\$ 246
LOCAL ASSESSMENT	\$ 5,261			\$ 5,261
TOTAL	\$ 21,232	\$ 260,000	\$ -	\$ 281,232

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.3

TASK TITLE: IMPACTS OF SMART GROWTH PRINCIPLES ON TRAVEL BEHAVIOR

OBJECTIVE

To measure potential impacts of smart growth on travel behavior and identify development opportunities that may benefit from a smart growth approach.

PREVIOUS WORK

During the past year, staff continued the process of creating an inventory of existing developments that used smart growth tools and that provide an opportunity for evaluating or monitoring the impact of smart growth on travel behavior and "lessons learned." Based on the lessons learned during the development of the new Year 2025 Long Range Transportation Plan, a Land Use Subcommittee has examined land use and transportation relationships, finding that adopting various smart growth principles could result in savings in annual congestion costs, reducing deficient regional roadways, supporting transit and creating positive environmental benefits.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task will continue the work of the Land Use Subcommittee begun under the long range plan update process and will further the process of fostering the implementation of smart growth over the future years. The Land Use Subcommittee will be the major forum for examining the land use/transportation mode/financial aspects for the new Year 2040 Long Range Transportation Plan during its development and through this process, will review land use planning strategies and how available financial resources over the next 20-25 years should be used to achieve the desired land use scenario. Land use policies that improve the performance of the transportation network will be recommended through the Subcommittee. The Subcommittee will also identify and adopt performance measures for the Alternative Land Use and suggest appropriate supporting infrastructure and design strategies. A Best Practices Guide will be developed for local governments to assist those that have not previously revised their land use policies in fulfilling the metropolitan and regional land use goals. By virtue of the fact that the Subcommittee is comprised of land use planners from the major local governments, both city and county, the recommendations developed by the Subcommittee should be anticipated to be incorporated into local government comprehensive plans, to the maximum extent feasible.

MILESTONE/END PRODUCT FY 2010/2011

The encouragement of Smart Growth principles and the monitoring of the impacts of Smart Growth on transportation through the Land Use Subcommittee.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

The Land Use Subcommittee conducts meetings monthly with their recommendations presented to the Transportation Technical Committee and the METROPLAN ORLANDO Board.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,806			\$ 9,806
FTA 5303 X020				\$ -
FEDERAL	\$ 1,438			\$ 1,438
STATE	\$ 180			\$ 180
LOCAL	\$ 180			\$ 180
LOCAL ASSESSMENT	\$ 4,154			\$ 4,154
TOTAL	\$ 15,758	\$ -	\$ -	\$ 15,758

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 10,019			\$ 10,019
FTA 5303 X021				\$ -
FEDERAL	\$ 1,476			\$ 1,476
STATE	\$ 185			\$ 185
LOCAL	\$ 185			\$ 185
LOCAL ASSESSMENT	\$ 4,244			\$ 4,244
TOTAL	\$ 16,109	\$ -	\$ -	\$ 16,109

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.4
TASK TITLE: REGIONAL GEOGRAPHIC INFORMATION SYSTEM

OBJECTIVE

To acquire and maintain the parcel level data from the county Property Appraisers' offices for Orange, Seminole and Osceola Counties. Using ESRI Geographic Information System (GIS) software, run the METROPLAN ORLANDO Land Use Allocation Model to develop Zdata sets for the Orlando Urbanized Area Transportation Study. Use GIS software to assist METROPLAN ORLANDO staff in developing maps and relational databases for analysis and reports.

PREVIOUS WORK

Housing and population data sets were developed based on previous Property Appraisers' parcel level records for use in the Year 2030 Long Range Transportation Plan. With the assistance of the Land Use Subcommittee, the data sets for each of the counties and cities in the METROPLAN ORLANDO planning area were reviewed and revised as appropriate. Staff also assisted local staffs in updating their databases.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The work involved in this task basically consists of acquiring and using parcel level data from each of the counties to develop data sets for housing, population and school enrollment for each of the counties and cities in the METROPLAN ORLANDO planning area. The updated data for each new year is reviewed with the Land Use Subcommittee and is then adopted and the data sets converted into the format usable by the transportation planning models (FSUTMS). Training assistance will also continue each year, as in past years, through the METROPLAN ORLANDO staff.

The following types or modules of information have been developed on a traffic zone basis:

- land use and socio-economic data, such as population, housing, employment and Title VI related data;
- transit routes;
- traffic engineering and management data;
- accident record system;
- amount of developable land, land currently developed, vacant land.

The milestone events associated with this task are the review and approval of the data sets by the Land Use Subcommittee with adoption by the Board for use in the Long Range Transportation Plan.

MILESTONE/END PRODUCT FY 2010/2011

A regional GIS database producing the maps and various data sets to support METROPLAN ORLANDO.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year for review and updating of the data with the Land Use Subcommittee meeting on a monthly schedule. Completion of updated data sets by June of each year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 15,472	\$ 30,000		\$ 45,472
FTA 5303 X020				\$ -
FEDERAL	\$ 2,466	\$ 24,000		\$ 26,466
STATE	\$ 389	\$ 3,000		\$ 3,389
LOCAL	\$ 389	\$ 3,000		\$ 3,389
LOCAL ASSESSMENT	\$ 6,488			\$ 6,488
TOTAL	\$ 25,204	\$ 60,000	\$ -	\$ 85,204

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 15,902	\$ 60,000		\$ 75,902
FTA 5303 X021				\$ -
FEDERAL	\$ 2,533			\$ 2,533
STATE	\$ 400			\$ 400
LOCAL	\$ 400			\$ 400
LOCAL ASSESSMENT	\$ 6,657			\$ 6,657
TOTAL	\$ 25,892	\$ 60,000	\$ -	\$ 85,892

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.5

TASK TITLE: YEAR 2040 LONG RANGE TRANSPORTATION PLAN

OBJECTIVE

To develop a Year 2040 Long Range Transportation Plan for the Orlando Urbanized Area.

PREVIOUS WORK

The Orlando Urbanized Area Year 2030 Long Range Transportation Plan was adopted by the METROPLAN ORLANDO Board on August 12, 2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

When the Year 2030 Long Range Transportation Plan was approved in August, 2009, major policy decisions were made regarding the role that light rail, commuter rail and flexible bus rapid transit would play in the future transportation system of the Orlando Urbanized Area and specifically how they were to be funded. These policy decisions are dependent in large part to Federal reauthorization of the surface transportation act known as SAFETEA-LU. This UPWP programs funds for a multi-year effort to update the Year 2030 Long Range Transportation Plan to the Year 2040. The year 2040 was chosen to coordinate this plan with those of the other MPO's in FDOT's District 5, who are now in the process of completing their Year 2035 Plans.

The task effort will begin in FY 2010/2011 with the development of a Study Design and a Scope of Services for consultant assistance. A multi-year contract for conducting all phases of the long range plan process will begin with a Phase I that consists of the development of the base year socio-economic data and validation and calibration of the model network to that base year. Phase II is predicated upon satisfactory conclusion of Phase I and consists of development of the socio-economic data base into five year increments to the Year 2040. The Existing Plus Committed highway and transit networks that are based upon the five-year Transportation Improvement Program and those projects that are funded therein (plus any other major transportation projects privately funded) for construction are also a task for development. To be analyzed will be a multi-modal transportation network that is controlled by the land use that was adopted as part of the Year 2030 Plan. The financial scenarios that were also adopted as part of the Year 2030 Plan will be reviewed and updated to identify the most beneficial investment of limited financial resources. As was done in the Year 2030 Plan, non-construction considerations such as goods and freight movement, bicycle and pedestrian facilities, operations and management, safety, security and a public involvement plan will be included. The updated information will then lead to adoption of the Year 2040 Plan on or before the federally-mandated date of August, 2014. This task also provides for staff participation in ETDM (Efficient Transportation Decision Making) Planning.

The schedule for development of the Year 2040 Long Range Transportation Plan has been predicated upon the continuation of the normal five-year cycle required by Federal guidelines for Long Range Plan updates (for air quality attainment areas). Should the Orlando Urbanized Area be declared non-attainment under new EPA requirements, the Plan update cycle changes to every four years and the 2040 Plan would become due August, 2013. This could require accelerating the schedule described in this task.

MILESTONE/END PRODUCT FY 2010/2011

In FY 2010/2011, development of a Study Design and a Scope of Services for consultant assistance.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011 with initiation of Phase I work in FY 2011/2012.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011 with Phase I work to be completed in FY 2011/2012.

TARGET DATE

Year 2040 Long Range Transportation Plan adoption by August, 2014.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 42,919			\$ 42,919
FTA 5303 X020				\$ -
FEDERAL	\$ 10,280			\$ 10,280
STATE	\$ 1,059			\$ 1,059
LOCAL	\$ 1,213			\$ 1,213
LOCAL ASSESSMENT	\$ 15,981			\$ 15,981
TOTAL	\$ 71,452	\$ -	\$ -	\$ 71,452

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 64,673	\$ 375,000		\$ 439,673
FTA 5303 X021				\$ -
FEDERAL	\$ 6,806			\$ 6,806
STATE	\$ 932			\$ 932
LOCAL	\$ 932			\$ 932
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 73,343	\$ 375,000	\$ -	\$ 448,343

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.6

TASK TITLE: REVIEW OF LOCAL GOVERNMENT COMPREHENSIVE PLANS & DEVELOPMENTS OF REGIONAL IMPACT

OBJECTIVE

For METROPLAN ORLANDO staff to maintain currency with local government comprehensive plans to ensure consistency between METROPLAN ORLANDO plans and programs and local government comprehensive plans. To participate in the review process for Developments of Regional Impact to ensure METROPLAN ORLANDO is aware of planned growth.

PREVIOUS WORK

The following Developments of Regional Impact's (DRI's), submitted to METROPLAN ORLANDO, either had their reviews continued from FY 2008/2009 into FY 2009/2010, or were initiated in FY 2009/2010.

- Innovation Way East
- Camino Real
- Rybolt Park
- Landmark Sun Resort
- International Corporate Park
- Orlando Premium Outlet Mall Expansion
- Grand Palisades Resort

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

METROPLAN ORLANDO staff will periodically review local government comprehensive plans for the purpose of ensuring consistency between those plans and the METROPLAN ORLANDO Long Range Transportation Plan. Staff will also participate in the review process of Developments of Regional Impact so that the land use and socio-economic database used in the long range transportation planning process reflects current growth and development decisions.

MILESTONE/END PRODUCT FY 2010/2011

Staff currency with local government comprehensive plans and Developments of Regional Impact.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted on daily basis as Comprehensive Plan updates and DRI's are received.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.6	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,192			\$ 9,192
FTA 5303 X020				\$ -
FEDERAL	\$ 1,708			\$ 1,708
STATE	\$ 457			\$ 457
LOCAL	\$ 457			\$ 457
LOCAL ASSESSMENT	\$ 6,232			\$ 6,232
TOTAL	\$ 18,046	\$ -	\$ -	\$ 18,046

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 9,415			\$ 9,415
FTA 5303 X021				\$ -
FEDERAL	\$ 1,751			\$ 1,751
STATE	\$ 469			\$ 469
LOCAL	\$ 469			\$ 469
LOCAL ASSESSMENT	\$ 6,385			\$ 6,385
TOTAL	\$ 18,489	\$ -	\$ -	\$ 18,489

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.1.7
TASK TITLE: COORDINATION OF TRANSPORTATION IMPROVEMENTS AND PLANNED GROWTH

OBJECTIVE

To coordinate the provisions of Senate Bill 360, passed originally in the 2005 Florida Legislature and then revised in 2009. This landmark legislation, among other objectives, promotes corridor management techniques.

PREVIOUS WORK

This was a new task initiated as a result of Senate Bill 360, passed originally in the 2005 Florida Legislature.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for METROPLAN ORLANDO working with state and local governments to promote corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, and appropriate land use strategies, zoning, and setback requirements for adjacent land uses adopted by the local governments. The objective of this task, which has also been identified as a state emphasis area for transportation planning, coincides closely with the intent of Senate Bill 360. A primary funding source being considered by the Florida Legislature is the creation of a Mobility Fee to replace the current impact fee system being used to fund the necessary transportation infrastructure to accommodate current and future growth. METROPLAN ORLANDO staff will work with local government staff to ascertain how a new funding structure such as the Mobility Fee may be coordinated with other local, federal and state funding sources, assist in the implementation of the current Year 2030 Long Range Transportation Plan projects, and the role that it may take in the Year 2040 Long Range Transportation Plan.

MILESTONE/END PRODUCT FY 2010/2011

A continuing, on-going process in which METROPLAN ORLANDO will work with local governments to coordinate and if necessary, provide assistance in ensuring that programmed transportation improvements are consistent with planned growth.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June, 2011

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.1.7	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 24,364			\$ 24,364
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 24,364	\$ -	\$ -	\$ 24,364

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 24,911			\$ 24,911
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 24,911	\$ -	\$ -	\$ 24,911

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.2
TASK TITLE: MANAGEMENT & OPERATIONS PLANNING

OBJECTIVE

Integrate transportation systems management and operations activities in the metropolitan transportation planning process to promote an effective regional transportation system.

PREVIOUS WORK

METROPLAN ORLANDO has placed a greater emphasis on the planning and implementation of Management and Operations (M&O) strategies as a cost-effective method to relieve traffic congestion in the area. Several years ago, METROPLAN ORLANDO, through its M&O Subcommittee, developed a Strategic Plan for M&O. The Plan fosters a multi-jurisdictional approach to managing and operating the transportation system so that its performance meets or exceeds customer expectations. The Plan identifies and recommends activities that are relatively low in cost and improve mobility in the short term; policy guidance on specific operation programs and implementation procedures; funding sources and allocation; an evaluation process; projects for inclusion with the Long Range Transportation Plan and Transportation Improvement Plan; and establishes strategies that contribute to the reduction of congestion, increase system efficiency and reliability, and improve safety and enhancement of air quality within the area. The M&O Subcommittee has periodically met to implement these policies and strategies.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task will enhance, expand and sustain efforts for continuing investments in M&O activities. The focus will be on managing and operating the current transportation system to maximize safety, efficiency, and utility; recommending and coordinating the regional M&O priorities and funding levels; playing an active role in the development and implementation of M&O strategies and pursuing joint activities with local, state and federal jurisdictions through appropriate investment and facilitation of institutional cooperation. An important component of this task will be to ensure that M&O strategies are integrated into the update of 2030 LRTP. This task will provide administration of activities in tasks 4.2.1 through 4.2.4; 4.4.3; and 4.4.5. Staff efforts and resources will be coordinated closely with the M&O Subcommittee.

This task is consistent with the new Federal policies on managing congestion through non-capacity programs. It is anticipated that this task will present operations in a way that is meaningful to the public, elected officials and professionals, foster greater awareness of the value of transportation operations and sustain transportation operations programs.

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 4.2.1 through 4.2.4

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See following Subtasks 4.2.1 through 4.2.4

RESPONSIBLE AGENCY

See following Subtasks 4.2.1 through 4.2.4

UPWP TASK NUMBER: 4.2.1
TASK TITLE: INTELLIGENT TRANSPORTATION SYSTEMS PLANNING

OBJECTIVE

To support implementation of Intelligent Transportation Systems (ITS) in the Orlando Urbanized Area.

PREVIOUS WORK

Through the M&O Subcommittee, staff has supported continued deployment and implementation of ITS products and services. As part of the 2030 Long Range Transportation Plan Update, ITS is included as a M&O strategy under the Congestion Management Process for mitigation congestion or an alternative to capacity improvement. Staff maintained its involvement with state and national activities through membership in the Intelligent Transportation Society of Florida and ITS America. Information on emerging ITS developments was presented to Committees and Board when appropriate. Although TRIP funding to improve coordination of traffic signals was discontinued, METROPLAN ORLANDO was successful in allocating STP funds to continue this program in the region.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will continue its efforts to implement the use of ITS to address pressing problems in traffic congestion, incident management and system safety and security. The other objective of this Task will be to report on the status of the ITS program and update it through a review and inventory. A review of documents and plans that have been completed to justify ITS investments to date will be completed. These include the Early Deployment Plan and the ITS Architecture that is maintained by FDOT; staff, in consultation with the M&O Subcommittee, will determine what other related reports should be reviewed. ITS projects in the Transportation Improvement Plan (TIP) and prioritized list will be included in the review. This review should serve as an assessment of ITS conditions in the region and be an impetus to consider what future deployment is needed. An inventory of the regional ITS infrastructure will help to understand the technology compatibility between the jurisdictions, including traffic control devices and communication systems. The review and inventory will be supplemented with research on emerging technologies and their applications. For example, several transportation agencies are using social networking capabilities to support operations, disseminate information, and gather data and to improve customer service. Furthermore, it may enable a demonstration on the use of these technologies to capture travel time information.

This Task will be used to facilitate discussions among M&O Subcommittee members to determine further investments and opportunities for ITS in the METROPLAN ORLANDO area.

MILESTONE/END PRODUCT FY 2010/2011

Continued efforts to implement the use of ITS to address pressing problems in traffic congestion, incident management and system safety and security. Review and inventory of ITS products, services and devices. M&O Subcommittee working meetings to discuss investments and opportunities for ITS in the METROPLAN ORLANDO area.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.2.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 18,230			\$ 18,230
FTA 5303 X020				\$ -
FEDERAL	\$ 4,214			\$ 4,214
STATE	\$ 627			\$ 627
LOCAL	\$ 627			\$ 627
LOCAL ASSESSMENT	\$ 8,148			\$ 8,148
TOTAL	\$ 31,846	\$ -	\$ -	\$ 31,846

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 24,193			\$ 24,193
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 8,309			\$ 8,309
TOTAL	\$ 32,502	\$ -	\$ -	\$ 32,502

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.2.2
TASK TITLE: TRANSPORTATION DEMAND MANAGEMENT

OBJECTIVE

This task will support the implementation of transportation demand management activities and complements other work planned within Task 4.2 Management and Operations.

PREVIOUS WORK

LYNX (operational name for the Central Florida Regional Transportation Authority) offered commuter assistance programs to employers and employees in the region through VanPlan and AutoMates (matching for ridesharing) programs as alternative transportation for commuters. METROPLAN ORLANDO has served in a supportive role to the LYNX program. Staff investigated opportunities for recreating TMAs in the area, including informal and formal discussions with the organizations that may be willing to support this effort. METROPLAN ORLANDO conducted a compressed work week pilot program. As part of the evaluation of the pilot program, staff completed travel logs before and after the study period. The results of the pilot program showed that a flexible work schedule reduces the number of trips and vehicle miles traveled. Staff convened a Telework Pilot workshop to educate local employers and make them aware of the practical benefits of telework. The centerpiece of the workshop was a panel discussion of what teleworking means to the employer and employee.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

In 2009 FDOT District Five formed the Regional Commuter Assistance Programs (RCAP) to promote greater use of TDM strategies by employers in District Five, including the METROPLAN ORLANDO area. The Transportation Demand Management (TDM) programs that had been managed by the transit agencies in the district will be phased-out and managed by the RCAP. Besides ridesharing, such as transit and car/vanpools, the RCAP will encourage employers to consider flextime, telework, biking or walking and car-sharing for employees. METROPLAN ORLANDO will continue to promote TDM strategies as a complement to other M&O activities to mitigate traffic congestion, improve air quality and conserve resources. Staff will work with the RCAP and provide technical assistance such as review of technical memorandums, participation at quarterly RCAP meetings and with public outreach efforts.

MILESTONE/END PRODUCT FY 2010/2011

Support of RCAP and facilitation of TDM activities throughout the area.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.2.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 15,293			\$ 15,293
FTA 5303 X020				\$ -
FEDERAL	\$ 3,253			\$ 3,253
STATE	\$ 250			\$ 250
LOCAL	\$ 250			\$ 250
LOCAL ASSESSMENT	\$ 6,986			\$ 6,986
TOTAL	\$ 26,032	\$ -	\$ -	\$ 26,032

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 22,695			\$ 22,695
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 3,905			\$ 3,905
TOTAL	\$ 26,600	\$ -	\$ -	\$ 26,600

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.2.3
TASK TITLE: CONGESTION MANAGEMENT PLANNING

OBJECTIVE

To implement Congestion Management Strategies in the Orlando Urbanized Area.

PREVIOUS WORK

Three components made up the Congestion Management Planning Task in FY 2009. The first, providing an overview of congestion management best practices, was accomplished through the work that developed the Year 2030 Long Range Transportation Plan. A Congestion Management Process (CMP) was completed to replace the Congestion Management System. The second, facilitating the needs assessment element of the Strategic Plan for M&O, was accomplished by contracting work to assess constrained facilities, implementing strategies from the safety conscious plan and working the District Traffic Incident Management (TIM) Team and FDOT on advocating TDM (additional information provided in separate task). Lastly, staff has worked with the federal DOT to complete documents and reports to further integrate M&O in the transportation planning process. This work was complemented with an update to the Strategic Plan, a travel time and delay study on regional roadways and coordination of traffic signals.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task will facilitate the implementation of the Congestion Management Plan (CMP) as described in the Year 2030 Long Range Transportation Plan. The CMP has been developed to meet the requirements stated in the federal planning rule, Sec. 450.320. The CMP was built upon the Congestion Management System (CMS) that was previously used by METROPLAN ORLANDO. The primary difference is summarized in the distinction of a "process" rather than a "plan" or "system". Many aspects of the CMP were shaped by plans and programs that were already being used by METROPLAN ORLANDO, such as the Safety Conscious Plan. Additionally, the process addresses congestion with a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities. The following steps represent the primary framework of the CMP: selection of performance measures; data collection and system monitoring; evaluation of alternatives; selection of projects; and monitor improvements and revise process.

Staff will continue the work already started with consultants on travel time and delay on regional roadways and maintain its role in the following monthly activities:

- METROPLAN ORLANDO M/O Subcommittee;
- Community Traffic Safety Team (CTST) meetings in Orange, Osceola and Seminole Counties (individual and coalition); and
- Regional Statewide Traffic Incident Management (TIM).

The updated Strategic Plan will also be used by staff to identify opportunities to use M&O strategies to mitigate non-recurring congestion.

MILESTONE/END PRODUCT FY 2010/2011

Implementation of Congestion Management Plan (CMP) from the Year 2030 Long Range Transportation Plan and initial steps leading to development of a new CMP element within the Year 2040 Long Range Transportation Plan. The Year 2040 Plan is scheduled for adoption in August, 2014.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.2.3	FY 2010/2011			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA	\$ 32,193	\$ 100,000		\$ 132,193
FTA 5303 X020				\$ -
FEDERAL	\$ 10,167			\$ 10,167
STATE	\$ 2,203			\$ 2,203
LOCAL	\$ 2,203			\$ 2,203
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 46,766	\$ 100,000	\$ -	\$ 146,766

FUNDING SOURCES	FY 2011/2012*			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA	\$ 30,931	\$ 75,000		\$ 105,931
FTA 5303 X021				\$ -
FEDERAL	\$ 5,922			\$ 5,922
STATE	\$ 1,043			\$ 1,043
LOCAL	\$ 1,043			\$ 1,043
LOCAL ASSESSMENT	\$ 8,893			\$ 8,893
TOTAL	\$ 47,832	\$ 75,000	\$ -	\$ 122,832

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.2.4
TASK TITLE: LOCAL VEHICLE CRASH DATABASE

OBJECTIVE

To develop and maintain an automated vehicle crash database.

PREVIOUS WORK

In FY 2009, METROPLAN ORLANDO utilized consultant services to develop processes and tools to allow staff to develop and maintain a Geographic Information System (GIS) crash database for all crashes in Orange, Osceola and Seminole counties, as well as to explore options for sharing the data with partner agencies. Florida Department of Highway Safety and Motor Vehicles (DHSMV) was chosen as the most suitable source for long form crash data due to simplicity of the data structure and friendly data format, good data documentation, and availability of both data and scanned images. Prison Rehabilitative Industries and Diversified Enterprises Inc. (PRIDE) was chosen as the source for short form data because it is the only reliable source that can provide short form crash regional data in one consistent standard format. This project developed custom tools to automate merging of the PRIDE and DHSMV data into one unified crash database. Custom tools are also made available for automatic and interactive geocoding using the GIS street centerlines of each county as the spatial reference layer for geocoding. Crash data for 2008 is available in the crash database and is shared with partners as requested.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task will continue the implementation of a sustainable crash database that can be used to assess the impact of vehicle crashes on the transportation network. The task will setup and host a web-based crash data system for the METROPLAN ORLANDO urban area. This system will provide web-based access to data and analytical tools to staff and partners. The system will be hosted at the University of Florida and will be a process to acquire, process, geo-code and store crash data from state sources in GIS format. While these efforts have created the terrain to allow staff to manage the crash data retrieval and analysis in house, at present no system is in place to provide METROPLAN ORLANDO partners with data download and automated analysis tools from one easily-accessed location. The web-based crash data system will fill this void in the METROPLAN ORLANDO mission to make the roadways safer.

MILESTONE/END PRODUCT FY 2010/2011

This task will establish and sustain a vehicle crash database on local roadways for staff analysis, reporting and sharing.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.2.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 55,371	\$ 45,000		\$ 100,371
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 14,928			\$ 14,928
TOTAL	\$ 70,299	\$ 45,000	\$ -	\$ 115,299

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 56,030	\$ 50,000		\$ 106,030
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 15,242			\$ 15,242
TOTAL	\$ 71,272	\$ 50,000	\$ -	\$ 121,272

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.3
TASK TITLE: INTERMODAL PLANNING

OBJECTIVE
To coordinate regional and local intermodal project planning and analysis with FDOT and the Strategic Intermodal System Plan.

PREVIOUS WORK
During the previous fiscal year, the Strategic Intermodal System Plan and its consequences for the local area continued to be reviewed with the METROPLAN ORLANDO Board and its various committees.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011
This task is intended to provide for intermodal planning and analysis as part of the transportation planning process. Although the development of an Intermodal Management System, originally mandated in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), has been made optional by FHWA, FDOT is continuing development of the system. While the original Federal requirements were to apply to intermodal facilities statewide, a new direction is to focus on major intermodal facilities that are connected to the National Highway System. To this end, the Florida Department of Transportation has prepared a Strategic Intermodal System (SIS) Plan.

METROPLAN ORLANDO has been in the past and will continue in future years to be involved in the implementation of the SIS as well as the coordination of planned regional and local intermodal facilities to ensure that they are or will become part of the Strategic Intermodal System Plan and are eligible for Federal and State grant programs, as appropriate. This includes airport, port and transit facilities. Of particular interest is the necessity for coordination between the proposed high speed rail system and the Central Florida commuter rail project, known as Sun Rail.

MILESTONE/END PRODUCT FY 2010/2011
Participation in the planning and analysis of intermodal facilities and the coordination of these projects with the FDOT Strategic Intermodal System Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012
Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012
Same description as FY 2010/2011.

TARGET DATE
Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY
METROPLAN ORLANDO

Task 4.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 2,158			\$ 2,158
STATE	\$ 500			\$ 500
LOCAL	\$ 500			\$ 500
LOCAL ASSESSMENT	\$ 5,073			\$ 5,073
TOTAL	\$ 8,231	\$ -	\$ -	\$ 8,231

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 5,752			\$ 5,752
STATE	\$ 1,033			\$ 1,033
LOCAL	\$ 1,629			\$ 1,629
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 8,414	\$ -	\$ -	\$ 8,414

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.4
TASK TITLE: TRANSIT SYSTEM PLANNING

OBJECTIVE

To conduct those transit planning tasks identified as Emphasis Areas by the Federal Transit Administration as well as transit planning tasks of concern to the local area.

PREVIOUS WORK

LYNX completed a minor update of their Short Range Transit Development Plan (TDP) in FY 2008/2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This section includes the following subtasks as support to the regional transit planning effort:

- (1) Short Range Transit Development Plan Update
- (2) Section 5307 Planning Studies
- (3) Safety in Transportation Planning Process
- (4) Transit Level of Service Assessment
- (5) Security in Transportation Planning Process

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 4.4.1 through 4.4.5

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See following Subtasks 4.4.1 through 4.4.5

RESPONSIBLE AGENCY

See following Subtasks 4.4.1 through 4.4.5

UPWP TASK NUMBER: 4.4.1

TASK TITLE: SHORT RANGE TRANSIT DEVELOPMENT PLAN UPDATE

OBJECTIVE

To annually update the Short Range (10-year planning horizon) Transit Development Plan for the Orlando Urbanized Area.

PREVIOUS WORK

A minor update to the Lynx Transit Development Plan (TDP) was completed in FY 2008/2009. The ten year planning horizon for the TDP is FY 2008/2009-2018/2019. As was done in FY 2008/2009, elements of the plan, such as route structure, capital and operating funding requirements will be continually updated throughout each year to reflect current conditions.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

During FY 2010/2011, LYNX will again prepare a minor update of the TDP with the planning horizon years advanced to FY 2010/2011 - 2019/2020. During FY 2011/2012, LYNX will prepare a major update of the TDP with planning horizon years advanced to FY 2011/2012 – 2020/2021. LYNX staff will address each of the Plan's elements to ensure that they accurately reflect existing and future conditions. These updates will include the results of the 5-year Service Plan and the LYNX Long Range Strategic Master Plan. Given the funding opportunities that may be included in the next Federal authorization bill, the FDOT Transportation Regional Incentive Program (TRIP), Strategic Intermodal System (SIS) program for transit and potential local funding initiatives, continual updating will be required.

MILESTONE/END PRODUCT FY 2010/2011

A current, comprehensive, workable plan for the short-term development of transit in the Orlando Urbanized Area, including Orange, Osceola and Seminole Counties.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011 with the planning horizon again advanced one year (FY 2011/2012 – 2020/2021).

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each year.

RESPONSIBLE AGENCY

LYNX

Task 4.4.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL		\$ 4,000		\$ 4,000
STATE		\$ 500		\$ 500
LOCAL		\$ 500		\$ 500
FTA 5303 X019				\$ -
FEDERAL		\$ 8,000		\$ 8,000
STATE		\$ 1,000		\$ 1,000
LOCAL		\$ 1,000		\$ 1,000
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 15,000	\$ -	\$ 15,000

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL		\$ 10,000		\$ 10,000
STATE		\$ 2,500		\$ 2,500
LOCAL		\$ 2,500		\$ 2,500
FTA 5303 X020				\$ -
FEDERAL		\$ 8,000		\$ 8,000
STATE		\$ 1,000		\$ 1,000
LOCAL		\$ 1,000		\$ 1,000
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 25,000	\$ -	\$ 25,000

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.4.2
TASK TITLE: SECTION 5307/5309 PLANNING STUDIES

OBJECTIVE

To conduct basic planning studies needed to assist in further implementation of significant transit service development in the Orlando Urbanized Area, using FTA Section 5307 and 5309 funds with local match.

PREVIOUS WORK

Transit studies using Section 5307 and 5309 funds were conducted in FY 2008/2009 and FY 2009/2010. Studies completed were: Coordinated Human Services Transportation Plan, Short Range Transportation Plans, Continuity of Operations Plan (COOP) for Finance, Continuity of Operations Plan (COOP) for Information Technologies, Industrial Safety Plan, Security Emergency Program Plan (SEPP), and Threat & Vulnerability Assessment. Some of these studies are updates to previous fiscal year studies or address new FTA rules, such as the current SEPP combining the previous Facility Security Assessment and Security Program Plan. Other previous work involved satellite operations base analysis, TMCC design completion and implementation, and completion of the GIS Regional Layers Structure Stewardship project.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The following planning studies are anticipated by LYNX:

1) Service Evaluation, Management and Operations (sub-regional studies; 5 year plan)	\$80,000
2) Green Initiatives	\$80,000
3) Mobility (SB 360 Impacts)	\$80,000
4) Technology and Innovation (Implementation of Strategic Plan)	\$100,000
5) Financial Analysis and Planning	\$30,000
6) Fleet and Facility Expansion (3 rd operating base evaluation)	\$100,000
7) On Time Performance Evaluation (route by route basis)	\$50,000
8) Market Research	\$50,000
9) Coordinated Human Services Transportation Plans	\$250,000
10) Multi-modal Planning and Analysis	\$100,000
11) Other Planning Studies emphasizing the general areas of Transportation Equity, Systems Management & Operations, and Transit/Metropolitan/Statewide Planning	\$80,000
Total	\$1,000,000

MILESTONE/END PRODUCT FY 2010/2011

Studies supporting successful implementation of Studies supporting successful implementation of service and compliance with and implementation of Federal and State initiatives that impact public transit.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

The following planning studies are anticipated by LYNX to be initiated or continued:

1) Service Evaluation, Management and Operations (sub-regional studies; 5 year plan)	\$80,000
2) Green Initiatives	\$80,000
3) Mobility (SB 360 Impacts)	\$80,000
4) Technology and Innovation (Implementation of Strategic Plan)	\$100,000
5) Financial Analysis and Planning	\$30,000
6) Fleet and Facility Expansion (3 rd operating base evaluation)	\$100,000
7) On Time Performance Evaluation (route by route basis)	\$50,000
8) Market Research	\$50,000
9) Coordinated Human Services Transportation Plans	\$250,000

10) Multi-modal Planning and Analysis	\$100,000
11) Other Planning Studies emphasizing the general areas of Transportation Equity, Systems Management & Operations, and Transit/Metropolitan/Statewide Planning	\$80,000
Total	\$1,000,000

MILESTONE/END PRODUCT FY 2011/2012

Studies supporting successful implementation of service and compliance with and implementation of Federal and State initiatives that impact public transit.

TARGET DATE

JUNE, 2010

RESPONSIBLE AGENCY

LYNX

Task 4.4.2	FY 2010/2011			TOTAL
	FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	
FHWA				\$ -
FTA 5307/5309				\$ 1,000,000
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000

FUNDING SOURCES	FY 2011/2012*			TOTAL
	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	
FHWA				\$ -
FTA 5307/5309			\$ 1,000,000	\$ 1,000,000
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				
TOTAL	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.4.3

TASK TITLE: SAFETY IN TRANSPORTATION PLANNING PROCESS

OBJECTIVE

The objective of this task is the development of strategies for considering safety conscious planning in all stages of the transportation planning process with an emphasis on pedestrian safety, both on the highway and transit system. Staff has chaired the Association of MPOs' Operations in Planning Working Group. The working group's purpose is to provide input on the new federal regulations to ensure M&O in the transportation planning process, including safety.

PREVIOUS WORK

Safety conscious planning implies a proactive approach aimed at preventing crashes and unsafe conditions and maintaining current operations. Previous work focused on integrating this concept into the transportation planning process. In 2005, METROPLAN ORLANDO completed "Planning It Safe" as the safety conscious plan. Safety is an element in the needs assessment component of the M&O Strategic Plan and a criterion in the M&O Subcommittee project selection process. Staff participated in the Community Traffic Safety Teams (CTST) monthly meetings throughout the year and analyzed pedestrian and bicyclist crash data, identifying the corridors with the highest crash rates.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Different methods have been used by METROPLAN ORLANDO and LYNX in promoting safety in the transportation process. METROPLAN ORLANDO staff uses the Management and Operations Subcommittee to enhance communication and understanding among transportation planners and safety practitioners about the respective planning processes that exist and the opportunities for safety to be included in transportation planning. Staff works with the Subcommittee to use existing data and information to identify potential low-cost, near-term safety projects to be implemented through the TIP. METROPLAN ORLANDO will continue to implement the goals and objectives of "Planning It Safe," such as working with the FDOT District Safety Office and CTSTs, implementation of the crash database and identifying technology that can mitigate crashes.

Coordinate with the Community Traffic Safety Teams for Orange, Seminole and Osceola Counties to identify high crash corridors best suited to a multi-modal and multi-disciplinary approach. Analyze crash data for those corridors and identify engineering, enforcement and education countermeasures most likely to reduce crashes. Assess feasibility of using the ITE Road Safety Audit process.

LYNX anticipates conducting the following safety in transportation planning studies, beginning in FY 2009/2010 and continuing into FY 2010/2011 and FY 2011/2012: System Safety Program Plan; System Wide COOP (Continuity of Operations Plan) "Master" Plan development; Spill Prevention Control and Countermeasure Plan; Amenities Manual and Mobility Manual; Multi-Year Strategy and Program Management Plan; Mass Transit Emergency Response Guide; Standard and Emergency Operating Procedures to support all safety related plans; and Safety and Security Training program.

Through the creation of these region-wide safety-related plans, LYNX seeks to improve transit safety, identify safety-related barriers to transit and provide for enhanced coordination and communication with its partners within the community. LYNX will work cooperatively with community agencies to enhance the safety and security of those who use, maintain, operate or support the public transit system. Working relationships will be formalized with all law enforcement agencies within the LYNX area. LYNX will also administer a "Rider Code of Conduct" which establishes standards to enhance compliance and administration.

MILESTONE/END PRODUCT FY 2010/2011

This task provides for a continuing review and update of safety measures within the region by METROPLAN

ORLANDO and LYNX. It also provides for an Update of the LYNX System Safety Program Plan (SSPP) required under 14-90 and FTA. Reports are anticipated on at least three corridors identifying and recommending engineering, enforcement and education countermeasures to reduce crashes involving motorists, pedestrians, and bicyclists.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.4.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 8,864	\$ 5,231		\$ 14,095
STATE	\$ 857	\$ 5,654		\$ 6,511
LOCAL	\$ 857	\$ 5,654		\$ 6,511
FTA 5303 X019				\$ -
FEDERAL		\$ 22,572		\$ 22,572
STATE		\$ 2,821		\$ 2,821
LOCAL		\$ 2,821		\$ 2,821
LOCAL ASSESSMENT	\$ 6,553			\$ 6,553
TOTAL	\$ 17,131	\$ 44,753	\$ -	\$ 61,884

	FY 2010/2011*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 9,040	\$ 10,000		\$ 19,040
STATE	\$ 4,539	\$ 2,500		\$ 7,039
LOCAL	\$ 3,901	\$ 2,500		\$ 6,401
FTA 5303 X020				\$ -
FEDERAL		\$ 20,000		\$ 20,000
STATE		\$ 2,500		\$ 2,500
LOCAL		\$ 2,500		\$ 2,500
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 17,480	\$ 40,000	\$ -	\$ 57,480

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.4.4

TASK TITLE: SECTION FIVE TRANSIT QUALITY LEVEL OF SERVICE ASSESSMENT

OBJECTIVE

Considerable work has been done on transit capacity and quality of service, nationally and within the State of Florida. This project primarily focuses on the assessment of transit quality of service for a Long Range Transportation Plan Update using Chapter 3 (of Part 3) of the Transit Capacity and Quality of Service Manual. As such, it complies with the State Planning Emphasis Area for FY 2007/2008; Transit Quality of Service. The Transit Quality Level of Service, originally developed by LYNX in FY 2001/2002 will be annually updated.

PREVIOUS WORK

LYNX developed the baseline data and analysis in FY 2001/2002 and has periodically updated it since.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Update the evaluation of the data collection and measurement as described in the TRB Transit Capacity and Quality of Service Manual and the FDOT Florida MPO Transit Quality of Service Evaluation Guide. Updates are to occur in conjunction with an MPO Long Range Transportation Plan Update. For MPO's with over 200,000 population, the evaluation applies to 10 activity centers. The effort will include assessing Level-of-Service (LOS) for frequency, weekday span of service and weekday service coverage. This applies to fixed route bus service in the PM peak period. Service coverage for para-transit will also be assessed. The effort includes assessing auto/transit travel time in cooperation with METROPLAN ORLANDO.

MILESTONE/END PRODUCT FY 2010/2011

Report updating the assessment of the transit level of service and meeting the criteria established in the Florida State Planning Emphasis Area.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

LYNX

Task 4.4.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL		\$ 7,000		\$ 7,000
STATE				\$ -
LOCAL				\$ -
FTA 5303 X019				\$ -
FEDERAL		\$ 5,600		\$ 5,600
STATE		\$ 700		\$ 700
LOCAL		\$ 700		\$ 700
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 14,000	\$ -	\$ 14,000

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL		\$ 5,600		\$ 5,600
STATE		\$ 700		\$ 700
LOCAL		\$ 700		\$ 700
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 7,000	\$ -	\$ 7,000

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.4.5

TASK TITLE: SECURITY IN TRANSPORTATION PLANNING PROCESS

OBJECTIVE

The objective of this task is the development of strategies for considering security-conscious planning in all stages of the transportation planning process and to prepare and maintain a Continuity of Operations Plan (COOP). The COOP is designed to help maintain the continuity of essential operations/functions during various potential scenarios or events, including emergencies such as fire, storm, and natural disasters, terrorist activities, power outages, or other short or long-term disruptions in the physical environment in which employees operate.

PREVIOUS WORK

METROPLAN ORLANDO published its Continuity of Operations Plan (COOP) in December 2004 and has reviewed it annually for updates. LYNX has completed a similar plan. Also, staff has chaired the Association of MPOs' Operations in Planning Working Group. The working group's purpose is to provide input on the new federal regulations to ensure M&O in the transportation planning process, including security.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Different methods have been used by METROPLAN ORLANDO and LYNX in promoting security in the transportation process. METROPLAN ORLANDO staff works with Federal and State planning requirements to incorporate security into the transportation planning process and will maintain its Continuity of Operations Plan (COOP). Security considerations include continuing office operations in the event of terrorist or other threats (such as bomb threats) or conducting office operations in an alternate location in the event of an actual incident.

LYNX conducts an Emergency Management Plan Update as well as its own Continuity of Operations Plan (COOP). LYNX anticipates conducting the following security in transportation planning studies, beginning in FY 2009/2010 and continuing into FY 2010/2011 and FY 2011/2012: Security and Emergency Preparedness Plan update; Security section of the TDP (Transit Development Plan); Amenities Manual and Mobility Manual; Orders of Succession Plan development; Threat and Vulnerability Assessment update; and Configuration Management and Document Control Plan development.

MILESTONE/END PRODUCT FY 2010/2011

This task provides for a Continuity and Operations Plan and an Emergency Management Plan Update by LYNX and a continuing review and update and test as appropriate of the METROPLAN ORLANDO Continuity and Operations Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.4.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 1,815	\$ 32,000		\$ 33,815
STATE	\$ 80	\$ 4,000		\$ 4,080
LOCAL	\$ 80	\$ 4,000		\$ 4,080
FTA 5303 X019				\$ -
FEDERAL		\$ 20,000		\$ 20,000
STATE		\$ 2,500		\$ 2,500
LOCAL		\$ 2,500		\$ 2,500
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 1,975	\$ 65,000	\$ -	\$ 66,975

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 1,861	\$ 38,000		\$ 39,861
STATE	\$ 81	\$ 4,750		\$ 4,831
LOCAL	\$ 81	\$ 4,750		\$ 4,831
FTA 5303 X020				\$ -
FEDERAL		\$ 32,000		\$ 32,000
STATE		\$ 4,000		\$ 4,000
LOCAL		\$ 4,000		\$ 4,000
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 2,023	\$ 87,500	\$ -	\$ 89,523

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.5
TASK TITLE: PARA-TRANSIT PLANNING

OBJECTIVE

To administratively support the Transportation Disadvantaged system in the Orlando Urbanized Area and to conduct those studies needed to further the development of specialized transit services.

PREVIOUS WORK

Support of the Transportation Disadvantaged system and compliance with the Americans With Disabilities Act.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for METROPLAN ORLANDO staff support of the Transportation Disadvantaged program through planning assistance to the Community Transportation Coordinator (LYNX) and administration of the TD Local Coordinating Board. It also provides for pass-through of funds to LYNX for planning activities related to the Americans With Disabilities Act (ADA) program. METROPLAN ORLANDO has designated LYNX to serve as the Community Transportation Coordinator for the TD program.

MILESTONE/END PRODUCT FY 2010/2011

See Subtasks 4.5.1 and 4.5.2

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See Subtasks 4.5.1 and 4.5.2

RESPONSIBLE AGENCY

See Subtasks 4.5.1 and 4.5.2

UPWP TASK NUMBER: 4.5.1

TASK TITLE: RULE 41 TRANSPORTATION DISADVANTAGED STAFF SERVICES

OBJECTIVE

To provide METROPLAN ORLANDO staff support and technical assistance to the Transportation Disadvantaged Local Coordinating Board that has been established for Orange, Seminole and Osceola Counties (which comprise the Orlando Urbanized Area) as required by Chapter 427, F.S. and Rule 41-02. This task also provides for the planning support needed to assist LYNX as the Community Transportation Coordinator (CTC).

PREVIOUS WORK

METROPLAN ORLANDO staff has provided administrative support to the Local Coordinating Board (LCB) since the establishment of the Transportation Disadvantaged Program in Orange, Osceola and Seminole Counties. Other tasks included:

- ~ the preparation of the Transportation Disadvantaged element of the area's Transportation Improvement Program (TIP),
- ~ the development & annual update (in cooperation with the CTC) of the Transportation Disadvantaged Service Plan,
- ~ the Coordinating Board's annual performance evaluation of the CTC,
- ~ the application for the annual Planning Grant,
- ~ the annual budget estimates for Federal and local transportation funds and the actual expenditures of those funds,
- ~ the maintaining of LCB grievance procedures, bylaws and other tasks required by Chapter 427, F.S.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

METROPLAN ORLANDO staff, through the Coordinating Board Chairperson, will arrange for meeting scheduling, facility arrangement, meeting announcements, recording of minutes, and other items of administration supporting the Transportation Disadvantaged Local Coordinating Board. Staff will also collect and analyze data, prepare reports and presentations and other responsibilities as requested by the Coordinating Board and will assist LYNX staff in the Community Transportation Coordinator function. Specific responsibilities given the METROPLAN ORLANDO staff by Rule 41-02 in either its support of the Coordinating Board or as a METROPLAN ORLANDO task include the following:

- ~ the preparation of the Transportation Disadvantaged element of the area's TIP,
- ~ the development & annual update (in cooperation with the CTC) of the Transportation Disadvantaged Service Plan,
- ~ the Coordinating Board's annual performance evaluation of the CTC,
- ~ the application for the annual Planning Grant,
- ~ the annual budget estimates for Federal and local transportation funds and the actual expenditures of those funds,
- ~ the maintaining of LCB grievance procedures, bylaws and other tasks required by Chapter 427, F.S.

LYNX, designated by METROPLAN ORLANDO as the Community Transportation Coordinator, will be responsible for the preparation of the Annual Operating Report, the updating of the Memorandum(s) of Agreement and the Transportation Disadvantaged Service Plan, and the application for the Trip Equipment Grant.

MILESTONE/END PRODUCT FY 2010/2011

Planning support of the Transportation Disadvantaged Local Coordinating Board and the Community Transportation Coordinator.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.5.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,620			\$ 2,620
TRANSPORTATION DISADVANTAGED	\$ 20,767	\$ 66,947		\$ 87,714
TOTAL	\$ 23,387	\$ 66,947	\$ -	\$ 90,334

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,620			\$ 2,620
TRANSPORTATION DISADVANTAGED	\$ 22,031	\$ 65,683		\$ 87,714
TOTAL	\$ 24,651	\$ 65,683	\$ -	\$ 90,334

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.5.2
TASK TITLE: SPECIALIZED TRANSIT SERVICES PLANNING

OBJECTIVE

To comply with the requirements of the Americans With Disabilities Act of 1990.

PREVIOUS WORK

LYNX was designated as the Community Transportation Coordinator for the three-county area on October 1, 1992. Since that time, LYNX has been contracting with the private sector to provide and operate paratransit service and has also provided scheduled route service for those riders with disabilities using their lift-equipped buses. LYNX's designation as the Community Transportation Coordinator continues until 2013. LYNX has contracted with MV Transportation to provide the specialized transit services operations, which includes the scheduling, dispatching and reservations functions, previously conducted by LYNX.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Since 1992, LYNX has increased the amount of paratransit services to individuals in the service area who cannot access the fixed route system due to their disabilities. Current tasks include recertification of eligible individuals, community outreach and marketing, communication with eligible individuals and annual plan updates. LYNX also conducts a bus pass/travel training program and planning for paratransit feeder services as a means of directing paratransit customers to the fixed route system which will continue through this fiscal year. In addition to service, LYNX is examining other areas of the organization that have requirements under ADA, such as employment, facilities and communications. These tasks are ongoing. Finally, continued service monitoring for ADA clients is ongoing to ensure that LYNX will remain in compliance with the complementary paratransit provisions of the law. This includes inventorying public and private transportation providers for coordinated human services transportation planning.

Also, the TD Local Coordinating Board will review the re-designation process for the Community Transportation Coordinator and will develop a recommendation through the METROPLAN ORLANDO Board and to the Florida Commission for the Transportation Disadvantaged for the designation.

MILESTONE/END PRODUCT FY 2010/2011

A current complementary paratransit and transportation disadvantaged service plan update and other activities that fulfill requirements of the Americans with Disabilities Act of 1990.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

The METROPLAN ORLANDO staff support activities for the TD program as well as the activities of the designated Community Transportation Coordinator described in the FY 2010/2011 Methodology will continue in FY 2011/2012.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

LYNX

Task 4.5.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL		\$ 24,000		\$ 24,000
STATE		\$ 3,000		\$ 3,000
LOCAL		\$ 3,000		\$ 3,000
FTA 5303 X019				\$ -
FEDERAL		\$ 32,000		\$ 32,000
STATE		\$ 4,000		\$ 4,000
LOCAL		\$ 4,000		\$ 4,000
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 70,000	\$ -	\$ 70,000

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL		\$ 40,000		\$ 40,000
STATE		\$ 5,000		\$ 5,000
LOCAL		\$ 5,000		\$ 5,000
FTA 5303 X020				\$ -
FEDERAL		\$ 12,000		\$ 12,000
STATE		\$ 1,500		\$ 1,500
LOCAL		\$ 1,500		\$ 1,500
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 65,000	\$ -	\$ 65,000

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.6
TASK TITLE: AIR QUALITY PLANNING

OBJECTIVE

To meet the requirements of the Clean Air Act Amendments of 1990 with regard to integration of the transportation and air quality planning process by updating and integrating the FSUTMS transportation network model and the air quality model, Mobile 6.0 and its successor, MOVES2010. This task and the associated subtasks include contingency work items that will be activated if the Orlando Urbanized Area fails to maintain its attainment status and is placed into nonattainment.

PREVIOUS WORK

An Air Quality Implementation Plan (Revised) for the Orlando Urbanized Area was developed during FY 1982/1983 in response to Orange County being declared as a nonattainment area in 1978. The Plan was adopted by the Orlando Urbanized Area MPO in January, 1983. Since that time, Orange County has once again been in attainment with the National Ambient Air Quality Standards. In 1998, numerous exceedances of the national standards occurred because of unique weather patterns. Since then exceedances have occurred each year on a relatively sporadic basis. These have been only single exceedances each year which have not affected the area's compliance with the national air quality standards. The three year average for the years 2006, 2007 and 2008 equaled the National Ambient Air Quality Standards for ozone of 75 parts per billion (ppb) but did not exceed it.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

METROPLAN ORLANDO will utilize the area's transportation model, FSUTMS, and the latest air quality model, MOVES2010, to determine the impact of emissions control efforts. Approved and funded transportation projects in the network will be analyzed for their emissions impact on the overall air quality in the region. For those cases where the project's effect may contribute to further air pollution, mitigation measures will be analyzed. Of primary focus will be a benefit/cost analysis identifying the most practical mitigation measures to implement should air quality exceedances for ozone continue in the future. This work is being accomplished through a multi-year contract with the University of Central Florida (UCF).

As noted in Task 3.6, staff regularly reviews the results of air quality monitoring in the Orlando Urban Area. Primary pollutants monitored are ozone and carbon monoxide. The monitoring results are plotted on a monthly basis. If the readings from a particular monitor exceed the ambient air standard over an extended period of time, staff notifies the METROPLAN ORLANDO Board and subsidiary committees, determines the cause of the high pollution level and develops strategies for dealing with the problem. This occurred in 2005, when numerous exceedances were recorded, and resulted in the METROPLAN ORLANDO Board authorizing the preparation of a Contingency Plan by UCF.

According to various press releases, EPA is considering tightening the ozone standard again to a number below the 75 ppb, which would place this area in nonattainment.

MILESTONE/END PRODUCT FY 2010/2011

See following Subtasks 4.6.1, 4.6.2, 4.6.3, 4.6.4 and 4.6.5.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See following Subtasks 4.6.1, 4.6.2, 4.6.3, 4.6.4 and 4.6.5

RESPONSIBLE AGENCY

See following Subtasks 4.6.1, 4.6.2, 4.6.3, 4.6.4 and 4.6.5

UPWP TASK NUMBER: 4.6.1

TASK TITLE: CONTINGENCY PLAN FOR AIR QUALITY NON-ATTAINMENT MITIGATION THROUGH TRANSPORTATION CONTROL MEASURES

OBJECTIVE

To develop a Contingency Plan that will evaluate the benefits and costs of implementing various transportation control measures in the Orlando Urbanized Area to improve air quality and identify those control measures that are most viable for implementation in this area. In 2005, the National Ambient Air Quality Standards for ozone were exceeded in the Orlando Urbanized Area. Should these ozone levels continue in future years, this area would be placed in danger of becoming declared non-attainment by EPA. The designations are based upon the average of three years of data. This task prepares a Contingency Plan for that eventuality.

PREVIOUS WORK

Orlando Urbanized Area Air Quality Implementation Plan and current air quality monitoring. The air quality emissions inventory, last prepared in 1998, was updated in 2003 to update the sources of the area's air quality problems. The METROPLAN ORLANDO Board and subsidiary committees were briefed on numerous occasions during FY 2006/2007 on the status of the air quality in this area. Also, work began on the development of the Contingency Plan. Among the measures analyzed by UCF have been use of bio-fuels, replacement of lawn equipment and vehicle inspection/maintenance program.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

METROPLAN ORLANDO entered into a multi-year contract with the University of Central Florida to conduct emissions modeling and quantification of emissions reduction from implementation of various transportation control and other air quality mitigation measures. Each of the transportation control measures and other mitigation measures that are deemed feasible for this area (for example, cold weather starting measures are not applicable to this area) will be quantified by their costs for implementation as well as the specific air quality benefits that could be expected. Each of the measures selected will be researched as to those other US cities where they have been implemented and what results or experiences have occurred in those cities, especially the impact upon their own air quality readings.

The End Product of this task, in which a group of transportation control and other measures are analyzed and quantified each year over the period of the contract, will be a Contingency Plan that identifies the total range of measures that are applicable for implementation in the Orlando Urbanized Area and which are prioritized according to their benefit/cost ratios. Although the contract extends for a period of five years, each year it is reviewable by the METROPLAN ORLANDO Board and continuing assuming satisfactory progress. The Contingency Plan, for any particular year, contains only a limited number of evaluated transportation control and mitigation measures (possibly five or six) but each year the list has been growing as new measures are evaluated and the Contingency Plan is updated. The Contingency Plan currently contains evaluation of measures relating to lawn equipment exchange, school bus bio-fuels and vehicle inspection/maintenance programs.

In addition to the work described in FY 2010/2011, additional funding will be passed through to LYNX for continuation of the work begun in FY 2009/2010 relative to the use of biodiesel fuel. LYNX will evaluate the performance of bio-diesel fuel in their buses and how it may compare to other means of achieving air quality benefits, such as hy-bred buses and para-transit vehicles.

MILESTONE/END PRODUCT FY 2010/2011

An evaluation of various transportation control measures that will identify which are the most feasible for implementation in the Orlando Urbanized Area and the development of a Contingency Plan that responds to

the possibility of an EPA non-attainment designation.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011. The University of Central Florida contract is a five-year contract and extends through FY 2011/2012.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Contingency Plan begun in FY 2006/2007 and continued each year under a five-year contract.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.6.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 18,027	\$ 133,969		\$ 151,996
FTA 5303 X020				\$ -
FEDERAL		\$ 8,000		\$ 8,000
STATE		\$ 1,000		\$ 1,000
LOCAL		\$ 1,000		\$ 1,000
FTA 5303 X019				\$ -
FEDERAL		\$ 8,000		\$ 8,000
STATE		\$ 1,000		\$ 1,000
LOCAL		\$ 1,000		\$ 1,000
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 18,027	\$ 153,969	\$ -	\$ 171,996

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 18,329			\$ 18,329
FTA 5303 X021				\$ -
FEDERAL		\$ 16,000		\$ 16,000
STATE		\$ 2,000		\$ 2,000
LOCAL		\$ 2,000		\$ 2,000
FTA 5303 X020				
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 18,329	\$ 20,000	\$ -	\$ 38,329

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.6.2
TASK TITLE: CONFORMITY DETERMINATION

OBJECTIVE

To update the Orlando Urban Area's ozone emission inventory for mobile and stationary sources and develop a new emission projection schedule, in order to assure that the area's transportation plans and transportation improvement programs will result in emissions levels consistent with the reduction schedule.

PREVIOUS WORK

Orlando Urbanized Area Air Quality Implementation Plan, Air Quality Emissions Inventory and current air quality modeling efforts being conducted by the University of Central Florida. This material has been utilized to explain to local policy-makers the source of the air quality problems and their impact. The importance of these air quality planning tasks has been substantially increased by the Environmental Protection Agency's announcement that their revision of the National Ambient Air Quality Standard for ozone from 85 parts per billion (PPB) to 75 ppb, may be further revised to a lower number. If this occurs, it is highly likely, therefore, that the Orlando Urbanized Area, as a result, would not be able to meet the new standards and would thus be placed into non-attainment status.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Although the Orlando Urbanized Area is currently in an attainment status under the 75 ppb standard, a tightening of the standard to something lower than the 75 ppb can result in a designation of non-attainment status for the area (EPA uses the average of three years of the fourth highest reading in each year to determine that designation) and could then require the development of a State Implementation Plan (SIP) and an emissions projection and reduction schedule for the area. Under these regulations, it would have to be demonstrated that the area's transportation plans and transportation improvement program would result in emissions levels consistent with the reduction schedule. If not, Federal highway funding could be sanctioned as has been done in other urban areas around the US. Since emissions originate with non-highway vehicles as well as highway vehicles, especially for non-highway vehicles such as off-road vehicles, aircraft, water craft and lawn and garden equipment, a study performed by the University of Central Florida (UCF) led to the development of an updated inventory of NOX and VOC emissions (the pollutants leading to the formation of ozone) for both stationary and mobile sources, including those non-highway vehicles listed above. Staff will be using this information to develop projections of future emissions based upon the new Year 2030 Long Range Transportation Plan adopted in August 2009.

MILESTONE/END PRODUCT FY 2010/2011

Updated air quality data supporting METROPLAN ORLANDO's air quality planning activities.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Work conducted daily throughout the fiscal year in preparation for EPA's possible revision of the 2008 standard of 75 parts per billion.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.6.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 3,090			\$ 3,090
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,059			\$ 2,059
TOTAL	\$ 5,149	\$ -	\$ -	\$ 5,149

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 5,238			\$ 5,238
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 5,238	\$ -	\$ -	\$ 5,238

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.6.3
TASK TITLE: OZONE EMISSIONS INVENTORY UPDATE

OBJECTIVE

To update the Orlando Urban Area's ozone emission inventory for mobile and stationary sources and develop a new emission projection schedule, in order to assure that the area's transportation plans and transportation improvement programs will result in emissions levels consistent with the reduction schedule.

PREVIOUS WORK

Emissions Inventory for Central Florida published by the University of Central Florida in Spring, 2002 under contract to METROPLAN ORLANDO. This material has been utilized periodically since then to explain to local policy-makers the source of the air quality problems and their impact. The importance of having accurate air quality emissions data has been substantially increased by the Environmental Protection Agency's announcement in March, 2008 that the National Ambient Air Quality Standard for ozone was being revised from its previous 85 parts per billion (PPB) to 75 ppb and may be revised again.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Although the Orlando Urbanized Area was able to maintain its attainment status under the 75 ppb standard, it was at the maximum 3-year average allowed by the revised standard. If the area had exceeded the standard, EPA would then require the development of a State Implementation Plan (SIP) and an emissions projection and reduction schedule for the area. Under these regulations, it would have to be demonstrated that the area's transportation plans and transportation improvement program would result in emissions levels consistent with the reduction schedule. If not, Federal highway funding could be sanctioned as has been done in other urban areas around the US. Since emissions originate with non-highway vehicles as well as highway vehicles, especially for non-highway vehicles such as off-road vehicles, aircraft, water craft and lawn and garden equipment, METROPLAN ORLANDO has previously contracted with the University of Central Florida (UCF) to develop an updated inventory of NOX and VOC emissions (the pollutants leading to the formation of ozone) for both stationary and mobile sources, including those non-highway vehicles listed above. The last update was done in 2002. Staff has since used this information to develop projections of future emissions based upon METROPLAN ORLANDO's Year 2025 Long Range Transportation Plan and its expected environmental impacts, and will do so for the new Year 2030 Long Range Transportation Plan adopted in August 2009. The Emissions Inventory Update will look at both volatile organic compounds (VOC) and nitrogen oxides (NOx) as the precursor pollutants that combine in the presence of sunlight to form ozone.

MILESTONE/END PRODUCT FY 2010/2011

Updated ozone emissions inventory supporting METROPLAN ORLANDO's air quality planning activities.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011 with continuing work in FY 2011/2012 based on anticipated revised ozone standard.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011 with continuing work in FY 2011/2012 based on anticipated revised ozone standard.

TARGET DATE

June, 2010

RESPONSIBLE AGENCY

Task 4.6.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 3,090			\$ 3,090
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,059			\$ 2,059
TOTAL	\$ 5,149	\$ -	\$ -	\$ 5,149

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 5,238			\$ 5,238
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 5,238	\$ -	\$ -	\$ 5,238

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.6.4

TASK TITLE: PROPOSED TASK: STATE IMPLEMENTATION PLAN

OBJECTIVE

To comply with the requirements imposed by the Environmental Protection Agency as a result of a non-attainment designation for Ozone under the National Ambient Air Quality Standards.

PREVIOUS WORK

This is a new task.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

To be determined by the Florida Department of Environmental Protection after announcement of the Final Rule by EPA on August 31, 2010.

MILESTONE/END PRODUCT FY 2010/2011

To be determined.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

To be determined.

MILESTONE/END PRODUCT FY 2011/2012

To be determined.

TARGET DATE

To be determined.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.6.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.6.5
TASK TITLE: PROPOSED TASK: CLIMATE CHANGE

OBJECTIVE

To comply with the requirements imposed by the federal transportation act regarding climate change.

PREVIOUS WORK

This is a new task.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

To be determined by the successor federal transportation act to SAFETEA-LU that will be passed by the U.S. Congress at a future date.

MILESTONE/END PRODUCT FY 2010/2011

To be determined.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

To be determined.

MILESTONE/END PRODUCT FY 2011/2012

To be determined.

TARGET DATE

To be determined.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.6.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA		\$ 100,000		\$ 100,000
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ 100,000	\$ -	\$ 100,000

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.7

TASK TITLE: REGIONAL BICYCLE / PEDESTRIAN FACILITY PLANNING

OBJECTIVE

To continue comprehensive regional bicycle and pedestrian facility planning for the Orlando Urbanized Area as a component of the overall transportation planning program.

PREVIOUS WORK

Priorities for pedestrian and bicycle improvements for the 1,600-mile study network of streets and shared use paths have been identified through the Long Range Plan process and were adopted as part of the Year 2030 Long Range Transportation Plan approval. The BPAC has further distilled these priorities into a list of regionally important links, based on making key connections between existing and committed facilities and on serving currently underserved areas. The Orlando metropolitan area now has over 441 miles of bike lanes and paved shoulders, 74 miles of shared-use paths, 45 miles of sidewalk bikeways, and 20 grade-separated facilities. Over 51% of study network links have complete sidewalks on both sides of the street, and over 71% of links have a complete sidewalk on at least one side of the street.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This task provides for METROPLAN ORLANDO staff support of the many activities involved in the regional bicycle and pedestrian facility program. METROPLAN ORLANDO staff will continue to promote the use of and improve the conditions for walking and bicycling through planning, education, enforcement and encouragement programs outlined in Tasks 4.7.1 through 4.7.5.

MILESTONE/END PRODUCT FY 2010/2011

See Subtasks 4.7.1 through 4.7.5

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

See Subtasks 4.7.1 through 4.7.5

RESPONSIBLE AGENCY

See Subtasks 4.7.1 through 4.7.5

UPWP TASK NUMBER: 4.7.1
TASK TITLE: BICYCLE AND PEDESTRIAN SAFETY

OBJECTIVE

To reduce pedestrian and bicyclist crashes, injuries and fatalities through education, crash analysis, and law enforcement.

PREVIOUS WORK

During the past fiscal year, METROPLAN staff worked with the Florida Bicycle Association and the Florida Safety Council to expand the Alternative Transportation Education program; this program address motorist responsibilities as well as pedestrian and bicyclist safety. The Orlando Area Bicyclist Crash Study was completed and distributed. Comprehensive adult bicycling courses were conducted for the City of Orlando Parking Enforcement staff and local bicycle clubs. Safety education for adults was provided through bicycle giveaway events through the Get Active Orlando program. Special focus on children's bicycling safety was addressed through the Parramore Kidz Zone.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Over the next fiscal year, staff will use the findings of the detailed bicyclist and pedestrian crash study done previously to identify strategies for reducing crash rates, strategies such as street user education, engineering countermeasures, targeting behaviors and locations for law enforcement, media outreach, strengthening planner roles and establishing corridor safety plans. Staff will also work with the City of Orlando in supporting Bike Month and also work with local governments to implement crosswalk safety awareness programs. In addition, METROPLAN ORLANDO will coordinate with the three county Community Traffic Safety Teams to organize a summit on pedestrian safety to address the area's high pedestrian crash and fatality rates. The summit coalition will identify key locations, demographics, behaviors, and design issues, and develop prioritized strategies for crash reduction. METROPLAN staff will support this effort with data, analysis and public relations.

Staff will work with Florida Bicycle Association and the Florida Safety Council to deliver a new adult bicyclist traffic safety curriculum, and develop a new family-oriented bicyclist traffic safety curriculum. Staff will assist Get Active Orlando and the University of Central Florida with implementation of a bicycling program for low-income adults.

MILESTONE/END PRODUCT FY 2010/2011

The reduction of pedestrian and bicyclist crashes, injuries and fatalities through implementation of such strategies as education, crash analysis, and law enforcement.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.7.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 28,340	\$ 45,000		\$ 73,340
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 14,061			\$ 14,061
TOTAL	\$ 42,401	\$ 45,000	\$ -	\$ 87,401

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 42,045			\$ 42,045
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 1,000			\$ 1,000
TOTAL	\$ 43,045	\$ -	\$ -	\$ 43,045

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.7.2
TASK TITLE: BICYCLE & PEDESTRIAN FACILITIES

OBJECTIVE

To identify existing pedestrian and bicycle facilities, prioritize needed improvements, and recommend needed elements to local governments.

PREVIOUS WORK

Pedestrian Design Course sponsored by FDOT in Orlando. A Bicycle Facilities Design Course was hosted by METROPLAN ORLANDO. Through a grant from the Winter Park Health Foundation, a comprehensive plan for a wayfinding system for bicyclists and pedestrians was developed for the Cities of Maitland, Winter Park and the Town of Eatonville. The plan identifies key destinations, route selection, branding, and an implementation plan for directional and interpretive signs to promote non-motorized travel options.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will track bikeway and pedestrian facility improvements through the FDOT Work Program and local government capital improvement programs. Staff will continue to assist local governments and FDOT with facility design matters and will coordinate with FDOT and other government agencies to hold comprehensive bicycle, pedestrian and ADA facility design courses. Staff will conduct bicyclist and pedestrian counts on streets and shared use paths. The Florida Department of Transportation and METROPLAN ORLANDO desire to facilitate the development of Project Feasibility Reports (costs feasibility studies) for bicycle and pedestrian projects that are included in the Prioritized Project List. METROPLAN ORLANDO will pursue additional Project Feasibility Reports as necessary based on input from the Department of Transportation and local government project sponsors. Staff will assist the cities involved in the wayfinding system plan in moving it into the implementation phase, to coordinate it with the City of Orlando's bicycle route system, and to pursue research opportunities to study the effectiveness of such a system.

Staff will work with the Department of Transportation's Safe Routes to School Program Coordinator to identify public schools with bicycle parking needs, develop design guidelines for campus bicycle parking, and assist schools with applications for Safe Routes to School funding.

MILESTONE/END PRODUCT FY 2010/2011

Cost feasibility studies will be completed or updated for those bicycle and pedestrian projects on the Prioritized Project List. A non-motorized traveler wayfinding project will be brought into the Prioritized Project List. Improved bicycle and pedestrian accommodation at public schools will also be an end product.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task conducted daily throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.7.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 8,334			\$ 8,334
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 6,055			\$ 6,055
TOTAL	\$ 14,389	\$ -	\$ -	\$ 14,389

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 14,685			\$ 14,685
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 14,685	\$ -	\$ -	\$ 14,685

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.7.3
TASK TITLE: ADMINISTRATION OF THE BPAC

OBJECTIVE

To provide administrative support for the METROPLAN ORLANDO Bicycle & Pedestrian Advisory Committee.

PREVIOUS WORK

Support of the METROPLAN ORLANDO Bicycle & Pedestrian Advisory Committee during FY 2009/2010.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Support the Bicycle & Pedestrian Advisory Committee (BPAC) through coordination with the committee chairperson in establishing the agenda, publishing and distributing the agenda, contacting each committee member before the meeting to determine quorum counts, presenting agenda items, recording and transcribing the meeting minutes, scheduling of future meetings, maintaining the roster and bylaws, and other activities necessary for the BPAC to conduct its business and comply with Federal and State requirements. The BPAC normally meets monthly.

MILESTONE/END PRODUCT FY 2010/2011

Support of the METROPLAN ORLANDO Bicycle & Pedestrian Advisory Committee and the maintenance of records relating to their activities.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year with monthly Bicycle & Pedestrian Advisory Committee meetings.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.7.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 6,302			\$ 6,302
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 6,208			\$ 6,208
TOTAL	\$ 12,510	\$ -	\$ -	\$ 12,510

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 11,410			\$ 11,410
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 1,325			\$ 1,325
TOTAL	\$ 12,735	\$ -	\$ -	\$ 12,735

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.7.4
TASK TITLE: BICYCLE & PEDESTRIAN PUBLICATIONS

OBJECTIVE

To distribute existing publications that record the efforts of the METROPLAN ORLANDO Bicycle & Pedestrian Advisory Committee (BPAC) and the Bicycle & Pedestrian Program, and to reproduce and publish print and electronic documents for local governments that will assist them in implementing effective bicycle and pedestrian programs. To produce and publish other print and electronic documents for the general public that will promote safe, effective use of walking and bicycling as modes of transportation and to improve health.

PREVIOUS WORK

During the past fiscal year, a bicycle parking implementation guide; data on pedestrian and bicyclist crashes and facilities; a bibliography of the most current pedestrian, ADA and bicycle planning, design, operation, and education publications and web sites; and the Orlando Area Bicycling Guide continued to be distributed to interested individuals.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Investigate the feasibility of an alternative modes information service which would provide customized information on bicycling, walking, transit, carpool and vanpool options and explore the potential for partnerships for marketing and distribution methods. Continue distribution of the Orlando Area Bicycling Guide through bicycle shops and the Internet and update bicycle level of service and shared use path components of the Guide. Update the web-based Bicycle Mapping Application as new information becomes available and explore the potential for integration of transit data on the site.

Continue to develop, publish and distribute other print and electronic materials promoting walking and bicycling for health, targeting locations such as schools, major employers, and doctors' offices. Promote bicycle and safety plans. Work with Get Active Orlando to develop a guide for employers on accommodating and encouraging non-motorized transportation and transit use.

MILESTONE/END PRODUCT FY 2010/2011

Publishing and distribution of materials supporting walking and bicycling for health and transportation.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.7.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 2,666			\$ 2,666
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,062			\$ 2,062
TOTAL	\$ 4,728	\$ -	\$ -	\$ 4,728

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 2,465			\$ 2,465
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,354			\$ 2,354
TOTAL	\$ 4,819	\$ -	\$ -	\$ 4,819

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 4.7.5

TASK TITLE: BICYCLE & PEDESTRIAN ELEMENTS OF THE LONG RANGE TRANSPORTATION PLAN

OBJECTIVE

Develop updated data on walking and bicycling conditions in the urban area and identify walkway and bikeway needs priorities for use in the bicycle and pedestrian elements of the long range transportation plan. Increase the number of local governments with adopted pedestrian and bicycle plans.

PREVIOUS WORK

Initial collection of Bicycle Level of Service and Pedestrian Level of Service data was accomplished during 2000 and 2001. An update of pedestrian and bicycle level of service data was completed in early 2008 for use in the bicycle and pedestrian elements of the Year 2030 Long Range Transportation Plan that was approved by the METROPLAN ORLANDO Board in August, 2009.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Staff will coordinate with local governments and the Land Use Subcommittee consultant to develop strategies which fulfill the pedestrian and bicycle priorities of the Year 2030 Long Range Transportation Plan. Assist local governments in creating and adopting pedestrian and bicycle plans using the LRTP data and priorities. Work with the Land Use Subcommittee to identify funding strategies to support projects which support pedestrian-oriented development. Work with the Bicycle and Pedestrian Advisory Committee to better align the bicycle and pedestrian prioritized project list to reflect the land use goals of the Year 2030 Long Range Transportation Plan. Begin development of what will be required for the bicycle and pedestrian elements of the future Year 2040 Long Range Transportation Plan.

MILESTONE/END PRODUCT FY 2010/2011

Bicycle and pedestrian plans for each of the three area counties based on the bicycle and pedestrian elements of the Year 2030 Long Range Transportation Plan. A process to begin aligning the bicycle and pedestrian projects in the prioritized project list with the goals of the Year 2030 Long Range Transportation Plan. Identification of goals for the bicycle and pedestrian elements of the Year 2040 Long Range Transportation Plan.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011. The completed Year 2040 Long Range Transportation Plan is scheduled for adoption by the METROPLAN ORLANDO Board in August, 2014.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

June of each fiscal year with the completed Year 2040 Long Range Transportation Plan in August, 2014 (or 2013 if air quality non-attainment).

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.7.5	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 2,942			\$ 2,942
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,942			\$ 2,942
TOTAL	\$ 5,884	\$ -	\$ -	\$ 5,884

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 6,006			\$ 6,006
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 6,006	\$ -	\$ -	\$ 6,006

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

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SECTION V

PROJECT PLANNING

This section of the Unified Planning Work Program consists of those task items relating to in-depth studies of specific projects. Highway project planning activities, airport master planning and/or location studies, and other supporting studies are included in this section. Also included within this section are State studies of local interest or concern.

This section is comprised of the following major subsections:

- 5.1 Highway Planning
- 5.2 Airport Planning
- 5.3 Transit Planning
- 5.4 Special Studies
 - 5.4.1 Streetcar/Bus Rapid Transit (BRT) Feasibility Study
 - 5.4.2 Next Rail Alternatives Analysis

UPWP TASK NUMBER: 5.1
TASK TITLE: HIGHWAY PLANNING

OBJECTIVE

METROPLAN ORLANDO staff participation in highway planning activities being conducted in Central Florida.

PREVIOUS WORK

During FY 2008/200 and FY 2009/2010, staff participated as members of several Technical Advisory Committees, notably the development planning studies conducted by Osceola County and their consultants for the South Lake Toho area and the Northeast Quadrant area. Staff also participated in the Wekiva Parkway development efforts.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Prior to preliminary engineering for a highway, in-depth studies are conducted to identify the following aspects of planning: (1) identify logical alternate corridors as related to professional engineering practices; (2) identify land use impacts and potential changes; (3) assess logical alternates on the environmental scale of socio-economic, natural, physical and general engineering feasibilities; (4) circulate findings for review and comments among agencies involved; (5) present all findings to the public via standard public hearings in order to receive comments, information and review prior to submittal to FHWA for final approval. METROPLAN ORLANDO staff will also participate in the review of these studies on an as-needed basis during FY 2010/2011 and FY 2011/2012.

Projects subject to this analysis are normally included in the adopted METROPLAN ORLANDO Long Range Transportation Plan and the current Transportation Improvement Program/Annual Element, as appropriate. Staff will continue to participate in the technical advisory committees and agency review normally associated with these corridor studies to ensure that they are correctly described in the METROPLAN ORLANDO plans and programs.

MILESTONE/END PRODUCT FY 2010/2011

Documented and approved reports on each proposed facility prior to the beginning of preliminary engineering.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

No specific date, accomplished on an as-needed basis.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 21,973			\$ 21,973
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 21,973	\$ -	\$ -	\$ 21,973

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA	\$ 22,428			\$ 22,428
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 22,428	\$ -	\$ -	\$ 22,428

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 5.2
TASK TITLE: AIRPORT PLANNING

OBJECTIVE

METROPLAN ORLANDO staff participation in airport planning activities currently being conducted in Central Florida.

PREVIOUS WORK

Central Florida Aviation Systems Plan Advisory Committee meetings throughout the fiscal years.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The METROPLAN ORLANDO staff participates in various aviation/airport studies affecting Central Florida, primarily from the standpoint of its impact upon this area's surface transportation system. This task provides for continued staff participation during the succeeding fiscal years.

MILESTONE/END PRODUCT FY 2010/2011

Maintenance of surface access to the airports of Central Florida.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal year. CFASP Committee meets quarterly.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,559			\$ 2,559
TOTAL	\$ 2,559	\$ -	\$ -	\$ 2,559

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 2,601			\$ 2,601
TOTAL	\$ 2,601	\$ -	\$ -	\$ 2,601

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 5.3
TASK TITLE: TRANSIT PLANNING

OBJECTIVE

To participate in the planning for any proposed special transit projects, either bus or rail, affecting the Orlando Urbanized Area.

PREVIOUS WORK

Planned light rail system between Sanford, Celebration, International Drive and the Orlando International Airport; high speed rail system between Miami, Orlando and Tampa; commuter rail between DeLand and Poinciana; flexible bus within Altamonte Springs/Maitland.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

Central Florida has an extensive history of proposed rail systems. These have included both inter-city systems, primarily between Miami, Orlando and Tampa, and intra-city systems, primarily connecting the Orlando International Airport with Downtown Orlando, Sanford and the tourist attractions. Technologies have ranged from express bus and flexible bus rapid transit to light rail and commuter rail to high speed rail and mag-lev. METROPLAN ORLANDO has participated in the review of these projects, identifying their impacts upon this urban area and its transportation system.

The current rail project involving the Orlando Urbanized Area is the commuter rail operating in the CSX railroad corridor. This task provides for METROPLAN ORLANDO's continued participation in the development of this system during the coming fiscal years, recognizing that Phase I of the system is scheduled to be open in 2012 from Fort Florida Road in Volusia County to Sand Lake Road in Orange County. Phase II of the system will extend it to Deland and to Poinciana. In addition, the adopted Year 2030 Long Range Transportation Plan includes a rail project between the International Drive area and Orlando International Airport and extending to Medical City/Innovation Way and a second project along the Florida Central rail corridor between downtown Orlando and Eustis in Lake County.

MILESTONE/END PRODUCT FY 2010/2011

Staff participation in transit system studies and development.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

Ongoing task throughout the fiscal years.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.3	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 11,411			\$ 11,411
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 11,411	\$ -	\$ -	\$ 11,411

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL	\$ 11,629			\$ 11,629
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 11,629	\$ -	\$ -	\$ 11,629

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 5.4
TASK TITLE: SPECIAL STUDIES

OBJECTIVE

To conduct special studies as may be requested by the METROPLAN ORLANDO Board.

PREVIOUS WORK

During FY 2008/2009 and FY 2009/2010, staff conducted a special study pertaining to the identification of potential streetcar corridors in Central Florida.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

The methodology for this task will depend upon the objectives of the special studies requested. For example, special studies related to the commuter rail system could be conducted either under this task or Task 5.3, Transit Planning. Long range systems studies also can be conducted as a supplemental effort to the Year 2030 Long Range Transportation Plan task.

MILESTONE/END PRODUCT FY 2010/2011

Special studies requested on an as-needed basis from the METROPLAN ORLANDO Board.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

Same description as FY 2010/2011.

MILESTONE/END PRODUCT FY 2011/2012

Same description as FY 2010/2011.

TARGET DATE

No specific date, accomplished on an as-needed basis.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.4	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 18,143	\$ 75,000		\$ 93,143
TOTAL	\$ 18,143	\$ 75,000	\$ -	\$ 93,143

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA		\$ 22,393		\$ 22,393
FTA 5303 X021				\$ -
FEDERAL		\$ 87,241		\$ 87,241
STATE		\$ 2,813		\$ 2,813
LOCAL		\$ 2,855		\$ 2,855
LOCAL ASSESSMENT	\$ 20,914	\$ 75,000		\$ 95,914
TOTAL	\$ 20,914	\$ 190,302	\$ -	\$ 211,216

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 5.4.1

TASK TITLE: STREETCAR/BUS RAPID TRANSIT (BRT) STUDY

OBJECTIVE

To evaluate the six streetcar/bus rapid transit potential opportunities approved by the METROPLAN ORLANDO Board at their January, 2009 meeting and identify the most feasible potential opportunity (s) as well as the most appropriate technology for each opportunity.

PREVIOUS WORK

Identification of the six potential opportunities by a Streetcar Panel initiated by METROPLAN ORLANDO. This study was added to the UPWP for FY 2009/2010.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

This study was proposed in FY 2008/2009 and the initial work of developing a list of six potential opportunities by a Streetcar Panel was also conducted in this fiscal year. However, the METROPLAN ORLANDO Board, in approving the study, made proceeding with the study dependent upon the successful resolution by the Florida Legislature of the commuter rail issues involving insurance and liability questions. These issues were resolved in a special legislative session held in December 2009; therefore upon approval by the Board, a Request for Proposals is anticipated to be issued for consultant services. It was also agreed that the number of potential opportunities to be evaluated may be expanded beyond the identified six if desired by Lake or Volusia Counties, conditional upon these counties funding the added location studies in their jurisdictions. The selected consultant will identify the benefits and estimated costs of each of the identified potential opportunities and develop a ranking based upon the potential of each project for receiving funding from the Federal Transit Administration. The results of the evaluation will determine whether to proceed to the next phase of studies that would be required to qualify for federal funding.

MILESTONE/END PRODUCT FY 2010/2011

A ranking of the streetcar/BRT projects based on their potential for complementing SunRail and regional development goals.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

See the description above.

MILESTONE/END PRODUCT FY 2011/2012

Streetcar/BRT Study.

TARGET DATE

Completion of Study within one year, June 2011.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.4.1	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL	\$ 2,369	\$ 61,104		\$ 63,473
STATE		\$ 3,513		\$ 3,513
LOCAL		\$ 3,513		\$ 3,513
FTA 5303 X019				\$ -
FEDERAL		\$ 98,097		\$ 98,097
STATE		\$ 9,369		\$ 9,369
LOCAL		\$ 9,369		\$ 9,369
LOCAL ASSESSMENT				\$ -
TOTAL	\$ 2,369	\$ 184,965	\$ -	\$ 187,334

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

UPWP TASK NUMBER: 5.4.2
TASK TITLE: PROPOSED TASK: NEXT RAIL ALTERNATIVES ANALYSIS

OBJECTIVE

To qualify the Orlando Urbanized Area for federal funding of the next rail system after SunRail through Alternatives Analysis studies.

PREVIOUS WORK

This is a new study.

METHODOLOGY WORK PROPOSED FOR FY 2010/2011

METROPLAN ORLANDO's adopted Year 2030 Long Range Transportation Plan and the Transit Vision Concept Plan, which were approved by the Board in August 2009, include two, cost-feasible rail transit projects in addition to SunRail: (1) service in a corridor extending from the Orange County Convention Center east to Orlando International Airport (OIA) and Medical City/Innovation Way interfacing with SunRail at the Sand Lake Road Station and (2) service on the Florida Central Railroad Line between downtown Orlando, northwest Orange County and Lake County interfacing with SunRail at the Lynx Central Station. A light rail system operating generally alongside I-4 from Altamonte Springs to International Drive/Sea World has also been included in both earlier and the current adopted versions of the Long Range Transportation Plan and the Transit Vision Concept Plan.

With the action of the Florida Legislature that will make the SunRail project a reality, the METROPLAN ORLANDO Board has directed planning activities to begin on the additional components of the region's rail transit system. METROPLAN ORLANDO will seek funding for the Alternatives Analysis studies (the next phase of studies required to qualify for federal funding) on the Orange County Convention Center to OIA and Medical City/Innovation Way corridor as well as the Florida Central Railroad corridor. In future years, METROPLAN ORLANDO will also seek funding to update the studies done for the I-4 light rail system, which had advanced through the Supplemental Draft Environmental Impact Statement (DEIS) phase.

MILESTONE/END PRODUCT FY 2010/2011

Funded Alternatives Analysis studies on the identified corridors.

METHODOLOGY WORK PROPOSED FOR FY 2011/2012

See the description above.

MILESTONE/END PRODUCT FY 2011/2012

See the description above.

TARGET DATE

July 2011.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 5.4.2	FY 2010/2011			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X020				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

	FY 2011/2012*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X021				\$ -
FEDERAL				\$ -
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT				\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

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UNIFIED PLANNING WORK PROGRAM				
TABLE 1: AGENCY PARTICIPATION				
FY 2010/2011				
	Central Florida Regional Transportation Authority	FDOT	METROPLAN ORLANDO	GRAND TOTAL
I. ADMINISTRATION				
1.1 Program Management			249,421	249,421
1.1.1 Program Management & Technical Assistance (FHWA)				
1.1.2 Program Management & Technical Assistance (FTA)			26,066	26,066
1.1.3 Certification			14,932	14,932
1.1.4 Strategic Business Plan			5,546	5,546
1.2 Program Administration				
1.2.1 Grants/Contract Administration			194,594	194,594
1.2.2 Personnel Administration			55,887	55,887
1.2.3 Office Operations			463,846	463,846
1.2.4 Training			72,876	72,876
1.2.5 Legal/Legislative Services			106,748	106,748
1.2.6 Audit			35,539	35,539
1.3 Program Development				
1.3.1 Unified Planning Work Program			37,964	37,964
1.3.2 Transportation Improvement Program			56,872	56,872
1.3.3 Intergovernmental/ Interagency Studies			78,618	78,618
1.3.4 Interregional Transportation Planning & Coordination			122,298	122,298
1.3.5 Local Match for Prog Admin FTA			87,118	87,118
II. PUBLIC INVOLVEMENT				
2.1 Annual Report			32,447	32,447
2.2 Community Outreach			197,034	197,034
2.2.1 BLANK PLACE HOLDER				
2.2.2 Air Quality Public Awareness			22,858	22,858
2.2.3 Efficient Transportation Decision Making (ETDM)			11,825	11,825
2.3 Miscellaneous Publications			15,036	15,036
2.4 Board/Staff Development & Workshop			17,837	17,837
2.5 Board and Committee Support			266,709	266,709
2.6 Market Research & Communications			41,465	41,465
III. SURVEILLANCE				
3.1 Land Use Monitoring			9,723	9,723
3.2 Socio-Economic Data			12,386	12,386
3.3 Highway System Monitoring			16,173	16,173
3.4 Transit System Monitoring			34,209	34,209
3.5 Aviation System Monitoring			1,741	1,741
3.6 Air Quality Monitoring			1,874	1,874
3.7 Transportation Systems Indicators Report			39,447	39,447
IV. SYSTEMS PLANNING				
4.1 Orlando Urban Area Transportation Study				
4.1.1 Update of FSUTMS Model/Development of Cube Voyager			12,019	12,019
4.1.2 Goods Movement Planning			20,617	20,617
4.1.3 Impact of Smart Growth on Travel Behavior			15,758	15,758
4.1.4 Regional Geographic Information System			85,204	85,204
4.1.5 Yr 2030 Long Range Transp. Plan Update			71,452	71,452
4.1.6 Review of Local Government Comprehensive Plans and Developments of Reg. Impact			18,046	18,046
4.1.7 Coordination of Transportation Improvement and Planned Growth			24,364	24,364
4.2 Management & Operations Planning				
4.2.1 Intelligent Transportation Systems Planning			31,846	31,846
4.2.2 Transportation Demand Management			26,032	26,032
4.2.3 Congestion Management Planning			146,766	146,766
4.2.4 Local Vehicle Crash Database			115,299	115,299
4.3 Intermodal Planning			8,231	8,231
4.4 Transit Systems Planning				
4.4.1 Short Range TDP Update			15,000	15,000
4.4.2 Section 5307/5309 Planning Studies	1,000,000			1,000,000
4.4.3 Safety in Transp Planning Process			61,884	61,884
4.4.4 Sec 5 Transit Level of Service Asmt			14,000	14,000
4.4.5 Security in Transp Planning Process			66,975	66,975
4.5 Para-Transit Planning				
4.5.1 Rule 41 TD Staff Services			90,334	90,334
4.5.2 Specialized Transit Services Plng			70,000	70,000
4.6 Air Quality Planning				
4.6.1 Contingency for AQ Non-Attainment Mitigation Through Transp. Control Measures			171,996	171,996
4.6.2 Conformity Determination			5,149	5,149
4.6.3 Ozone Emissions Inventory Update			5,149	5,149
4.6.4 State Implementation Plan				
4.6.5 Climate Change				
4.7 Regional Bicycle/Pedestrian Facility Planning				
4.7.1 Bicycle & Pedestrian Safety			87,401	87,401
4.7.2 Bicycle & Pedestrian Facilities			14,389	14,389
4.7.3 Administration of the BPAC			12,510	12,510
4.7.4 Bicycle & Pedestrian Publications			4,728	4,728
4.7.5 Bike/Ped Elements of L-R Plan			5,884	5,884
4.7.6 School Transportation Study				
V. PROJECT PLANNING				
5.1 Highway Planning			21,973	21,973
5.2 Airport Planning			2,559	2,559
5.3 Transit Planning			11,411	11,411
5.4 Special Studies			93,143	93,143
5.4.1 Street Car/Bus Rapid Transit (BRT) Study			187,334	187,334
5.4.2 Next Rail Alternatives Analysis				
TOTALS		1,000,000	3,846,542	4,846,542

Federal revenues comprise 81.93% of Federal PL funds (\$1,588,733). The Soft Match for Federal PL funds is comprised of toll revenues and equated to 18.07% (\$350,413). Fringe benefit rate for FY 2011 is 32.8384%, based on total salary cost. Indirect cost rate for FY 2011 is 17.5492%, based on salary + fringe.

UNIFIED PLANNING WORK PROGRAM													
TABLE 2: FUNDING SOURCES													
FY 2010/2011													
DESCRIPTION	X020 FTA NEW FY 2011			X019 FTA Carryover			TOTAL FHWA & FDOT MATCH	TOTAL LOCAL MATCH	OTHER FHWA/FTA 5307 & 5309	LOCAL New	11 TRANS DISADV COMM	GRAND TOTAL	
	FHWA* FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH	FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH							
1.1 Program Management	76,352	4,256	3,196				115,063	4,256	3,196	126,906		249,421	
1.1.1 Program Management & Technical Assistance (FHWA)													
1.1.2 Program Management & Technical Assistance (FTA)	9,766	1,469	1,469				9,766	1,469	1,469	13,362		26,066	
1.1.3 Certification	10,786	741	741				13,450	741	741			14,932	
1.1.4 Strategic Business Plan	2,447	187	187				3,271	187	187	1,901		5,546	
1.2 Program Administration													
1.2.1 Grants/Contract Administration	116,357	4,844	5,807				160,612	4,844	5,807	23,331		194,594	
1.2.2 Personnel Administration	33,356	7,339	1,027				40,695	1,027	1,027	13,138		55,887	
1.2.3 Office Operations	70,434	19,720	1,706				90,154	1,706	1,760	370,226		463,846	
1.2.4 Training										72,876		72,876	
1.2.5 Legal/Legislative Services										106,748		106,748	
1.2.6 Audit	12,479	1,374	1,077				13,853	1,188	1,077	19,421		35,539	
1.3 Program Development													
1.3.1 Unified Planning Work Program	31,982	355	355				37,254	355	355			37,964	
1.3.2 Transportation Improvement Program	35,383	1,054	1,054				45,850	1,054	1,054	8,914		56,872	
1.3.3 Intergovernmental/ Interagency Studies & Coordination	51,408	1,815	1,815				63,961	1,815	1,815	11,027		78,618	
1.3.4 Interregional Transportation Planning	64,192	20,037	3,756				84,229	3,756	3,756	30,557		122,298	
1.3.5 Local Match for Prog Admin FTA										87,118		87,118	
2.1 Annual Report	15,331	7,520	1,002				22,851	1,002	1,002	7,592		32,447	
2.2 Community Outreach	123,568	24,805	3,055				148,373	3,055	3,055	42,551		197,034	
2.2.1 Blank Place Holder													
2.2.2 Air Quality Public Awareness	13,266	3,329	494				16,595	494	494	5,275		22,858	
2.2.3 Efficient Transportation Decision Making	8,446	1,284	203				9,730	203	203	1,689		11,825	
2.3 Miscellaneous Publications	8,334	1,324	166				9,658	166	166	5,046		15,036	
2.4 Board/Staff Development & Workshop										17,837		17,837	
2.5 Board and Committee Support	166,429	33,695	3,705				200,124	3,705	3,705	59,175		266,709	
2.6 Market Research & Communications	27,446	9,224	1,153				36,670	1,153	1,153	2,489		41,465	
3.1 Land Use Monitoring	7,055						7,055			2,668		9,723	
3.2 Socio-Economic Data	9,425						9,425			2,961		12,386	
3.3 Highway System Monitoring	9,640						9,640			6,533		16,173	
3.4 Transit System Monitoring		16,959	2,222	8,000	1,000	1,000	24,959	3,222	3,222	2,806		34,209	
3.5 Aviation System Monitoring	1,112						1,112			629		1,741	
3.6 Air Quality Monitoring	1,537						1,537			337		1,874	
3.7 Transportation Systems Indicators Report		18,031	2,264				18,031	2,264	2,264	16,886		39,447	
4.1 Orlando Urban Area Transportation Study													
4.1.1 Update of FSUTMS Model/Development	6,779	878	159				7,657	159	159	4,044		12,019	
Cube Voyager													
4.1.2 Goods Movement Planning	13,666	2,312	638				15,978	638	638	3,363		20,617	
4.1.3 Impact of Smart Growth on Travel Behavior	9,806	1,438	180				11,244	180	180	4,154		15,758	
4.1.4 Regional Geographic Information System	45,472	26,466	3,389				71,938	3,389	3,389	6,488		85,204	
4.1.5 Yr 2030 Long Range Transp. Plan Update	42,919	10,280	1,059				53,199	1,059	1,213	15,981		71,452	
4.1.6 Review of Local Government Comprehensive Plans and Developments of Reg. Impact	9,192	1,708	457				10,900	457	457	6,232		18,046	

UNIFIED PLANNING WORK PROGRAM													
TABLE 2: FUNDING SOURCES													
FY 2010/2011													
	FHWA*	X020 FTA NEW FY 2011		X019 FTA Carryover		TOTAL FHWA & FTA	TOTAL FDOT MATCH	TOTAL LOCAL MATCH	OTHER FHWA/FTA 5307 & 5309	OTHER FDOT	LOCAL New	11 TRANS DISADV COMM	GRAND TOTAL
		FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH	FEDERAL SEC5303								
4.1.7 Coordination of Transportation Improvement and Planned Growth	24,364					24,364							24,364
4.2 Management & Operations Planning													
4.2.1 Intelligent Transportation Systems Planning	18,230	4,214	627	627		22,444	627	627			8,148		31,846
4.2.2 Transportation Demand Management	15,293	3,253	250	250		18,546	250	250			6,986		26,032
4.2.3 Congestion Management Planning	132,193	10,167	2,203	2,203		142,360	2,203	2,203			14,928		146,766
4.2.4 Local Vehicle Crash Database	100,371					100,371							115,299
4.3 Intermodal Planning		2,158	500	500		2,158	500	500			5,073		8,231
4.4 Transit Systems Planning		4,000	500	500		4,000	500	500					15,000
4.4.1 Short Range TDP Update					8,000	8,000	1,000	1,000					1,000,000
4.4.2 Section 5307/5309 Planning Studies									1,000,000				1,000,000
4.4.3 Safety in Transp Planning		14,095	6,511	2,821	2,821	36,667	2,821	2,821			6,563		61,884
4.4.4 Sec 5 Transit Level of Service Asmt		7,000		700	700	12,600	700	700					14,000
4.4.5 Security in Transp Planning		33,815	4,080	2,500	2,500	53,815	2,500	2,500					66,975
4.5 Para-Transit Planning													
4.5.1 Rule 41 TD Staff Services		24,000	3,000	4,000	4,000	56,000	4,000	4,000			2,620		90,334
4.5.2 Specialized Transit Services Png													70,000
4.6 Air Quality Planning													
4.6.1 Contingency for AQ Non-Attainment Mit	151,996	8,000	1,000	1,000	8,000	167,996	1,000	1,000					171,996
Through Transp. Control Measures													
4.6.2 Conformity Determination	3,090					3,090					2,059		5,149
4.6.3 Ozone Emissions Inventory Update	3,090					3,090					2,059		5,149
4.6.4 State Implementation Plan													
4.6.5 Climate Change													
4.7 Regional Bicycle/Pedestrian Facility Planning													
4.7.1 Bicycle & Pedestrian Safety	73,340					73,340					14,061		87,401
4.7.2 Bicycle & Pedestrian Facilities	8,334					8,334					6,055		14,389
4.7.3 Administration of the BPAC	6,302					6,302					6,208		12,510
4.7.4 Bicycle & Pedestrian Publications	2,666					2,666					2,062		4,728
4.7.5 Bike/Ped Elements of L-R Plan	2,942					2,942					2,942		5,884
4.7.6 School Transportation Study													
5.1 Highway Planning	21,973					21,973							21,973
5.2 Airport Planning											2,559		2,559
5.3 Transit Planning	11,411					11,411							11,411
5.4 Special Studies											93,143		93,143
5.4.1 Street Car/BRT Study		63,473	3,513	3,513	98,097	161,570	9,369	9,369					187,334
5.4.2 Next Rail Alternative Analysis													
FHWA SOFT MATCH TOLL REVENUE EXP*	1,588,783	517,821	64,728	64,728	202,269	2,308,873	87,118	87,118	1,000,000	-	1,275,719	87,714	4,846,542
	350,413												

*Federal revenues comprise 81.93 of Federal PL funds (\$1,588,733). The Soft Match for Federal PL funds is comprised of toll revenue expenditures and equated to 18.07% (\$350,413). Fringe benefit rate for FY 2011 is 32.0182%, based on total salary cost. Indirect cost rate for FY 2011 is 16.9107%, based on salary + fringe.

	FY 2010/2011 UNIFIED PLANNING WORK PROGRAM														Jan. '10 Amendment #6
	TABLE 3: ESTIMATE OF TOTAL EXPENDITURES FOR PRIOR FISCAL YEAR 2009/2010 UPWP														
	FY10 FHWA * PL FUNDS	FY09 FHWA * PL FUNDS	X019 FTA FEDERAL SEC5303	X019 FTA FDOT MATCH	XO18 FTA FEDERAL SEC5303	XO18 FTA FDOT MATCH	LOCAL MATCH	LOCAL MATCH	TOTAL FHWA & FTA	TOTAL FDOT MATCH	TOTAL LOCAL MATCH	OTHER FHWA/FTA 5307 & 5309	LOCAL New	LAP-Regnl Indicators Rpt/ Transp Sum	
4.2.2 Transportation Demand Management	25,803	354		2,965				26,157		2,965					29,122
4.2.3 Congestion Management Planning	185,217	1,441	10,878	2,368				197,536	2,368						199,904
4.2.4 Local Vehicle Crash Database	136,520	26,065						162,585				5,605			168,190
4.2.6 Data Mining															
4.3 Intermodal Planning	3,290	263	4,937					8,490							8,490
4.4 Transit Systems Planning															
4.4.1 Short Range TDP Update			18,700	3,300				18,700	3,300						22,000
4.4.2 Section 5307/5309 Planning Studies											1,160,000				1,160,000
4.4.3 Safety in Transp Planning			66,150		41,964	11,021	11,021	108,114	11,021	11,021		8,174			138,330
4.4.4 Sec 5 T ansit Level of Service Asmnt			7,000		3,361			10,361							10,361
4.4.5 Security in Transp Planning			16,755	28,245	35,362			52,117	28,245						80,362
4.5 Para-Transit Planning															
4.5.1 Rule 41 TD Staff Services															
4.5.2 Specialized Transit Services Plog			36,045	30,815				36,045	30,815			3,830		87,714	91,544
4.6 Air Quality Planning															66,860
4.6.1 Contingency for AQ Non-Attainment															
Mitigation thru TCM's	47,595	4,140	20,000		16,000	2,000	2,000	87,735	2,000	2,000					91,735
4.6.2 Conformity Determination	5,127	77						5,204							5,204
4.6.3 Ozone Emissions Inventory Update	49,810							49,810							49,810
4.7 Regnl Bicycle/Pedestrian Facility Planning															
4.7.1 Bicycle & Pedestrian Safety	30,006	157						30,163				1,224			31,387
4.7.2 Bicycle & Pedestrian Facilities	13,279	108						13,387				6,385			19,772
4.7.3 Administration of the BPAC	11,942	126						12,068				2,372			14,440
4.7.4 Bicycle & Pedestrian Publications	8,682							8,682				1,588			10,270
4.7.5 Biker/Ped Elements of L-R Plan	14,428	162						14,590				2,937			17,527
4.7.6 School Transportation Study		1,955						1,955							1,955
5.1 Highway Planning	27,268	682						27,950				4,102			32,052
5.2 Airport Planning												2,545			2,545
5.3 Transit Planning	303,364		7,774	2,461				7,774		2,461		5,684			15,919
5.4 Special Studies	100,000		98,097	9,369				303,364		9,369		74,384			377,748
5.4.1 Street Cars/BRT Study								198,097		9,369					216,835
	2,063,688	157,179	592,779	74,097	74,097	104,172	13,021	2,760,639	87,118	87,118	1,160,000	1,127,767	15,000	87,714	5,482,535

* Federal revenues comprise 81.93% of Federal PL funds (\$2,144,597). The Soft Match for Federal PL funds is comprised of toll revenues and equates to 18.07% (\$387,529).
 NOTE: Fringe benefit rate for FY 2010 - 29.0780%, based on total salary cost. Indirect cost rate for FY 2010 - 16.4166%, based on salary + fringe.

**FY 2010/2011 UNIFIED PLANNING WORK PROGRAM
CALCULATION OF FRINGE AND INDIRECT COST RATES**

FRINGE RATE CALCULATION:

2010/11 Fringe Cost Estimate

Employer FICA	\$	103,471.00
Unemployment Insurance	\$	11,000.00
Health Insurance	\$	165,926.00
Dental Insurance	\$	5,678.00
Life Insurance & AD&D	\$	1,582.00
Long-Term Disability Insurance	\$	3,429.00
Short-Term Disability Insurance	\$	2,748.00
VisionCare Plan Insurance	\$	1,106.00
Worker Compensation Insurance	\$	3,620.00
Pension - based on 10% of Medicare wages	\$	135,256.00
TOTAL FRINGE BENEFITS POOL	\$	433,816.00
Estimated Fringe Benefits Pool Cost	\$	433,816.00
Eligible Salary & Leave Cost*	\$	1,321,062.00
Fringe Rate (\$441,679/\$1,321,062)		32.8384%

Fringe rate is based on salary and leave cost.

* Some salary costs, such as intern pay, are not eligible for fringe benefits.

Fringe cost direct charged to a local element is not part of the fringe pool.

INDIRECT COST RATE CALCULATION

FY 2010/2011 Indirect Cost Estimate

Computer Operations	\$	16,020.00
General Liability, Property Insurances	\$	23,273.00
Rent	\$	243,405.00
Equipment Rent/Maint.	\$	19,075.00
Telephone	\$	6,194.00
TOTAL INDIRECT COST POOL	\$	307,967.00
Estimated Indirect Cost Pool	\$	307,967.00
Estimated Fringe Benefits Pool Cost	\$	433,816.00
Estimated Salary & Leave Cost #	\$	1,321,062.00

$\frac{\$307,967}{(\$433,816 + \$1,321,062)} = 17.5492\%$

Indirect Cost Pool / (Fringe Benefits Pool plus Salary & Leave Cost)

#Some salary, such as employer paid deferred compensation, is not part of the base for spreading indirect.

UNIFIED PLANNING WORK PROGRAM				
TABLE 1: AGENCY PARTICIPATION				
FY 2011/2012				
	Central Florida Regional Transportation Authority	FDOT	METROPLAN ORLANDO	GRAND TOTAL
I. ADMINISTRATION				
1.1 Program Management			252,399	252,399
1.1.1 Program Management & Technical Assistance (FHWA)				
1.1.2 Program Management & Technical Assistance (FTA)			26,527	26,527
1.1.3 Certification			15,234	15,234
1.1.4 Strategic Business Plan			5,689	5,689
1.2 Program Administration				
1.2.1 Grants/Contract Administration			200,188	200,188
1.2.2 Personnel Administration			63,199	63,199
1.2.3 Office Operations			255,218	255,218
1.2.4 Training			74,022	74,022
1.2.5 Legal/Legislative Services			112,347	112,347
1.2.6 Audit			37,009	37,009
1.3 Program Development				
1.3.1 Unified Planning Work Program			38,737	38,737
1.3.2 Transportation Improvement Program			57,665	57,665
1.3.3 Intergovernmental/ Interagency Studies			80,388	80,388
1.3.4 Interregional Transportation Planning & Coordination			124,857	124,857
1.3.5 Local Match for Prog Admin FTA			73,728	73,728
II. PUBLIC INVOLVEMENT				
2.1 Annual Report			33,056	33,056
2.2 Community Outreach			205,548	205,548
2.2.1 BLANK PLACE HOLDER				
2.2.2 Air Quality Public Awareness			29,452	29,452
2.2.3 Efficient Transportation Decision Making (ETDM)			12,024	12,024
2.3 Miscellaneous Publications			15,570	15,570
2.4 Board/Staff Development & Workshop			18,221	18,221
2.5 Board and Committee Support			273,924	273,924
2.6 Market Research & Communications			11,928	11,928
III. SURVEILLANCE				
3.1 Land Use Monitoring			10,015	10,015
3.2 Socio-Economic Data			12,750	12,750
3.3 Highway System Monitoring			16,545	16,545
3.4 Transit System Monitoring			24,297	24,297
3.5 Aviation System Monitoring			1,774	1,774
3.6 Air Quality Monitoring			1,887	1,887
3.7 Transportation Systems Indicators Report			40,087	40,087
IV. SYSTEMS PLANNING				
4.1 Orlando Urban Area Transportation Study				
4.1.1 Update of FSUTMS Model/Development of Cube Voyager			12,333	12,333
4.1.2 Goods Movement Planning			281,232	281,232
4.1.3 Impact of Smart Growth on Travel Behavior			16,109	16,109
4.1.4 Regional Geographic Information System			85,892	85,892
4.1.5 Yr 2030 Long Range Transp. Plan Update			448,343	448,343
4.1.6 Review of Local Government Comprehensive Plans and Developments of Reg. Impact			18,489	18,489
4.1.7 Coordination of Transportation Improvement and Planned Growth			24,911	24,911
4.2 Management & Operations Planning				
4.2.1 Intelligent Transportation Systems Planning			32,502	32,502
4.2.2 Transportation Demand Management			26,600	26,600
4.2.3 Congestion Management Planning			122,832	122,832
4.2.4 Local Vehicle Crash Database			121,272	121,272
4.3 Intermodal Planning			8,414	8,414
4.4 Transit Systems Planning				
4.4.1 Short Range TDP Update			25,000	25,000
4.4.2 Section 5307/5309 Planning Studies	1,000,000			1,000,000
4.4.3 Safety in Transp Planning Process			57,480	57,480
4.4.4 Sec 5 Transit Level of Service Asmt			7,000	7,000
4.4.5 Security in Transp Planning Process			89,523	89,523
4.5 Para-Transit Planning				
4.5.1 Rule 41 TD Staff Services			90,334	90,334
4.5.2 Specialized Transit Services Png			65,000	65,000
4.6 Air Quality Planning				
4.6.1 Contingency for AQ Non-Attainment Mitigation Through Transp. Control Measures			38,329	38,329
4.6.2 Conformity Determination			5,238	5,238
4.6.3 Ozone Emissions Inventory Update			5,238	5,238
4.6.4 State Implementation Plan				
4.6.5 Climate Change			98,102	98,102
4.7 Regional Bicycle/Pedestrian Facility Planning				
4.7.1 Bicycle & Pedestrian Safety			43,045	43,045
4.7.2 Bicycle & Pedestrian Facilities			14,685	14,685
4.7.3 Administration of the BPAC			12,735	12,735
4.7.4 Bicycle & Pedestrian Publications			4,819	4,819
4.7.5 Bike/Ped Elements of L-R Plan			6,006	6,006
4.7.6 School Transportation Study				
V. PROJECT PLANNING				
5.1 Highway Planning			22,428	22,428
5.2 Airport Planning			2,601	2,601
5.3 Transit Planning			11,629	11,629
5.4 Special Studies			211,216	211,216
5.4.1 Street Car/Bus Rapid Transit (BRT) Study				
5.4.2 Next Rail Alternatives Analysis				
TOTALS		1,000,000	4,133,622	5,133,622

Federal revenues comprise 81.93% of Federal PL funds (\$2,264,844). The Soft Match for Federal PL funds is comprised of toll revenues and equated to 18.07% (\$499,521).

Fringe benefit rate for FY 2012 is 34.7106%, based on total salary cost. Indirect cost rate for FY 2012 is 17.1709%, based on salary + fringe.

FY 2012 budget includes estimated PL closeout funds in the amount of \$642,000

UNIFIED PLANNING WORK PROGRAM														
TABLE 2: FUNDING SOURCES														
FY 2011/2012														
DESCRIPTION	X021 FTA NEW FY 2012			X020 FTA Carryover			TOTAL FHWA & FTA	TOTAL FDOT MATCH	TOTAL LOCAL MATCH	OTHER FHWA/FTA 5307 & 5309	OTHER FDOT	LOCAL New	12 TRANS DISADV COMM	GRAND TOTAL
	FHWA*	FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH	FEDERAL SEC5303	FDOT MATCH								
1.1 Program Management	87,592	36,039	4,333	3,251			123,631	4,333	3,251			121,184		252,399
1.1.1 Program Management & Technical Assistance (FHWA)														
1.1.2 Program Management & Technical Assistance (FTA)	11,004	2,718	1,496	1,496	9,935	756	13,722	1,496	1,496			13,600		26,527
1.1.3 Certification	2,513	841	192	192		756	3,354	192	192			1,951		5,689
1.1.4 Strategic Business Plan														
1.2 Program Administration														
1.2.1 Grants/Contract Administration	124,867	40,531	4,972	5,997	165,398	4,972	165,398	4,972	5,997			23,821		200,188
1.2.2 Personnel Administration	36,698	4,950	1,050	1,050	41,648	1,050	41,648	1,050	1,050			19,451		63,199
1.2.3 Office Operations	72,214	20,025	1,731	1,788	92,239	1,731	92,239	1,731	1,788			159,460		255,218
1.2.4 Training												74,022		74,022
1.2.5 Legal/Legislative Services												112,347		112,347
1.2.6 Audit	8,719	1,411	206	206	10,130	206	10,130	206	206			26,467		37,009
1.3 Program Development														
1.3.1 Unified Planning Work Program	32,442	5,369	363	363	37,811	363	37,811	363	363			200		38,737
1.3.2 Transportation Improvement Program	32,311	7,583	1,073	1,073	39,894	1,073	39,894	1,073	1,073			15,625		57,665
1.3.3 Intergovernmental/														
1.3.4 Interagency Studies	54,668	10,719	1,860	1,860	65,387	1,860	65,387	1,860	1,860			11,281		80,388
1.3.4 Interregional Transportation Planning & Coordination	65,633	20,508	3,847	3,847	86,141	3,847	86,141	3,847	3,847			31,022		124,857
1.3.5 Local Match for Prog Admin FTA												73,728		73,728
2.1 Annual Report	15,686	7,645	1,018	1,018	23,331	1,018	23,331	1,018	1,018			7,689		33,056
2.2 Community Outreach	132,605	21,038	3,157	3,157	153,643	3,157	153,643	3,157	3,157			45,591		205,548
2.2.1 Blank Place Holder														
2.2.2 Air Quality Public Awareness	13,765	3,407	506	506	17,172	506	17,172	506	506			11,268		29,452
2.2.3 Efficient Transportation Decision Making	8,589	1,305	206	206	9,894	206	9,894	206	206			1,718		12,024
2.3 Miscellaneous Publications	8,636	1,383	173	173	10,019	173	10,019	173	173			5,205		15,570
2.4 Board/Staff Development & Workshop												18,221		18,221
2.5 Board and Committee Support	171,282	34,388	3,787	3,787	205,670	3,787	205,670	3,787	3,787			60,680		273,924
2.6 Market Research & Communications	7,743	1,274	159	159	9,017	159	9,017	159	159			2,593		11,928
3.1 Land Use Monitoring	7,270				7,270		7,270					2,745		10,015
3.2 Socio-Economic Data	9,708				9,708		9,708					3,042		12,750
3.3 Highway System Monitoring	9,862				9,862		9,862					6,683		16,545
3.4 Transit System Monitoring		19,843	2,227	2,227	19,843	2,227	19,843	2,227	2,227			641		24,297
3.5 Aviation System Monitoring	1,133				1,133		1,133							1,774
3.6 Air Quality Monitoring	1,887				1,887		1,887							1,887
3.7 Transportation Systems Indicators Report		10,829	2,261	2,261	10,829	2,261	10,829	2,261	2,261			24,736		40,087
4.1 Orlando Urban Area Transportation Study														
4.1.1 Update of FSUTMS Model/Development of														
4.1.2 Goods Movement Planning	6,994	905	164	164	7,899	164	7,899	164	164			4,106		12,333
4.1.3 Impact of Smart Growth on Travel Behavior	273,915	1,564	246	246	275,479	246	275,479	246	246			5,261		281,232
4.1.4 Regional Geographic Information System	10,019	1,476	185	185	11,495	185	11,495	185	185			4,244		16,109
4.1.5 Yr 2030 Long Range Transp. Plan Update	75,902	400	400	400	78,435	400	78,435	400	400			6,657		85,932
4.1.6 Review of Local Government Comprehensive Plans and Developments of Reg. Impact	439,673	6,806	932	932	446,479	932	446,479	932	932					448,343
	9,415	1,751	469	469	11,166	469	11,166	469	469			6,385		18,489

UNIFIED PLANNING WORK PROGRAM															
TABLE 2: FUNDING SOURCES															
FY 2011/2012															
	FHWA*	X021 FTA NEW FY 2012			X020 FTA Carryover			TOTAL FHWA & FTA	TOTAL FDOT MATCH	TOTAL LOCAL MATCH	OTHER FHWA/FTA 5307 & 5309	OTHER FDOT	LOCAL New	12 TRANS DISADV COMM	GRAND TOTAL
		FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH	FEDERAL SEC5303	FDOT MATCH	LOCAL MATCH								
4.1.7 Coordination of Transportation Improvement and Planned Growth	24,911							24,911							24,911
4.2 Management & Operations Planning															
4.2.1 Intelligent Transportation Systems Planning	24,193						24,193						8,309		32,502
4.2.2 Transportation Demand Management	22,695						22,695						3,905		26,600
4.2.3 Congestion Management Planning	105,931	5,922	1,043	1,043			111,853	1,043	1,043				8,893		122,832
4.2.4 Local Vehicle Crash Database	106,030						106,030						15,242		121,272
4.3 Intermodal Planning															
4.4 Transit Systems Planning															
4.4.1 Short Range TDP Update		10,000	2,500	2,500	8,000	1,000	18,000	3,500	3,500						25,000
4.4.2 Section 5307/5309 Planning Studies										1,000,000					1,000,000
4.4.3 Safety in Transit Planning		19,040	7,039	6,401	20,000	2,500	39,040	9,539	8,901						57,480
4.4.4 Sec 5 Transit Level of Service Asmt		5,600	700	700			5,600	700	700						7,000
4.4.5 Security in Transit Planning		39,861	4,831	4,831	32,000	4,000	71,861	8,831	8,831						89,523
4.5 Para-Transit Planning															
4.5.1 Rule 41 TD Staff Services															
4.5.2 Specialized Transit Services Png															
4.6 Air Quality Planning															
4.6.1 Contingency for AQ Non-Attainment Mitigation															
Through Transp. Control Measures	18,329						18,329								18,329
4.6.2 Conformity Determination	5,238						5,238								5,238
4.6.3 Ozone Emissions Inventory Update	5,238						5,238								5,238
4.6.4 State Implementation Plan															
4.6.5 Climate Change	98,102						98,102								98,102
4.7 Regional Bicycle/Pedestrian Facility Planning															
4.7.1 Bicycle & Pedestrian Safety	42,045						42,045						1,000		43,045
4.7.2 Bicycle & Pedestrian Facilities	14,685						14,685								14,685
4.7.3 Administration of the BPAC	11,410						11,410						1,325		12,735
4.7.4 Bicycle & Pedestrian Publications	2,465						2,465						2,354		4,819
4.7.5 Bike/Ped Elements of L-R Plan	6,006						6,006								6,006
4.7.6 School Transportation Study															
5.1 Highway Planning															
5.2 Airport Planning	22,428						22,428								22,428
5.3 Transit Planning													2,601		2,601
5.4 Special Studies	22,393	87,241	2,813	2,855			109,634	2,813	2,855				95,914		211,216
5.4.1 Street Car/BRT Study															
5.4.2 Next Rail Alternative Analysis															
FHWA SOFT MATCH TOLL REVENUE EXP*	2,264,844	517,821	64,728	64,728	72,000	9,000	2,854,665	73,728	73,728	1,000,000	-	1,043,787	87,714	5,133,622	
	499,521														

*Federal revenues comprise 81.93 of Federal PL funds (\$2,264,844). The Soft Match for Federal PL funds is comprised of toll revenue expenditures and equated to 18.07% (\$499,521).
 Fringe benefit rate for FY 2012 is 34.7106%, based on total salary cost. Indirect cost rate for FY 2012 is 17.1709%, based on salary + fringe.
 FY 2012 budget includes estimated PL disbursement funds in the amount of \$652,000

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APPENDICES

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APPENDIX A

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ABBREVIATIONS AND ACRONYMS

ADA – Americans with Disabilities Act

AQ – air quality

BPAC – Bicycle and Pedestrian Advisory Committee

BRT – bus rapid transit

CAC – Citizens' Advisory Committee

CMS – Congestion Management System

CTC – Community Transportation Coordinator

DRI – Development of Regional Impact

EPA – Environmental Protection Agency

ELUC – Experimental Land Use Concept

ETDM – Efficient Transportation Decision Making

FDOT – Florida Department of Transportation

FHWA – Federal Highway Administration

FSUTMS – Florida Standard Urban Transportation Modeling Structure

FTA – Federal Transit Administration

GIS – Geographic Information System

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991

LOS – level of service

LRTP – Long Range Transportation Plan

MAC – Municipal Advisory Committee

MPO – Metropolitan Planning Organization; the MPO for the Orlando Urbanized Area is METROPLAN
ORLANDO

NOX – nitrogen oxides

PEA – Planning Emphasis Area(s)

PL 112 – Category of Federal Highway Administration funds that comes to the MPO for planning uses

RFP – Request For Proposals

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users; the reauthorized Federal transportation act replacing TEA-21

Section 5303 – Category of Federal Transit Administration funds that comes to the MPO for planning uses

Section 5307/5309 – Two categories of Federal Transit Administration funds that comes to Lynx to be used for capital equipment purchase, operating and maintenance uses or for planning studies

SIS – Strategic Intermodal System

TD – Transportation Disadvantaged

TDLCB – Transportation Disadvantaged Local Coordinating Board

TDP – Transit Development Plan

TEA 21 – Transportation Equity Act for the 21st Century

TIP – Transportation Improvement Program; programs transportation improvements over a period of 5 years

TOP – Transportation Outreach Program

TRIP – Transportation Regional Incentive Program

TTC – Transportation Technical Committee

UCF – University of Central Florida

UPWP – Unified Planning Work Program

VOC – volatile organic compounds

APPENDIX B

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COST ALLOCATION PLAN

February, 2010

INTRODUCTION

SCOPE

Indirect costs are those costs that benefit common activities and, therefore, cannot be readily assigned to a specific direct cost objective or project. In order to recover indirect costs, organizations such as METROPLAN ORLANDO must prepare cost allocation plans (CAPs) and maintain them on file for review and, if requested, submit them to the Federal cognizant agency, or directly to the Grantor(s) if requested, for indirect cost negotiation for approval. The following report explains our indirect cost plan and contains documentation for that system's basis.

Organizations such as METROPLAN ORLANDO, by their nature, experience many accounting complexities. During the course of a fiscal year, new grants may be added which were not included in the original budget. Some grants have fiscal years that do not correspond to METROPLAN ORLANDO's fiscal year. Problems such as these make the drawing of an overall budget difficult and complicate the bookkeeping process since some costs have to be carried over more than one fiscal year to enable METROPLAN ORLANDO to report the grant expenditures correctly. It also causes many difficulties in the allocation of expenses. Since METROPLAN ORLANDO's financial makeup is based entirely on grants, matching funds, and partnership funds, the general overhead costs of maintaining the office must be shared by all sources of income.

OMB Circular A-133 defines the cost circulars that prescribe the cost accounting policies associated with the administration of Federal awards by non-profit organizations, states, local governments, and Indian tribal governments. Federal awards include Federal programs and cost-type contracts and may be in the form of grants, contracts, and other agreements. The Code of Federal Regulations,

(23 CFR 420.113 *Eligibility of Costs* and 49 CFR Section 18) indicates indirect costs of metropolitan planning organizations and local governments are allowable if supported by a cost allocation plan and indirect cost proposal approved in accordance with the provision of OMB Circular A-87, "Cost Principles for State, Local and Indian Tribal Governments." The cost allocation plan and indirect cost proposal shall be updated annually and retained by the MPO or local government, unless requested to be submitted to the Federal cognizant or oversight agency for negotiation and approval, for review at the time of the audit required in accordance with OMB Circular A-133.

OBJECTIVE

The objective of OMB Circular A-87 is to establish principles for determining the allowable costs incurred by state, local, Federally-recognized and Indian tribal governments under grants, cost reimbursement contracts, and other agreements with the Federal Government. The principles are for the purpose of cost determination and are not intended to identify the circumstances or dictate the extent of Federal or other governmental unit participation in the financing of a particular program or project. The principles are designed to provide that Federal awards bear their fair share of costs recognized under these principles, except where restricted or prohibited by law. A cost is allocable to a particular cost objective if the goods or services involved are chargeable or assignable to such cost objective in accordance with the relative benefit received. Direct costs are those that can be identified specifically with a particular final cost objective. OMB Circular A-87 provides means by which all grants may be charged a portion of those costs which are necessary to the operation of an organization but cannot be specifically identified as a cost of those grants. Indirect costs are those incurred for a common or joint purpose benefiting more than one cost objective, and not readily assignable to the cost objectives specifically benefited, without effort disproportionate to the results

achieved. Indirect costs generally include general administrative costs such as the executive director's office, general accounting, payroll, etc., and facility costs such as rental costs and operations and maintenance costs that are not treated as direct costs. This document provides for the establishment of a "cost pool" where indirect costs may be accumulated and then prorated to various cost objectives on a reasonable and equitable basis. All direct costs will be charged directly to the appropriate cost objective, and the indirect costs will be accumulated in an account called the "Indirect Cost Pool." Within this cost pool, expenses will be broken down by selected items of cost. Through the indirect cost rate, these indirect costs are prorated back to the cost objectives.

A cost allocation is simply a process which sets out the projected direct costs, the projected indirect costs, and the projected base for allocation of these costs, thus arriving at an indirect cost rate for those costs. By using an indirect cost pool, the total cost of the pool for the year is related to the total base for the year and assures all funding sources of their share regardless of when the program took place or when certain overhead charges were incurred during the year. The result is a distribution to all programs operating in the agency during the year on the same basis. Cost allocation amounts and distribution rates are recalculated on a year-to-date basis each time the books are closed at the end of the month. The result is a distribution of actual year-to-date cost allocation amounts, thus eliminating the need for year-end adjustments. Cost allocation locks enable the organization to finalize allocation amounts for a program when the program ends and to direct any adjustment in amounts to other allowed programs or to general operating local funds. The agencywide audit can test the pools and test the allocations easily. Our organization's indirect cost rate is a ratio between total indirect costs and the direct personnel costs (salary, leave and fringe benefits). We have chosen personnel costs as our basis for proration because almost every one of the cost items considered

indirect will increase with the addition of personnel. Our organization has only one major function, transportation planning, with all functions and products grant-eligible and personnel-intensive. We feel this allocation method most appropriately charges the cost to the particular cost objective in accordance with the relative benefit received. All capital, all grant-ineligible or unallowable costs and all travel costs are charged to local general operating funds as direct costs.

This cost allocation plan should provide a fair and equitable method for allocating indirect costs.

DIRECT VS. INDIRECT POLICY STATEMENT

Basically, the policy for determining which costs are direct and which are indirect is dependent on the definition contained in OMB Circular A-87. Indirect costs are those (a) incurred for a common or joint purpose benefiting more than one cost objective and (b) not readily assignable to the cost objectives specifically benefited, without effort disproportionate to the results achieved. Using this basic principle, determination can be made for each expense.

Personnel Costs – Using the timesheet as a tool, time worked on any specific grant can be charged as a direct cost to that grant by using each employee's chargeable rate. All staff time is directly charged under this method. However, it is possible that there may be some job functions that cannot be charged to a specific program because the time expended is of benefit to all the programs in general and so should be considered indirect. Temporary contractual labor occasionally used to cover for temporary receptionist and secretarial absences may fall in this category and be charged to programs on an indirect basis. Indirect personnel costs are charged to the Indirect Cost Pool and charged out along with other indirect expenses. Other temporary contractual labor used to staff a permanent position vacancy is charged directly to the task they work on, the same as the permanent position staff would.

At some future time, some of the work in the administrative category such as a portion of the work performed by the Executive Director; most of the time of the Board Services Manager (who handles workflow in the secretarial pool, general administrative duties for the Executive Director and Board Services); most duties of the Finance Department members; some secretarial and community relations (graphics) personnel costs, where not directly chargeable to a specific grant, may be charged to programs on an indirect basis as well. Presently all of this is charged as a direct cost to local general operating funds when not specifically allocable to a specific grant.

Fringe Benefits -- Fringe benefits are allowances and services provided to employees as compensation in addition to regular salaries and wages and include employer expenses for Social Security, Medicare, worker compensation insurance, pension, health, dental, vision, disability and term life insurance, and personal and holiday leave time as required by personnel policy. Personal leave is accrued as earned and charged to the appropriate program based on total regular salaries. All other fringe costs are accumulated in a fringe benefit cost pool and allocated based on total salaries and leave.

Pension costs, a set percentage of salary under a defined contribution plan, are accrued as earned and charged to the fringe benefit cost pool. All pension costs are funded bi-weekly. Forfeitures due to non-vested termination serve to reduce the current year contribution.

Rent – All rent for office space and parking for employees is charged as an indirect cost. All the common areas, such as hallways, storage areas and reception area, and the use of conference or meeting rooms, are fragmented and indirect by nature. Space used by planners is indirect because the use increases directly with increase in the number of personnel performing planning functions, and most planners work on some phase of all grants. Finance, administrative and marketing

personnel are all support staff to all members of the organization and, thus, space occupied by them is chargeable to all grants.

Rent that is paid for any other purpose, such as parking validation stickers or occasional rental of City parking spaces, is charged out to local funds as a direct cost to general office operations expense.

Audit – An annual audit by an independent CPA firm is a requirement of the organization and is for the general benefit of all programs. Currently, the audit fee is charged to local general operating funds as a direct charge. In the future it may be charged to specific grants on the basis of direct audit hours or prorated to all grants and local fund sources on the basis of the dollar amount of expenditures of the grant to total dollar amount of expenditures for the organization times the total audit cost for the period audited. Staff personnel costs associated with the audit are direct-charged to local general operating funds and grants.

Computer Operations – Annual license fees, maintenance contracts for accounting software applications, Internet access, website fees, and e-mail accounts are charged as indirect costs through the indirect cost pool. Computer support on the LAN is charged to the indirect pool, as the server is used by all staff. Since the indirect pool is spread based on personnel costs, this, in effect, spreads these costs based on usage of the system. Purchase of computer hardware equipment, additional memory, software/programs, etc., are charged as direct costs to local general operating funds.

Dues and Memberships – These dues and memberships for the organization at large are charged directly to the applicable grant or local fund task item where applicable. For example, the membership dues for the organization at large to the American Public Transportation Association could be charged to the grant-related task line item, while the dues to a local chamber of commerce, or any dues for an

individual membership, would be paid as a direct charge from local funds to a line item.

Legal Fees – Legal fees related to administration of the program, attendance at Board meetings, advice on contracts and issues are charged as direct costs to local general operating funds. Costs may be charged directly to a task item as appropriate based on direct hours charged, for example, review of a contract award for a particular service.

Seminars and Conference Registrations – The costs of seminars and conference registrations and training for employee development are charged as direct costs to the local general operating funds, but may be charged to the appropriate related grant.

Pension Administration – The annual cost charged by the pension administrator should be applied as an indirect cost and spread to all grants based on the salary, leave and fringe charged to that grant. Under our current plan there are no employer administrative costs as we have a defined contribution plan, and these administrative costs are passed through to the individual. However, should management incur other administrative costs, such as professional assistance for actuarial or IRS issues, these may be charged as indirect.

Computer Software – Purchase of computer software is charged to local general operating funds as a direct cost.

Pass-Thru Expense – These are expenditures listed in the Unified Planning Work Program as direct awards to subrecipients for particular task items and are charged accordingly as direct costs.

Consultants – These are direct costs charged to the task item in the grant as budgeted for the service provided.

Repair and Maintenance -- General repair and maintenance of equipment and leasehold improvements are charged as direct costs to local general operating funds.

Advertising Public Notice -- Public notice advertising is charged directly to the task item based on the charge for subject of the advertisement.

Awards and Promotional Expense -- Recognition plaques for citizens, Committee and Board members, and promotional items are charged as direct costs to local general operating funds only.

Contributions -- Contributions are charged only to local general operating funds as direct costs after approval of the contribution by the METROPLAN ORLANDO Board. These are never charged to grants.

Education Reimbursement -- Full-time permanent employees are allowed reimbursement for job-related educational courses, limited to three courses per term after successful completion with a passing grade of "C" or equivalent. These costs are charged as direct costs to local general operating funds only.

In-Kind Service -- The value of donated services of technical and professional personnel may be used to meet cost sharing or matching requirements when allowed under the specific grant document. When used, this shall be charged as a direct cost based on salary and fringe benefit cost as allowed under the grant, with a portion of the indirect cost pool allocated proportionately.

Other Miscellaneous Expense -- Used for expenditures which do not fit any of the categories above. Charge will be as a direct cost to local general operating funds.

Books, Publications and Subscriptions -- This expense line item is for charging generally direct costs, most of which are from local funds. The maintenance of a library is for general use of the entire organization and the public and is accessible to anyone, thus making these charges Community Outreach

eligible costs. Journals from various organizations are for the benefit of the entire organization. However, any dues, publications or subscriptions that are limited to the needs of a specific grant would be directly charged to that grant. Also included in this expense line item is the Organization's cable subscription, which is direct-charged to Local operating funds.

Equipment Rent/Maintenance – The organization's machine rental and maintenance expenditures are covered under maintenance contract agreements. This expense covers rental on any temporary equipment, operating leases on all copier equipment, mail machine and maintenance on all office and audio/visual equipment. This maintenance does not increase the value or appreciably extend the life of the equipment but rather keeps it in good operating condition. The maintenance of office equipment benefits everyone in general, and it would be impossible to calculate each grant's use of some of the various pieces of equipment. Thus, this is charged through the indirect cost pool. Those which can be tracked and calculated, such as the copiers and mail machine (which are direct charged based on the number of copies made for a task or the postage charged and tracked by machine code) are charged as direct costs.

Office Supplies – By their nature, office supplies are consumable expenses that are not readily assignable to a specific grant because of a disproportionate amount of time involved to determine each program's use. Many of these supplies used also benefit all the programs in general. This account code includes pens, ribbons, copier paper, letterhead, etc. Most are charged as direct costs to local funds due to this difficulty in allocating to grants. A percentage of copier paper for large jobs, such as copy paper for printing the UPWP, and an estimated amount for each standing committee's agenda packets is charged to the appropriate line item in a grant. Also includes cost of refreshments for public or committee meetings which are paid from local funds only.

Graphic Printing/Binding – Some graphic supplies are purchased as general office supplies above. Supplies purchased for use on a specific program are charged as a direct expense to that program, i.e., custom covers for a particular publication such as the Transportation Improvement Program. This account is generally for out-of-house graphic printing and binding. Printing for a specific program is a direct charge and is determined by actual cost, for example, the Annual Report. Some printing is for general benefit (i.e., general office forms) and is charged to local general operating funds.

Telephone – The monthly service charges for all land-line, cellphone and long-distance costs are considered indirect both because they are not readily assignable and because there is a large part of this cost which is for all programs in general (for instance, phones used by administration, staff assistants, Community Outreach personnel, etc.).

Postage – Most postage charges are considered direct costs and are charged as determined by the use of the postage log kept as mail is run through the postage meter. Some postage is for general use, such as administrative correspondence, vendor payables, purchase orders, etc., which is charged to local general operating funds but could be charged through the indirect cost pool in the future.

Travel – This expense is charged as a direct cost to local general operating funds only.

Insurance and Bonding – This expense covers General Liability/Fire and Casualty policies and bonding costs, etc. All of these policies are maintained for general benefit of the organization and are indirect expenses. Worker compensation expense is charged through the fringe benefit cost pool.

Interest Expense – This would be a direct charge to local operating general funds for any late fees on vendor accounts.

Contractual & Temporary Services – Contractual temporary employment expenses are charged as direct costs to the appropriate grant or to local general operating funds when possible and are discussed under Personnel Costs above. All other contractual expenses are direct charges to the appropriate grant or to local general operating funds as direct costs.

Equipment and Furniture – Fixed assets with a purchase price greater than \$1,000 are purchased by the organization from local general operating funds and expensed to the Equipment and Furniture account. Purchase costs are recovered from the projects by a generally accepted method of depreciation, which is charged directly to a local operating line item. Almost all assets purchased fall into this group. Where the asset is required for a particular project (example: a tradeshow exhibit for use in Community Outreach activities), the depreciation or use charges may be charged directly to that project using local funds, over an appropriate life/project period. Assets having general usage, such as desks, chairs, computers and file cabinets, may in the future be depreciated through the indirect pool using a generally accepted method of computing depreciation or usage charge. There is no intent to convert a usage charge in the near future, but should future budgets dictate, we wish to maintain the option.

Contingency – Contingency is for local general operating funds only and is used for unexpected budgetary needs during the year, providing an available cash reserve for emergencies or unexpected projects.

Community Relations Sponsorships - This account is used for monetary support of various community-related events, expos, conventions, etc. All such sponsorships are charged as direct costs to local general operating funds.

Small Tools/Office Machinery – This account is used to account for non-capitalized equipment and tools, and these purchased are charged as direct costs to local general operating funds.

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal dated February, 2010, to establish cost allocations or billings for Fiscal Year 2010-2011 are allowable in accordance with the requirements of OMB Circular A-87, "Cost Principles for State and Local Governments," and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental Unit:

METROPLAN ORLANDO

Signature:

Carolyn C. Small

Name of Official:

Carolyn C. Small, CPA

Title:

Director of Finance and Administration

Date of Execution:

2 - 2, 2010

Approved:

Harold W. Barley

Harold W. Barley

Executive Director

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APPENDIX C

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**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	2. DATE SUBMITTED	Applicant Identifier
			3. DATE RECEIVED BY STATE	State Application Identifier
			4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
5. APPLICANT INFORMATION				
Legal Name: Orlando Urban Area Metropolitan Planning Organization d/b/a METROPLAN ORLANDO			Organizational Unit: Department: Metropolitan Planning Organization	
Organizational DUNS: 831962266			Division:	
Address: Street: 315 E. Robinson Street, Suite 355			Name and telephone number of person to be contacted on matters involving this application (give area code)	
City: Orlando			Prefix: Mr.	First Name: Harold
County: Orange			Middle Name W.	
State: FL			Last Name Barley	
Zip Code 32801-1949			Suffix:	
Country: USA			Email: hbarley@metroplanorlando.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-3363667			Phone Number (give area code) (407) 481-5672	Fax Number (give area code) (407) 481-5680
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) Federal Transit Metropolitan Planning Grant			7. TYPE OF APPLICANT: (See back of form for Application Types) Other (specify) Metropolitan Planning Organization	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): Federal Transit Metropolitan Planning Grant			9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Orange, Osceola, and Seminole Counties, FL			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Technical studies in support of FY2010-11 Unified Planning Work Program (UPWP) for the Orlando Urban Area	
13. PROPOSED PROJECT Start Date: 10/01/2010			14. CONGRESSIONAL DISTRICTS OF: a. Applicant FL-007 Rep. John Mica	
Ending Date: 09/30/2011			b. Project FL-007, FL-008, FL-003, FL-024	
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$	517,821 ⁰⁰	a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON	
b. Applicant	\$	⁰⁰	DATE:	
c. State	\$	64,728 ⁰⁰	b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372	
d. Local	\$	64,728 ⁰⁰	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
e. Other	\$	⁰⁰	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
f. Program Income	\$	⁰⁰	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
g. TOTAL	\$	647,277 ⁰⁰		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.				
a. Authorized Representative				
Prefix Mr.	First Name Harold		Middle Name W.	
Last Name Barley			Suffix	
b. Title Executive Director			c. Telephone Number (give area code) (407) 481-5672	
d. Signature of Authorized Representative <i>Harold W. Barley</i>			e. Date Signed 3-10-10	

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Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

Section 5303
Approved Project Budget for FY 2010-2011
(total dollars)

Technical Classifications:			
44.21.00	Program Support and Administration	226,469	1.1/1.2.1/1.2.2./1.2.3/1.2.6/1.3.1/2.1/2.2/2.3/2.5
44.22.00	General Development and Comprehensive Planning	61,898	1.1.2/2.6/4.1.3/4.1.4/4.1.6
44.23.01	Long Range Transportation Planning: System Level	24,494	2.2.3/4.1.1/4.1.2/4.1.5/4.2.1
44.23.02	Long Range Transportation Planning: Project Level	103,394	4.2.2/ 4.2.3/4.3/5.3/5.4.1
44.24.00	Short Range Transportation Planning	6,198	1.1.4/4.4.1
44.25.00	Transportation Improvement Program	12,575	1.3.2
44.26.00	Planning Emphasis Areas		
44.26.12	Coordination of Non-Emergency Human Service Transportation	30,000	4.5.2
44.26.13	Participation of Transit Operators in Metropolitan Planning	28,403	3.4/4.4.4
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	69,092	4.4.3/4.4.5
44.26.16	Incorporating Safety & Security in Transportation Planning	84,754	1.1.3/1.3.3/1.3.4/2.2.2/3.7/4.6.1
44.27.00	Other Activities	<u>647,277</u>	
	Total Net Project Cost		
Accounting Classifications			
44.30.01	Personnel	246,008	
44.30.02	Fringe Benefits	80,789	
44.30.03	Travel		
44.30.04	Equipment	7,200	
44.30.05	Supplies	236,669	
44.30.06	Contractual	19,263	
44.30.07	Other	57,348	
44.30.08	Indirect Charges	<u>647,277</u>	
	Total Net Project Cost		
Fund Allocations			
44.40.01	MPO Activities	518,738	
44.40.02	Transit Operator Activities	128,539	
44.40.03	State and/or Local Agency Activities		
	Total Net Project Cost	<u>647,277</u>	
	Federal Share (80%)	517,821	
	Local Share (20%)	129,456	
Accounting Classification	Description	Amount	
91.37.08.8P-2	Technical Studies -Planning	\$ 647,277	

Section 5303
 GMIS Planning Line Item Codes -FY 2010-2011
 (FTA Funds Only)

Technical Classifications:			
44.21.00	Program Support and Administration	184,015	1.1/1.2.1/1.2.2/1.2.3/1.2.6/1.3.1/2.1/2.2/2.3/2.5
44.22.00	General Development and Comprehensive Planning	48,602	1.1.2/2.6/4.1.3/4.1.4/4.1.6
44.23.01	Long Range Transportation Planning: System Level	18,968	2.2.3/4.1.1/4.1.2/4.1.5/4.2.1
44.23.02	Long Range Transportation Planning: Project Level	90,462	4.2.2/4.2.3/4.3/5.3/5.4.1
44.24.00	Short Range Transportation Planning	4,824	1.1.4/4.4.1
44.25.00	Transportation Improvement Program	10,467	1.3.2
44.26.00	Planning Emphasis Areas		
44.26.12	Coordination of Non-Emergency Human Service Transportation	24,000	4.5.2
44.26.13	Participation of Transit Operators in Metropolitan Planning	23,959	3.4/4.4.4
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership		
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning		
44.26.16	Incorporating Safety & Security in Transportation Planning	47,910	4.4.3/4.4.5
44.27.00	Other Activities	64,614	1.1.3/1.3.3/1.3.4/2.2.2/3.7/4.6.1
	Total Net Project Cost	<u>517,821</u>	
Accounting Classifications			
44.30.01	Personnel	196,994	
44.30.02	Fringe Benefits	64,689	
44.30.03	Travel		
44.30.04	Equipment		
44.30.05	Supplies	5,760	
44.30.06	Contractual	189,335	
44.30.07	Other	15,120	
44.30.08	Indirect Charges	45,923	
	Total Net Project Cost	<u>517,821</u>	
Fund Allocations			
44.40.01	MPO Activities	421,590	
44.40.02	Transit Operator Activities	96,231	
44.40.03	State and/or Local Agency Activities		
	Total Net Project Cost	<u>517,821</u>	

SECTION A - BUDGET SUMMARY

Grant Program Function of Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1)	20-505			517,821	129,456	\$ 647,277
2)						
3)						
4)						
5) TOTALS				\$ 517,821	\$ 129,456	\$ 647,277

SECTION B - BUDGET CATEGORIES

Object Class Categories	Grant Program Function or Activity				Total (5)
	1)	2)	3)	4)	
a) Personnel	196,994	\$ 49,014			\$ 246,008
b) Fringe Benefits	\$ 64,689	\$ 16,100			\$ 80,789
c) Travel					\$ -
d) Equipment					\$ -
e) Supplies	\$ 5,760	\$ 1,440			\$ 7,200
f) Contractual (Consultant & Pass-Through)	\$ 189,335	\$ 47,334			\$ 236,669
g) Construction					\$ -
h) Other	\$ 15,120	\$ 4,143			\$ 19,263
i) Total Direct Charges					\$ -
j) Indirect Charges	\$ 45,923	\$ 11,425			\$ 57,348
k) TOTALS	\$ 517,821	\$ 129,456			\$ 647,277
7) Program Income					

SECTION C - NON-FEDERAL RESOURCES

Grant Program (a)	Applicant (b)	State (c)	Other Sources (d)	Totals (e)
8)		\$ 64,728	\$ 64,728	\$ 129,456
9)				
10)				
11)				
12) TOTALS		\$ 64,728	\$ 64,728	\$ 129,456

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	Future Funding Periods (Years)			4th Quarter
		1st Quarter	2nd Quarter	3rd Quarter	
13) Federal	\$ 517,821.00	\$ 129,455.25	\$ 129,455.25	\$ 129,455.25	\$ 129,455.25
14) Non-Federal	\$ 129,456.00	\$ 32,364.00	\$ 32,364.00	\$ 32,364.00	\$ 32,364.00
15) TOTAL (Sum of lines 13 and 14)	\$ 647,277.00	\$ 161,819.25	\$ 161,819.25	\$ 161,819.25	\$ 161,819.25

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

Grant Program (a)	Future Funding Periods (Years)		
	First (b)	Second (c)	Third (d)
16)			
17)			
18)			
19)			
20) TOTALS			

SECTION F - OTHER BUDGET INFORMATION

21) Direct Charges:	
22) Indirect Charges:	
	Rates:
	Fringe 0.328384
	Indirect: 0.175492

23) Remarks: Cost Allocation Plan is used for indirect & fringe charges - Rates in item 22 are estimates of what the plan should spread.

APPENDIX A

**FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Orlando Urban Area Metropolitan Planning Organization,
d/b/a METROPLAN ORLANDO

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	<u>X</u>
02.	Lobbying.	<u>X</u>
03.	Procurement Compliance.	<u>X</u>
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	<u>X</u>
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	<u>X</u>
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	<u>X</u>
15.	Urbanized Area Formula Program.	<u>X</u>
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	<u>X</u>
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	Infrastructure Finance Projects.	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Orlando Urban Area Metropolitan Planning Organization,
d/b/a METROPLAN ORLANDO

Name and Relationship of Authorized Representative: Harold W. Barley, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2011.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2011.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature Harold W. Barley

Date: 3-10-10

Name Harold W. Barley, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Orlando Urban Area Metropolitan Planning Organization,
d/b/a METROPLAN ORLANDO

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature Steven R. Bechtel

Date: 3/11/10

Name Steven R. Bechtel, Mateer & Harbert, P.A.
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.



DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. DOT regulations on Government wide Debarment and Suspension at 49 CFR 29.510

- (1) METROPLAN ORLANDO (the operational name of the Orlando Urban Area Metropolitan Planning Organization) hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state, or local) terminated for cause or default.
- (2) METROPLAN ORLANDO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.


Harold W. Barley, Executive Director
METROPLAN ORLANDO

3-10-10
Date



CERTIFICATION

for

CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Harold W. Barley 3-10-10
Harold W. Barley, Executive Director Date

PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES IN
DEPARTMENT OF TRANSPORTATION FINANCIAL ASSISTANCE
PROGRAMS

As required by 49 CFR 26.13 (What assurances must recipients and contractors make?):

METROPLAN ORALNDO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. METROPLAN ORLANDO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. METROPLAN ORLANDO DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in the Planning Funds agreement between METROPLAN ORLANDO and the Florida Department of Transportation. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of the agreement. Upon notification to the METROPLAN ORLANDO of its failure to carry out its approved program, USDOT may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

Harold W. Doney 3-10-10
Executive Director Date

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

METROPLAN ORLANDO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

METROPLAN ORLANDO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated 3-10-10

by Harold W. Barley
Harold W Barley, Executive Director

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
- a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

ASSURANCE OF COMPLIANCE WITH
TITLE VI OF THE CIVIL RIGHTS ACT OF 1964
(For Technical Studies Projects)

The Metropolitan Planning Organization for the Orlando Urban Area, d.b.a. METROPLAN ORLANDO (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat, 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act) and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration (FTA), and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurance with respect to the project:

1. That the Recipient agrees that each "program" and each "facility", as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all projects under the Federal Transit Act Amendments of 1991, and, in adapted form, in all proposals for negotiated agreements:

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in regard to any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the

and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the project, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property of interest therein or structures or improvement thereon; in which case, the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
5. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other Recipients, subgrantees, contractors, subcontractors, transferees, in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.
6. The Recipient agrees that the United States has a right to judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

This ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts, or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the Federal Transit Administration Programs and is binding on it, other Recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants in the Federal Transit Administration Programs. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATE: 3-10-10

Metropolitan Planning Organization
For the Orlando Urban Area, d.b.a.
METROPLAN ORLANDO
(Recipient)

By: Harold W. Barley
Harold W. Barley, Executive Director

FEDERAL TRANSIT ADMINISTRATION

CIVIL RIGHTS ASSURANCE

The Metropolitan Planning Organization of the Orlando Urbanized Area HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Federal Transit Act Amendments of 1991, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Metropolitan Planning Organization of the Orlando Urbanized Area will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The Metropolitan Planning Organization of the Orlando Urbanized Area will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

Date: 3-10-10

Orlando Urban Area Metropolitan
Planning Organization
d.b.a. METROPLAN ORLANDO
Legal Name of Applicant

By: Harold W. Barley
Harold W. Barley, Executive Director

(APPENDIX A TO TITLE VI ASSURANCE)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the regulations.
- (3) Solicitations for Subcontracts, Including Procurement of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
- (4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Transit Administration to be pertinent to ascertain compliance with such regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Recipient, or the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

- (5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with nondiscrimination provisions of this contract, the Recipient shall impose contract sanctions as it or the Federal Transit Administration may determine to be appropriate, including, but not limited to:
- (a) withholding of payments to the contractor under the contract until the contractor complies; and/or
 - (b) cancellation, termination, or suspension of the contract, in whole or in part.
- (6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract of procurement as the Recipient or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Assurance Concerning Nondiscrimination on the
Basis of Handicap in Federally-Assisted Programs
and Activities Receiving or Benefiting from
Federal Financial Assistance

(Department of Transportation)

The Orlando Urban Area Metropolitan Planning Organization, d.b.a. METROPLAN ORLANDO (the "Recipient") AGREES THAT, as a condition to that approval or extension of any Federal financial assistance from the United States Department of Transportation to construct any facility, or to participate in or obtain any benefit from any program administered by the Department, to which the Department's regulation set forth in Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 27- "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance" (the "Regulation") applies, no otherwise qualified handicapped person shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from Federal financial assistance administered by the Department of Transportation including the Federal Transit Administration, and GIVES ASSURANCE that it will conduct any program or operate any facility so assisted in compliance with all of the requirements imposed by the Regulation, or any directive issued pursuant to that Regulation.

Date: 3-10-10

Orlando Urban Area Metropolitan
Planning Organization
d.b.a. METROPLAN ORLANDO
Legal Name of Applicant

By: Harold W. Barley
Harold W. Barley, Executive Director

INTERGOVERNMENTAL REVIEW CERTIFICATION

FTA CIRCULAR 9500.1

Certification is given by the recipient named herein, the Orlando Urban Area Metropolitan Planning Organization (MPO), with respect to its application for assistance pursuant to Section 8 of the Federal Transit Act Amendments of 1991, filed with the Federal Transit Administration (FTA), that the recipient has complied with the provision of 49 CFR 17, Intergovernmental Review of Department of Transportation Programs and Activities.

3-10-10

(DATE)

Orlando Urban Area Metropolitan
Planning Organization d.b.a.
METROPLAN ORLANDO
Legal Name of Applicant

By: Harold W. Barley
Harold W. Barley, Executive Director

APPENDIX D

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RESOLUTION NO. 10-09

SUBJECT:

APPROVAL OF THE FINAL FY 2010/2011 and FY 2011/2012 UNIFIED PLANNING WORK PROGRAM AND BUDGET WITH AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO EXECUTE THE APPROPRIATE FEDERAL AUTHORIZATIONS AND ASSURANCES AND SUBMIT AND EXECUTE GRANT APPLICATIONS FOR TRANSIT PLANNING FUNDS, TRANSPORTATION DISADVANTAGED TRUST FUNDS, FEDERAL HIGHWAY ADMINISTRATION, LOCAL AGENCY PROGRAM AGREEMENTS AND CONTRACT AWARDS AND EXECUTE THE GRANT CONTRACTS WHEN AWARDED; APPROVAL OF THE LINE ITEM BUDGET AND TRANSFER OF LINE ITEM FUNDS WITHIN A UPWP TASK; AUTHORIZE ADVERTISING OF BUDGETED CONTRACTUAL/CONSULTING SERVICES; AUTHORIZE EXECUTIVE DIRECTOR TO SIGN AND EXECUTE REGULAR BILLINGS FOR COSTS INCURRED AGAINST UNIFIED PLANNING WORK PROGRAM TASK ELEMENTS ON BEHALF OF METROPLAN ORLANDO.

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; and

WHEREAS, Florida Statutes 339.175 (8), and 23 CFR 450.314 require MPO's develop an annual Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, the Florida Department of Transportation requires the MPO's develop a two year Unified Planning Work Program for the purpose of programming, scheduling and managing the metropolitan planning activities for the program year; and

WHEREAS, a Unified Planning Work Program and budget has been developed for Fiscal Years 2010/2011 and 2011/2012, said fiscal years being from July 1, 2010 through June 30, 2011 and July 1, 2011 through June 30, 2012; and

WHEREAS, the Fiscal Years 2010/2011 and 2011/2012 Unified Planning Work Program is reviewed and commented upon by the Florida Department of Transportation and the various federal agencies and the review comments are to be addressed by the MPO and submitted by May 15, 2010; and

WHEREAS, concurrent with the submittal of the Unified Planning Work Program, various Federal authorizations and assurances are also required to be submitted.

NOW, THEREFORE, BE IT RESOLVED by the METROPLAN ORLANDO Board that the Fiscal Years 2010/2011 and 2011/2012 Orlando Urbanized Area Unified Planning Work Program and budget are approved and authorized to be submitted to the Florida Department of Transportation and the appropriate Federal agencies and that the Executive Director is authorized to execute all appropriate Federal authorizations and assurances to support this document and submit and execute all grant applications to the State and FHWA and FTA for the Transit Planning Funds, Transportation Disadvantaged Trust Funds, Highway Planning and Construction Grant, Federal Highway Administration, Local Agency Program Agreements and contract awards and execute the grant contracts when awarded; that the line item budget and transfer of line item funds within a UPWP task is approved; advertising of budgeted contractual/consulting services are approved; and that the Executive Director is authorized to sign and execute regular billings for costs incurred against Unified Planning Work Program Task elements on behalf of METROPLAN ORLANDO.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of May, 2010.

CERTIFICATE

The undersigned duly qualified and acting 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.

Honorable Bill Segal, Chairman

Attest:

Lena Tolliver
Senior Board Services Coordinator/
Recording Secretary

APPENDIX E

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FDOT District Five General Planning Activities & Specific Tasks

FY 2010/2011 & FY 2011/12 UPWP

February 16, 2010

GENERAL PLANNING ACTIVITIES

The Florida Department of Transportation (FDOT) is a contributor to transportation planning and policy development in District Five. Generally, the specific recurring transportation planning activities accomplished by FDOT's District Five Planning Office can be placed in one of the following categories: Transportation Planning Activities, Data Collection Activities and Systems Planning Activities.

Transportation Planning Activities:

➤ MPO/TPO Support

Provide revenue forecasts to the MPOs/TPOs to develop their Long Range Transportation Plans; Provide support and assistance to assure that the MPOs/TPOs comply with the state and federal policies, procedures and federal code of regulation; comply with Title VI in the planning process (UPWP, TIP, Model Validation, etc.) and comply with other certification requirements; Provide supporting information and documentation to support MPO/TPO planning; Review and take appropriate action on TIPs and TIP amendments; Assist MPOs/TPOs in attending various committee meetings and Community Awareness Planning Meetings; Assist MPOs/TPOs with Work Program System issues and reports; Assist MPOs/TPOs in State and Federal Grant Programs; and Support and assist with Transit issues and initiatives.

➤ Intergovernmental Support and Review

Review amendments and Evaluation and Appraisal Reports for the Local Government Comprehensive Plans (LGCP); Review Intergovernmental Coordination and Review (ICAR) documents.

➤ Strategic Intermodal System Plan (SIS Strategic Plan)

Process requests for designation changes; coordinate regional and local facilities with the SIS; coordinate the Department's transit initiative with the SIS; manage policy level public and partner involvement efforts related to the SIS; Assist in technical level public and partner involvement efforts related to the SIS; Assist in providing revenue forecasts.

➤ Census Support

Assist MPO/TPO with boundary and membership issues for merging and emerging MPOs/TPOs.

Data Collection Activities:

➤ Systems Inventory

Provide for the efficient transfer of road jurisdiction by the Department and local governments based on mutual agreement; Functionally classify roads, including the designation of federal aid eligibility and develop, analyze, and assign an integrated statewide network of federal, local and state systems.

➤ Mapping

Maintain and provide mapping information related to the SIS; Maintain and update functional classification maps.

Systems Planning Activities:

➤ Systems Management

Provide assistance for determining the need for, and feasibility of, new access points (IJRs) and modifications (IMRs) to existing access points on the FIHS and other SIS facilities; Conduct Level-of-Service analysis that will determine current and future conditions of the State Highway System; Project Design Traffic and 18 KIP Equivalent Single Axle Loadings (ESALs) preparations,

➤ Modeling

Support regional transportation modeling activities and gather information on how to make improvements through improved policies, procedures and guidelines for transportation demand forecasting for the Florida Standard Model; Assist in validation of models and conduct planning studies requested by local governments and MPOs/TPOs.

➤ FIHS/SIS

Conduct Traffic/Travel Demand Assignment Studies; Develop traffic projections; Develop and maintain a SIS Needs Plan and SIS Cost Feasible Plan; Provide input for FIHS modifications and refinements; Develop, coordinate and distribute FIHS corridor plans; Assist in implementing the ETDM Environmental and Programming Screening Tools in developing and reviewing projects at the Planning Screen Phase (MPO/TPO long range plans and FIHS cost-feasible plan).

FDOT DISTRICT FIVE SPECIFIC ACTIVITIES

This section provides a listing, with a short description of some of the more prominent FDOT District Five activities and projects anticipated during FY 10/11 and FY 11/12.

➤ ETDM/SCE

To assist and collaborate with Space Coast TPO, Lake-Sumter MPO, Ocala/Marion County TPO, METROPLAN ORLANDO and Volusia County MPO with the

implementation of the Efficient Transportation Decision Making (ETDM) Process. District Five is coordinating with each of the MPOs/TPOs to prioritize and schedule the ETDM Planning Screening of projects for inclusion in the next Cost Feasible Plan update.

The District will continue assisting the MPOs/TPOs with their ETDM/SCE tasks by helping to coordinate schedules for ETAT reviews, provide guidance, training, and assistance to MPOs/TPOs in sending projects for screening, and assisting in the Planning Summary Reports for those projects. The District will continue to run Programming Screens on projects prior to PD&E, as required by FHWA. FDOT will provide ETDM technical assistance and training to MPO/TPO staff as needed.

➤ Modeling

The Department will continue to support the District Five MPOs/TPOs (Space Coast TPO, Lake Sumter MPO, Ocala/Marion TPO, METROPLAN ORLANDO, and Volusia County MPO) with ongoing modeling activities applications, and enhancements. The Central Florida Regional Planning Model v5.0 (CFRPM) has been validated for the base year 2005 and the Department is continuing to assist the MPOs/TPOs in the development of the Year 2035 Horizon for their Long Range Transportation Plans that are to be adopted by the end of year 2010.

During year 2011 and 2012, the Department will continue to investigate ways to continue to update the model with the latest available data. We will integrate the Florida Intelligent Transportation System (FITS) Evaluation Tool into the CRFPM. FITS is a sketch planning tool that can perform evaluations of ITS projects within the FSUTMS Cube/Voyager transportation planning software environment.

FDOT's Public Transit Office has created a tool to forecast transit travel demand called Transit Boardings Estimation and Simulation Tool (T-BEST). The transit agencies are required to use this tool in developing their Transit Development Plans (TDPs). This tool is a user friendly stop-level ridership forecasting software package that offers full GIS-based functionality and network coding capabilities. T-BEST is capable of simulating travel demand at the individual stop-level while accounting for network connectivity, spatial and temporal accessibility, time-of-day variations, and route/stop competition. The Department will be evaluating the use of this tool for New Starts, Small Starts and Very Small Starts Programs in addition to corridor analysis for feasibility studies. T-BEST runs GIS interface in significantly shorter run time than FSUTMS since it does not include a highway module.

➤ FDOT District Five Tentative Five-Year Work Program Public Hearings

To develop and conduct the Department's Tentative Five Year Work Program and consider making any changes to the Program that is necessary to balance the Five Year Work Program. The Work Program Public Hearing(s) is being developed and conducted pursuant to Section 339.135(4)(C), Florida Statutes, as amended. The Public Hearing(s) will include information for Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia Counties. The Public Hearing(s) will include consideration of proposed projects for the Florida's Turnpike Enterprise. The Public Hearing(s) is conducted annually. The Department continuously coordinates with the MPOs/TPOs in

their project priority development and project selection in the Department's Tentative Five Year Work Program. The Department will hold a Public Hearing(s) for the tentative work program in November and December of the 2011 and 2012 Calendar year. The Department will continuously coordinate with the MPOs/TPOs to provide video tapings of each Public Hearing to be broadcasted on public television. The Department will also provide a website for the MPOs/TPOs and citizen's to access to get information on the Department's Tentative Five Year Work Program and will include the process for developing the Tentative Five Year Work Program.

➤ CFGIS/TAIMS

The Transportation Automated Information Management System (TAIMS) was implemented to provide data storage/warehousing, information management, and data sharing by utilizing Geographic Information System (GIS) based querying, automated mapping and reporting features. TAIMS has evolved over nearly the past two decades into a multi-functional application. With updated technology/software and current state of practice, District Five is conducting an assessment of the existing TAIMS system while also assessing surrounding districts GIS applications for applicability. Additionally, District Five has established a districtwide GIS Steering committee to help coordinate and facilitate GIS activities throughout the different units. This committee will also serve to educate staff on GIS activities and technologies as well as be the coordinating medium between staff and their management.

Similar to the objective of TAIMS, the Central Florida GIS (CFGIS) initiative serves as a Data Clearinghouse to members of the general public while providing a Users Group forum for GIS users within the Central Florida region to facilitate data sharing and information exchange. District Five has been a major funding contributor to the CFGIS initiative. Discussions have occurred with the East Central Florida Regional Planning Council (ECFRPC) to further identify the regional data needs, funding partnerships, and the roles and responsibilities of the agencies involved.

The Department is currently completing an initiative to update the Development of Regional Impact (DRI) tool housed on the CFGIS server. This tool, called the DRI-Plus tool, is made available to the general public incorporating a dynamic mapping as well as database and data management/administrative component. The Department is continuing to update data and serve data via application tools to provide for a more efficient way of conducting everyday business.

District Five continues to work on promoting education, increasing coordination while reducing duplicity, providing data and cost effective web-based tools necessary to work efficiently. With the current initiative to assess the TAIMS system, District Five will integrate more organizational structure for data on a districtwide level.

APPENDIX F

**Inquires were made at the
Transportation Technical Committee.
No local government planning
activities were presented.**

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APPENDIX G

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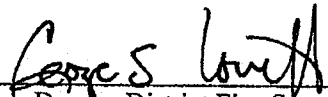
JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Metroplan Orlando Metropolitan Planning Organization with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101 (b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37 and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on January 21, 2010.

Based on a joint review and evaluation, the Florida Department of Transportation and the Metroplan Orlando MPO recommend that the Metropolitan Transportation Planning Process for the Metroplan Orlando Metropolitan Planning Organization be certified.



Norannis Downs, District Five Secretary (or designee)

3/8/10

Date



Bill Segal, Chairman, Metroplan Orlando MPO (or designee)

2-25-10

Date

Joint Report on 2010 Certification Review – Metroplan Orlando MPO

Orlando Urbanized Area / Transportation Management Area (TMA)

Joint Report on 2010 Certification Review Urbanized Area Metropolitan Planning Organization (MPO)

Introduction

On Wednesday, January 21, 2010, the Department conducted a certification review meeting with Metroplan Orlando as required by the Federal Highway Administration and Federal Transit Administration. The following were in attendance:

Representing FDOT

John Moore
Gene Ferguson
Diane Poitras
Jo Santiago

Representing LYNX

Tony Walter
Belinda Baleras

Metroplan Orlando

Harold Barley
David Grovdahl
Kelley Teague
Carolyn Small
Keith Caskey
Eric Hill
Virginia Whittington

Background

Last year Metroplan Orlando completed a Modified Certification Review. The certification questions were developed to emphasize the following areas:

- 1) Agreements and Contracts
- 2) Long Range Transportation Plan (LRTP) Issues
- 3) Automated TIP
- 4) Safety and Security
- 5) Efficient Transportation Decision Making (ETDM) Process
- 6) Development of Regional Development (DRI)/Growth Management
- 7) Air Quality and Conformity
- 8) Bicycle and Pedestrian Program
- 9) Public Transportation

Districts have the option of doing a standard, full review each year, or of doing a limited, modified review. If they opt to do the modified review, they can do this for three consecutive years. On the fourth year, they must do a standard, full review of the four areas of law specified in 23 C.F.R. 450.334. The timeline for these two processes (Standard Joint Review and Modified Joint Review) are the same. The only difference is the depth of the review.

Since the standard review was completed in 2007, it was decided to perform a modified review for this year's certification. Questions for this review were selected to cover the following:

- 1) Status of Agreements and Contracts
- 2) LRTP Items
- 3) Safety Planning
- 4) Security Planning
- 5) Efficient Transportation Decision-Making (ETDM) Process
- 6) Financial Plan – Private Funds
- 7) Financial Plan – Special Earmarks
- 8) Air Quality and Conformity
- 9) Transit

Attachment “A” contains the certification questions provided to Metroplan Orlando and their responses.

FDOT Findings

Below is a commentary of our findings based on responses to certification questions and the discussion at the review meeting and subsequent information provided by Metroplan Orlando:

MPO Agreements

It was noted that every year the certification questions will document the status of Metroplan Orlando’s agreements and expiration dates. Metroplan Orlando is successfully maintaining their agreements in accordance with Federal and State requirements.

Regional Coordination / LRTP Items

Metroplan Orlando supports efforts at regional coordination. The MPO has developed innovative planning initiatives which have been copied by other MPOs. Examples are the efforts to bring rail transit to the region made over several decades. Those efforts have recently been rewarded through the start of the Sunrail system. The MPO has also recognized the advantage of being pro-active concerning air quality and has developed a good basis of information for decision-making through work with the University of Central Florida. The MPO has included a lifestyles component of its model and other MPOs are interested in following that lead. Metroplan is the first MPO in the State to implement a Municipal Advisory Committee (MAC). The MAC brings local governments not represented on the MPO Board into the decision-making process and promotes consideration of their concerns. The 2030 LRTP was approved by the Board in August 2009.

Safety Planning

Metroplan Orlando has made safety a priority emphasis area since 2005. The MPO has coordinated the safety efforts through its Management and Operations (M&O) subcommittee. Safety is also addressed in the Congestion Management Process section of the 2030 LRTP. MPO staff work closely with the Community Traffic Safety Teams (CTST) in the metro area. The M&O subcommittee has been assigned an annual budget

of federal XU funds to program projects. Safety is a factor used to rank potential M&O projects.

Metroplan has developed a Regional Crash Database through a contract with the University of Florida. This year, staff will develop a web-based system allowing access to the crash reports by partner agencies. The MPO is addressing safety in the planning process.

Security Planning

Federal Transit Administration funds were programmed to complete Security Emergency Program Plan (SEPP) and Threat and Vulnerability Assessment. Metroplan security is managed through a Continuity of Operations Plan (COOP). Finally, MPO staff is participating in the Department of Homeland Security Connecting Communities Workshop. It is designed to improve coordination of multiple agencies, including transit, during incidents and emergency response.

Efficient Transportation Decision Making (ETDM)

Metroplan Orlando has identified projects eligible to go through the Efficient Transportation Decision Making (ETDM) process. Seven major state projects have been run through the ETDM Planning Screen. MPO advisory committees provided input through the process. Once these projects are considered cost feasible, the FDOT will initiate the ETDM Programming Screen process.

Financial Plan – Private Funds

Metroplan Orlando has identified funding from private sources in the 2030 LRTP. The primary source of the funds are DRIs and smaller developments impacting local agencies. The MPO requires a local/state ‘sponsor’ for any request of MPO funding to supplement the private funds. The request is then run through the standard MPO process for use of MPO funds.

Financial Plan – Special Earmarks

Metroplan Orlando understands that earmarks can affect the funding normally received by the metro area. This can result in other projects being delayed. Earmarks can also require amendments to the LRTP and TIP. Therefore, each earmark project is reviewed by the MPO and its committees on its own merit.

Air Quality and Conformity

Metroplan Orlando is addressing Air Quality through its UPWP in three sections: 4.6 Air Quality; 2.2.2 Air Quality Public Awareness; and 3.6 Air Quality Monitoring. The MPO has been pro-active in addressing all federal requirements including conformity determination. Metroplan is well positioned to meet all deadlines for compliance with the federal air quality process.

Transit

Metroplan Orlando has described and scoped many multi-modal transit projects as part of the 2030 LRTP. LYNX and local agencies were included as part of the planning team identifying these projects. The MPO has been involved in the update of the LYNX Long

Range Strategic Master Plan. The MPO has been involved in the effort to advance the Sunrail (commuter rail) project and will continue those efforts including light rail and BRT studies. Metroplan Orlando is to be commended for their support of transit alternatives to traffic congestion issues.

Recommendations / Comments

The 2030 LRTP was completed one month ahead of schedule and made use of an extensive public involvement process. Metroplan is to be commended for their use of visualization techniques to help participants easily understand the issues and content. The MPO website was referenced extensively and kept up to date to keep the public easily informed of the 2030 LRTP status. The MPO process for LRTP development was a success.

Metroplan Orlando is recognized for its support of the Central Florida MPO Alliance. Metroplan staff provide essential support for the functions of the Alliance.

The MPO is commended for leadership shown in addressing the issue of safety in the MPO planning process. Other MPOs in Florida can be expected to follow many of Metroplan's leads. The recognition given to the MPO Traffic Engineer by the Seminole County CTST is noteworthy. Congratulations, Mr. Tung-Lung Cheng!

Metroplan coordination with the Office of Emergency Management in the three county area is an excellent way to improve understanding between planners and emergency responders.

Metroplan Orlando has continued to be in the forefront regarding air quality non-attainment issues. The effort made with the University of Central Florida to prepare a "Non-attainment Contingency Plan" and an ozone emission inventory are pro-active responses to a very important issue. The MPO is to be commended for their involvement with and financial support of transit and bicycle/pedestrian projects. Alternate modes to highways are essential to provide for enhanced air quality and future growth.

General Comments

Metroplan Orlando has done excellent work in helping FDOT to monitor local efforts related to the American Recovery and Re-investment Act (ARRA). The MPO has continued that support in preparation for the new Jobs Bill. Metroplan and the District 5 staff enjoy an excellent working relationship and the District looks forward to working together to improve the transportation system in Orange, Osceola and Seminole Counties.

FDOT District Five and the METROPLAN ORLANDO Metropolitan Planning Organization Modified Joint Certification - January 21, 2010

Based upon a review of Chapter 7 of MPO Manual, below are the general areas recommended as focus items for this year's METROPLAN ORLANDO MPO Certification process. According to the Certification requirements, a limited or modified review can occur for three years after a full review. Based upon Chapter 7, and associated laws/rules (noted in the Chapter), the following are the District Five general questions/discussion areas, along with the responses from METROPLAN ORLANDO:

The Metropolitan Planning Requirements Identified in 23 U.S.C. 134 and 49, U.S.C. 5303:

1. *Below is the status of the various METROPLAN ORLANDO agreements which we intend to document each year as a reminder of upcoming expirations. Please review the list below and advise us if your records agree with these findings. Should your records differ, please provide the date of update and the date of expiration. Should an agreement need to be updated in this calendar year, please advise the department when we can anticipate a draft and final agreement.*

A. *Interlocal Agreement for the Creation of the Metropolitan Planning Organization (FDOT Form 525-010-01). Updated: November 24, 2003; Review: To be updated as needed.*

Response: Should next be reviewed after completion of the 2010 census both by the Governor and METROPLAN ORLANDO Board. Accordingly, it does not appear any action has to be taken by METROPLAN ORLANDO unless a signature member wishes to address an amendment.

B. *Transportation Planning Funds Joint Participation Agreement (FDOT Form 525-010-02). Updated: November 8, 2006; Renew: Before November 8, 2011.*

Response: Concur. The Department will need to address whether they wish to extend this current version after passage of the next federal transportation bill.

Two projects currently open:

FAP# PL-0087 (46) FM#416356-1-14-01 Contract A-5066 (FY 2009)

FAP# PL-0087 (47) FM#416356-1-14-01 Contract A-0566 (FY 2010)

C. *Public Transportation Joint Participation Agreement (FDOT Form 725-030-06). Section 8, There is one open agreement:*

Contract No. AOJ52 (FM No. 420638-1)

Executed: August 29, 2006; Renew: Before September 30, 2012.

Response: Do not concur. There are two open contract agreements:

Contract No. AOJ52 FM 420638-1-14-18 FAP No: 49 U.S.C. 5303-FL-80-X18

Contract No. AOJ52 FM 420638-1-14-19 FAP No. 49 U.S.C. 5305-FL-80-X19

- D. *Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (FDOT Form 525-010-03) Updated: June 24, 2005; Renew: Before June 24, 2010.*

Response: This needs to be reviewed but will not have to be renewed unless some agency wishes a change as stated below.

Section 6.03 states: “ Duration. This Agreement shall have a term of (5) years and shall automatically renew at the end of said (5) years for another (5) year term and every (5) years thereafter. At the end of the (5) year term and at least every (5) years thereafter, the parties hereto shall examine the terms hereof and agree to amend the provision or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.”

Accordingly, letters will be sent to all agencies asking them to reaffirm or recommend any amendments needed.

Long Range Transportation Plan Update (LRTP):

2. *Please provide your perspective on the value of regional coordination efforts for the LRTP. This should include various topics and coordination addressed through the LRTP Coordinating Meetings and the MPO Quarterly meetings, as well as the travel demand modeling effort led by the Department.*

What improvements can the Department make concerning future LRTP coordination with METROPLAN ORLANDO and local governments? How can the Department help METROPLAN ORLANDO with its role in long range transportation planning?

Response: METROPLAN ORLANDO has always supported regional coordination efforts through forums such as the FDOT/MPO quarterly meetings and the Central Florida MPO Alliance. METROPLAN ORLANDO, since its origination as an MPO, has long been known throughout the state for its leadership role in transportation planning and also for its innovative efforts that have been copied by and benefited other MPOs. Acknowledging the adage that an organization can either “lead, follow or get out of the way”, METROPLAN ORLANDO will continue to lead. Examples of this are the sponsoring of rail initiatives that date back to the late 1970’s and that, through its various twists and turns, has now led to SunRail. Also METROPLAN ORLANDO anticipated the possibility of being designated non-attainment for air quality by EPA and, many years ago, pro-actively initiated activities on its own to develop a sound basis of data to draw upon. METROPLAN ORLANDO was the first in Central Florida to include a life-styles component with income parameters as favored by FTA in its regional transportation model and to revise that model to a Cube Voyager platform. Also, through its creation of a Municipal Advisory Committee, again the first and only in the state, METROPLAN ORLANDO has brought municipal local governments, who felt disenfranchised by not having direct voting membership on the METROPLAN ORLANDO Board, into the transportation planning process and, more importantly, the decision-making process. In terms of how FDOT can help METROPLAN ORLANDO with transportation planning in general and the Long Range Transportation Plan in particular, it must be recognized that this urbanized area

is a unique area, quite unlike other urbanized areas of either this District or State. Therefore, one size will not fit all. METROPLAN ORLANDO would prefer that FDOT take a timelier role in developing revenue forecasts which have generally come too late to be of value to our long range planning process. Part of the problem is that this information originates in FDOT's Central Office in Tallahassee. It would be helpful if District 5 could perhaps take a more independent role in this. A related area is the annual revenue estimates for the UPWP which generally come at the 11th hour of the UPWP development process and create extra work hours in wholesale revision of the UPWP budget. District 5 should play a more aggressive role in obtaining these revenue estimates by dealing more directly with FHWA and FTA. Finally, FDOT District 5 is encouraged to incorporate the METROPLAN ORLANDO transportation model into the District 5 model.

Safety Planning

3. *Over the past year (2009), the Intermodal Systems Development (ISD) Unit has been working with the District 5 MPO/TPOs on a methodology to demonstrate compliance with the safety planning mandates of SAFETEA-LU, including the requirement that the MPO/TPO LRTP is to include a safety element in its LRTP (23 CFR 322(h)).*

Please describe METROPLAN ORLANDO's plan to incorporate safety into their Transportation Planning process including a schedule for each activity. Your response should include a draft of UPWP tasks to prepare the METROPLAN ORLANDO policies, goals and objectives for safety planning to be adopted by the METROPLAN ORLANDO Board and the preparation of a safety element for the LRTP.

Response: METROPLAN ORLANDO has established safety as a priority emphasis area since 2005. Many safety tasks have been coordinated by the Management and Operations (M&O) Subcommittee. These efforts to improve the safety of our transportation network have also been described in the Congestion Management Process section of the 2030 Long Range Transportation Plan Update and will continue through its implementation over the next five years.

The benefits of safety improvements have been highlighted through a number of accomplishments. Staff maintains a strong working relationship with Community Transportation Safety Teams (CTST) in our area and participates in their meetings as well as the CTST Statewide Coalition. A Safety Conscious Plan was completed and identified safety goals and objectives/performance measures. The Plan's implementation steps remain priorities of the M&O subcommittee. These steps are complemented by the M&O Strategic Plan. An update of this Plan was completed in October 2009 and includes safety conscious strategies as part of its Needs Assessment Goal and a factor used to rank potential M&O projects.

A key component in addressing safety issues will be our Regional Crash Database. This project began in 2007 with a feasibility study; in 2008 we contracted with the University of Florida to implement the database; this year, staff will be developing a Web-based system that will allow access to crash report by our partners.

Pedestrian safety is a top priority of the new Board Chairman of METROPLAN ORLANDO. Staff will be pursuing opportunities to reduce the number of pedestrian

crashes. A major focus of this effort will be convening a Traffic Safety Peer Exchange with the CTSTs.

A draft of the safety task (#4.4.3) in the Unified Planning Work Program (UPWP) is attached at the end of this document. Additionally, safety is an element of the following Tasks in the UPWP:

- 4.1.5: Year 2040 LRTP
- 4.2: Management & Operations Planning
 - 4.2.1: Intelligent Transportation Systems Planning
 - 4.2.3: Congestion Management Planning
- 4.4: Transit System Planning
 - 4.2.4: Local Vehicle Crash Database
 - 4.4.2: Section 5307/5309 Planning Studies
- 4.7.1: Bicycle and Pedestrian Safety

4. *Based upon the change made in SAFETEA-LU, Safety and Security were separated into individual Planning Factors (23 CFR 450.306(a)(2) and (3)). Please describe how METROPLAN ORLANDO has identified transportation security issues relevant in their planning area?*

How has METROPLAN ORLANDO planned to address security for transit, freight and highway facilities? As part of the response please prepare a draft UPWP task to prepare an action plan for transportation security planning.

Response: As a transportation planning agency, our ability to control intentional harm to the transportation system is limited. Instead, this is an operational subject that is more appropriately managed by the operating agencies.

METROPLAN ORLANDO, however, is active with the Traffic Incident Management program in Central Florida. Our relationship with the TIM program was established through our “MOVE-IT: Yes You Can” Campaign with local law enforcement, fire and rescue and transportation agencies. Using technology to monitor security concerns on the transportation system and to respond to emergencies is often credited with restoring mobility after an incident. Staff works with the M&O Subcommittee to identify opportunities for more investment of Intelligent Transportation Systems (ITS) to monitor and respond to transportation security issues. Federal Transit Administration (FTA) funds have been programmed by METROPLAN ORLANDO and provided to LYNX to complete Security Emergency Program Plan (SEPP) and Threat & Vulnerability Assessment.

METROPLAN ORLANDO maintains a Continuity of Operations Plan (COOP). The COOP is designed to help maintain the continuity of essential operations/functions during various potential scenarios or events, including emergencies such as fire, storm, and natural disasters, terrorist activities, power outages, or other short or long-term disruptions in the physical environment in which employees operate. A draft of the security task (#4.4.5) in the Unified Planning Work Program (UPWP) is attached at the end of this document.

Lastly, staff is participating in the *Department of Homeland Security Connecting Communities Workshop* in January 2010, which is designed to improve coordination of multiple responding agencies, including transit, during incidents and emergency response.

Efficient Transportation Decision Making (ETDM)

5. *Is any additional METROPLAN ORLANDO staff training needed to allow METROPLAN ORLANDO to be able to meet its responsibilities to perform socio-cultural reviews for projects going through the ETDM Programming Screen? How can the FDOT assist in this area?*

Response: To summarize the background of the ETDM process in the METROPLAN ORLANDO area over the past several years, METROPLAN ORLANDO staff has completed the ETDM Planning Screen for the following major state highway projects in the LRTP Needs Plan:

- US 441 from Lake/Orange Co. line to SR 429 – 6-lane (*Orange Co.*)
- US 17/92 from Lake Mary Blvd. to Airport Blvd. – 6-lane (*Seminole Co.*)
- Orange Ave. from Sand Lake Rd. to Michigan St. – 6-lane (*Orange Co.*)
- SR 434 from SR 436 to Montgomery Rd. – 6-lane (*Seminole Co.*)
- SR 426/Aloma Ave. from Lakemont Ave. to Orange/Seminole Co. Line – 6-lane (*Orange Co.*)
- SR 426/Aloma Ave. from Orange/Seminole Co. Line to SR 417 – 6-lane (*Seminole Co.*)
- SR 436/Curry Ford Rd. – New interchange (*Orange Co.*)

As a part of the Planning Screen process, these projects were reviewed by METROPLAN ORLANDO's advisory committees to obtain their comments before the projects were screened. At the completion of the Planning Screen for each project, a Summary Report for the project was published.

Once the projects that have completed the Planning Screen are considered to be cost feasible in the LRTP, the next step for these projects in the ETDM process, prior to being funded in the Five Year Work Program/TIP, will be to go through the Programming Screen. During the Programming Screen process, which is initiated by FDOT, METROPLAN ORLANDO staff will provide assistance to FDOT staff as needed regarding the socio-cultural effects of these projects. Since METROPLAN ORLANDO staff has provided this type of information in the Planning Screen Summary Reports for the projects listed above, it is not currently anticipated that there will be a need for additional staff training during the Programming Screen, other than FDOT staff answering questions from METROPLAN ORLANDO staff on a case-by-case basis.

Financial Plan – Private Funds

6. *The Financial Plan for the Long Range Transportation Plan (LRTP) is to include financial resources from private sources that are reasonably expected to be available to fund transportation improvements (23 CFR 450.322(f)(10)(ii)). Please describe how you identify funding from private sources.*

Response: The Financial Plan for the Year 2030 Long Range Transportation Plan (LRTP) has identified financial resources from private sources. METROPLAN ORLANDO staff and financial consultants have accomplished this in coordination and cooperation with local governments. The information collected regarding the private sources has primarily originated from DRI's and other smaller development requests to the local governments. The financial data was then reviewed by the Long Range Plan Subcommittee and the Transportation Technical Committee. METROPLAN ORLANDO staff participation in this effort is provided for in the Unified Planning Work Program through such tasks as 3.1, Land Use Monitoring; 3.2, Socio-Economic Data; 4.1.6, Review of Local Government Comprehensive Plans and Developments of Regional Impact; and 4.1.7, Coordination of Transportation Improvements and Planned Growth.

7. *Recognizing the difficulty of projecting private funds generated as a result of development (i.e., mitigation required of new development) as well as the improvements needed to support new development, please describe the established process that METROPLAN ORLANDO uses to add a new project into the LRTP and Transportation Improvement Program (TIP) when fully or substantially funded by private developers.*

Response: Approximately 20 years ago, METROPLAN ORLANDO established a rule-making process for amending the adopted Long Range Transportation Plan and the Transportation Improvement Program. The process is described in Rule 35I-1.009.

8. *In the event the private funds are not sufficient to fully fund a needed improvement, please describe under what circumstances METROPLAN ORLANDO will participate in the funding of these projects.*

Response: METROPLAN ORLANDO does not participate in the funding of improvement projects that are partially funded by private funds, UNLESS that improvement funding request is “sponsored” by the applicable local government. That request is reviewed by the Plans and Programs Subcommittee (if amending the TIP) or the Long Range Plan Subcommittee (if amending the adopted LRTP) and then the Transportation Technical Committee before being recommended to the METROPLAN ORLANDO Board. Again the process is described in Rule 35I-1.009.

9. *If METROPLAN ORLANDO does not have an established process to address the above “Financial Plan –Private Funds” questions, please provide as part of your response, drafts of UPWP tasks to develop the process and to incorporate the process as a regular part of your planning process.*

Response: See Rule 35I-1.009.

Financial Plan – Special Earmarks

10. *In the past, special earmarks have been identified in the transportation bill for projects which are not on a LRTP. Has METROPLAN ORLANDO considered developing a policy to address how this condition will be addressed if it occurs in the future? It may be helpful to develop such a policy prior to any future earmarks being established. The policy could also address the partial funding of an improvement on the LRTP or the funding of an improvement which is not consistent with METROPLAN ORLANDO's list of priorities.*

Response: From time to time, special earmarks may be initiated by members of our congressional delegation, either on their own or at local government or local agency request. Because the earmarks can generally affect the funding balance normally allotted to the metropolitan area, and can result in that earmarked project having to be added to the LRTP or TIP and other projects delayed as a result, each earmark is reviewed by METROPLAN ORLANDO and its subsidiary committees on its own merits. The process described in Rule 35I-1.009 is usually applied. METROPLAN ORLANDO is cognizant of its ability to reject any earmarked project by refusing to amend the LRTP or TIP. We suggest that FDOT/Central Office arrange to brief all members of Florida's Congressional delegation on key issues associated with the new federal transportation bill. This should include an educational component on "good" and "bad" earmarks.

Air Quality and Conformity

11. *Given the EPA's recent proposed stricter standards on air quality, how is METROPLAN ORLANDO prepared to monitor air quality? Is METROPLAN ORLANDO taking steps to provide public education on this issue?*

Response: This question is covered in the UPWP Air Quality section 4.6 as well as tasks 2.2.2, Air Quality Public Awareness; and 3.6, Air Quality Monitoring. It should be noted that METROPLAN ORLANDO has anticipated an EPA designation of non-attainment far in advance of their recent announcement of standards revision and, through these tasks that demonstrate pro-active action, is prepared to address all Federal requirements including conformity determination. In view of expected changes in air quality designations in many areas throughout the state, METROPLAN ORLANDO recommends that FDOT work with USDOT/FHWA, EPA and FDEP to provide training to MPO staff on the air quality conformity process and the use of related models.

Transit

12. *As local governments that have been designated Dense Urban Land Areas (defined in 2009's SB 360) develop and implement their mobility plans, the Department expects to see a shift from traditional roadway capacity projects to multimodal corridor projects. This may have a dramatic effect on ROW requirements, the roadway cross section and the sharing of the roadway with transit services.*

The Financial Plan for the LRTP is to include descriptions of proposed improvements in sufficient detail to develop cost estimates (23 CFR 450.322(f)(6)). How will METROPLAN ORLANDO describe and scope multimodal projects that are included in LRTP and submitted to the Department on their prioritized project list? Has METROPLAN ORLANDO developed a process for identifying developing multimodal corridors?

If METROPLAN ORLANDO has not developed a process, please submit a draft of a UPWP task to prepare one.

Response: METROPLAN ORLANDO has described and scoped the multi-modal transit projects that were included in the adopted Year 2030 LRTP. The LRTP's technical reports provide extensive additional information. It should be noted that the development of the Year 2030 LRTP was a ground-breaking effort for this urbanized area, particularly in how future land use and financial resources were used to impact and shape the multi-modal transportation system. The development of cost estimates was ably-handled by the exceptionally expert consultant team that was contracted to assist staff in developing the plan. The Study Design/Scope of Services for the Year 2030 LRTP spelled out in significant detail what was expected of the consultant team. The team then coordinated and consulted with the local governments, LYNX and the Long Range Plan Subcommittee in identifying the multi-modal corridors. The fact that the METROPLAN ORLANDO Board unanimously approved the Year 2030 LRTP indicates the success of the process.

Also pertaining to transit, METROPLAN ORLANDO commends FDOT/District 5 staff on the transit workshop that was held several months ago. This got a much needed process for bringing about transit-related changes off to an excellent start. We were hopeful that additional workshops like this would be conducted – and we were very pleased to learn that the next one has been scheduled for February 15, 2010.

13. How does METROPLAN ORLANDO coordinate and support the planning of transit projects in your area? What types of transit projects or activities have METROPLAN ORLANDO funded or is planning on funding? How does METROPLAN ORLANDO allocate the Section 5303 funds to your local transit agency?

Response: The coordination and support of transit projects in this urbanized area is accomplished by a joint partnership between METROPLAN ORLANDO staff, LYNX and FDOT. Examples of the LYNX cooperative effort have included staff participation in their Long Range Strategic Master Plan (staff assisted in the development of the Scope for this Plan) and the inclusion of their 14 premium transit corridors identified in the LYNX Comprehensive Plan that were included in the METROPLAN ORLANDO Year 2030 Long Range Transportation Plan. METROPLAN ORLANDO and LYNX regularly share data and the results of unique studies undertaken by either agency. An example of the FDOT cooperative effort was the significant commuter rail (SunRail) effort. A description of the activities occurring for the various transit projects may be found in the UPWP sections 4.4, Transit Systems Planning; and 4.5, Para-Transit Planning, which provide for those activities on an annual basis. Tasks 5.3, Transit Planning; and 5.4, Special Studies,

describe transit planning tasks that occur on an ad hoc basis. These include or have included light rail and school bus studies as well as the upcoming streetcar/BRT studies. Section 5303 funds are allocated for all these activities through coordination, negotiation and mutual agreement with LYNX.

14. *How many Section 5303 federal grants does METROPLAN ORLANDO have that are open?*

Response: Two.

FTA X018 Project Period 7/1/2008 to 9/30/2009 (part of 5-year JPA so it can continue)

FTA X019 Project Period 10/1/200 to 9/30/2010

Noteworthy Achievements

15. *Please describe any noteworthy achievements by METROPLAN ORLANDO during 2009 and provide relevant attachments. For example, this could include METROPLAN ORLANDO's efforts on visualization and/or public involvement, program development or implementation, and new or refined processes.*

Response:

Our most significant achievement during the past year was the development and adoption of the Year 2030 Long Range Transportation Plan. In response to the specific example cited in the question, extensive public involvement guided the plan development process. METROPLAN ORLANDO developed and executed a comprehensive public involvement plan, providing unique visualization techniques to ensure content was clear, concise, and easy to understand content. The plan also utilized METROPLAN ORLANDO's Web site for electronic publication of planning information, documents, and resources on a special section of the organization's Web site. Special emphasis was given to ensure that minority and low-income communities, traditionally underserved and uninvolved, were actively involved in the planning process.

As a result of this innovative effort, public involvement generated:

- More than one million media impressions related to the plan or principles central to the plan
- An average of 1,800 page views per month on the 2030 Long Range Transportation Plan portion of www.metroplanorlando.com
- Use of a transportation "plan cam" to capture over 200 video responses
- More than 100 community outreach events in the three-county area
- 60 *Community Conversations* (interactive meetings created specifically for development of the 2030 Long Range Transportation Plan)
- Quarterly communication via direct mail and newsletters
- A public hearing at the central terminal for LYNX, the region's bus system

By focusing on widespread, diverse outreach and new communication tools like

social media, the organization was positioned to best engage the public in the transportation planning process. New federal requirements, including visualization techniques and electronic publication, served as the foundation of several key outreach tools developed in the public involvement plan. The METROPLAN ORLANDO 2030 Long Range Transportation Plan and related public input remain accessible on the organization's Web site, www.metroplanorlando.com, to give individuals and organizations an opportunity to learn more about this innovative approach to the planning process.

Some other noteworthy achievements over the past year included:

Central Florida MPO Alliance – Staff support for the Alliance was strengthened by revising the job descriptions of two METROPLAN ORLANDO staff members so they could devote more time to this important regional collaboration effort. This will provide more professional, technical and administrative support to the Alliance. In conjunction with this, administrative responsibilities will be centralized at METROPLAN ORLANDO rather than this rotating among Alliance members. This was developed through an agreement. We were expecting some additional funding from FDOT in support of this but, in a surprise to everyone, this did not materialize. Nevertheless, METROPLAN ORLANDO agreed to make arrangements through our existing budget resources to take care of these needs.

Safety – Staff supports traffic safety education and enforcement efforts through coordination with the region's CTSTs. Board Members are kept informed on traffic safety issues and activities being carried out by the METROPLAN ORLANDO. Staff has been participating in the Traffic Safety Audits with the CTSTs. Tung-Lung Cheng, METROPLAN ORLANDO Traffic Engineer, earned the "Member of the Year" Award by the Seminole County CTST. Safety performance measures are included in the Congestion Management Process of the 2030 LRTP Update. METROPLAN ORLANDO has been selected to beta test PLANSAFE, a crash prediction model that was developed under a National Highway Cooperative Research Grant from the National Academies.

Security – METROPLAN ORLANDO staff, through their work with the Association of MPOs, stays in touch with other MPOs throughout the country on innovation approaches for integrating transportation security with the transportation planning process. This has led staff to establish relations with the Offices of Emergency Management in each county in the METROPLAN ORLANDO area. The value of this relationship will be in understanding how evacuation routes may be affected by construction plans and vice-versa.

Florida's Urban Transportation Coalition – METROPLAN ORLANDO took the lead in creating this new organization that brings together transportation professionals, elected officials and business leaders from Jacksonville, Central Florida, Tampa Bay and South Florida to work on issues that are important to all four markets.

Air Quality – As noted above, METROPLAN ORLANDO has been proactive in dealing with its anticipated air quality problems and the very real possibility of being designated non-attainment by the EPA. Over three years ago, METROPLAN ORLANDO contracted with the University of Central Florida (UCF) to develop a “Non-Attainment Contingency Plan” for the area. Now, into the fourth year of a five year contract, the Plan identifies and analyzes various air quality control measures that could help the area maintain its compliance with national air quality standards. As a “menu” that the Board could use in its decision-making, it presents both the expected benefits and the estimated costs of implementing each measure. In addition, METROPLAN ORLANDO also contracted with UCF to update its ozone emissions inventory. Being accomplished under a one-year contract, the inventory provides a data base that identifies the sources of ozone (this area’s major air quality problem) and the amount that each source contributes to the problem. By means of these two efforts, METROPLAN ORLANDO has gained an understanding of its air quality problem and where it is coming from and what choices it has in dealing with that problem. A key element in any actions that the METROPLAN ORLANDO Board does choose to implement will be in public education and information. To accomplish this, METROPLAN ORLANDO has established a Clean Air Team to serve as the means to “get the word out”.

Transportation Disadvantaged Local Coordinating Board – METROPLAN ORLANDO has been designated by the Florida Commission for the Transportation Disadvantaged as the official Planning Agency for the Orlando metropolitan area. As such, we provide professional staff support to the Transportation Disadvantaged Local Coordinating Board. It was necessary to eliminate a position this past year for budget reasons and the position that was eliminated provided this support, among other duties. Staff responsibilities were reassigned and the transition went very smoothly. We continue to be very proud of the work of the Transportation Disadvantaged Local Coordinated Board and with our role as the designated Planning Agency.

Attachment:

UPWP TASK NUMBER: 4.4.3

TASK TITLE: SAFETY IN TRANSPORTATION PLANNING PROCESS

OBJECTIVE

The objective of this task is the development of strategies for considering safety conscious planning in all stages of the transportation planning process and to update the LYNX Emergency Management Plan. Staff was selected to Chair the Association of MPOs' Operations in Planning Working Group. The working group's purpose is to provide input on the new federal regulations to ensure M&O in the transportation planning process, including safety.

PREVIOUS WORK

Safety conscious planning implies a proactive approach aimed at preventing crashes and unsafe conditions and maintaining current operations. Previous work focused on integrating this concept into the transportation planning process. In 2005, METROPLAN ORLANDO completed "Planning It Safe" as the safety conscious plan. Safety is an element in the needs assessment component of the M&O Strategic Plan and a criterion in the M&O Subcommittee project selection process. Staff conducted a pedestrian flag demonstration as part of this effort in FY 2006/2007 and fostered coordination of traffic signal timing in the region and provided quarterly update on safety activities and crash data during FY 2007/2008. Staff also participated in the Community Traffic Safety Teams (CTST) monthly meetings throughout the year. During FY 2007/2008, staff analyzed pedestrian and bicyclist crash data and identified the corridors with the highest crash rates.

METHODOLOGY WORK PROPOSED FOR FY 2008/2009

Different methods have been used by METROPLAN ORLANDO and LYNX in promoting safety in the transportation process. METROPLAN ORLANDO staff uses the Management and Operations Subcommittee to enhance communication and understanding among transportation planners and safety practitioners about the respective planning processes that exist and the opportunities for safety to be included in transportation planning. Staff works with the Subcommittee to use existing data and information to identify potential low-cost, near-term safety projects to be implemented through the TIP. METROPLAN ORLANDO will continue to implement the goals and objectives of "Planning It Safe," such as working with the FDOT District Safety Office and CTSTs, implementation of the crash database and identifying technology that can mitigate crashes.

Coordinate with the Community Traffic Safety Teams for Orange, Seminole and Osceola Counties to identify high crash corridors best suited to a multi-modal and multi-disciplinary approach. Analyze crash data for those corridors and identify engineering, enforcement and education countermeasures most likely to reduce crashes. Assess feasibility of using the ITE Road Safety Audit process.

LYNX will be promoting safety through a program entitled CSI LYNX, an acronym for Children and Seniors Identification LYNX. This safety project is proposed to be conducted in partnership with community agencies including METROPLAN ORLANDO, FDOT, Missing children Association and Seniors Resource Alliance. It will be a region-wide effort, similar to the Amber

Alert/Missing Persons safety initiative.

Through the creation of a region-wide Transportation Safety Plan, LYNX seeks to improve transit safety, identify safety-related barriers to transit and provide for enhanced coordination and communication with 26+ Safety partners within the community. LYNX will work cooperatively with community agencies to enhance the safety and security of those who use, maintain, operate or support the public transit system. Working relationships will be formalized with all law enforcement agencies within the LYNX area. LYNX will also develop and administer a "Rider Code of Conduct" which establishes standards to enhance compliance and administration.

MILESTONE/END PRODUCT FY 2008/2009

This task provides for an Update of the LYNX Emergency Management Plan and a continuing review and update of the safety-conscious aspects of the METROPLAN ORLANDO region. This task provides for an Update of the LYNX System Safety Program Plan (SSPP) required under 14-90 and FTA and a continuing review and update of the safety-conscious aspects of the METROPLAN ORLANDO region. Reports on at least three corridors identifying and recommending engineering, enforcement and education countermeasures to reduce crashes involving motorists, pedestrians, and bicyclists.

METHODOLOGY WORK PROPOSED FOR FY 2009/2010

Same description as FY 2008/2009.

MILESTONE/END PRODUCT FY 2009/2010

Same description as FY 2008/2009.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Attachment

UPWP TASK NUMBER: 4.4.5

TASK TITLE: SECURITY IN TRANSPORTATION PLANNING PROCESS

OBJECTIVE

The objective of this task is the development of strategies for considering security- conscious planning in all stages of the transportation planning process and to prepare and maintain a Continuity of Operations Plan (COOP). The COOP is designed to help maintain the continuity of essential operations/functions during various potential scenarios or events, including emergencies such as fire, storm, and natural disasters, terrorist activities, power outages, or other short or long-term disruptions in the physical environment in which employees operate.

PREVIOUS WORK

METROPLAN ORLANDO published its Continuity of Operations Plan (COOP) in December 2004 and updated it in FY 2005/2006. Also during FY 2005/2006, LYNX completed a Threat and Vulnerability Study. Staff was selected to Chair the Association of MPOs' Operations in Planning Working Group. The working group's purpose is to provide input on the new federal regulations to ensure M&O in the transportation planning process, including security.

METHODOLOGY WORK PROPOSED FOR FY 2008/2009

Different methods have been used by METROPLAN ORLANDO and LYNX in promoting security in the transportation process. METROPLAN ORLANDO staff will work with Federal and State planning requirements to incorporate security into the transportation planning process and will maintain its Continuity of Operations Plan (COOP). Security considerations include continuing office operations in the event of terrorist or other threats (such as bomb threats) or conducting office operations in an alternate location in the event of an actual incident. LYNX will conduct an Emergency Management Plan Update as well as its own Continuity of Operations Plan (COOP). Also, as part of the security planning effort, LYNX will conduct a Regionwide Urban Area Transit Security Assessment and Strategies study.

Since the COOP is a living document that must be reviewed, updated and exercised to remain an effective plan, METROPLAN ORLANDO intends to test, by means of a desk-top exercise, the system described in the COOP for emergency notification of METROPLAN ORLANDO staff; the ability to protect, move and re-establish essential computer and telecommunications functions; and the ability of METROPLAN ORLANDO to operate from an alternate location (the test scenario will select an alternate location from those identified in the COOP). However, because of a loss of key personnel in this current fiscal year that were assigned to COOP responsibilities, the COOP needs to be updated to reassign the COOP responsibilities. Of the numerous incidents that could be conjectured that would require activation of the COOP, most likely to occur, and around which it is proposed to test COOP, would be disruptions caused by one or a series of hurricanes, such as occurred in 2004. The document will be updated beginning June 2008.

MILESTONE/END PRODUCT FY 2008/2009

This task provides for a Continuity and Operations Plan and an Emergency Management Plan Update by LYNX and a continuing review, update and test of the METROPLAN ORLANDO Continuity and Operations Plan.

METHODOLOGY WORK PROPOSED FOR FY 2009/2010

Same description as FY 2008/2009.

MILESTONE/END PRODUCT FY 2009/2010

Same description as FY 2008/2009.

TARGET DATE

June of each fiscal year.

RESPONSIBLE AGENCY

METROPLAN ORLANDO

Task 4.4.5	FY 2008/2009			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X018				\$ -
FEDERAL		\$ 40,000		\$ 40,000
STATE	\$ 21,157			\$ 21,157
LOCAL				\$ -
FTA 5303 X017				\$ -
FEDERAL	\$ 22,045			\$ 22,045
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ 1,825			\$ 1,825
TOTAL	\$ 45,027	\$ 40,000	\$ -	\$ 85,027

	FY 2009/2010*			
FUNDING SOURCES	MPO	PASS THRU / CONSULTANT	OTHER AGENCY	TOTAL
FHWA				\$ -
FTA 5303 X019				\$ -
FEDERAL	\$ -	\$ 16,755		\$ 16,755
STATE	\$ -	\$ 28,245		\$ 28,245
LOCAL				\$ -
FTA 5303 X018				\$ -
FEDERAL		\$ 35,362		\$ 35,362
STATE				\$ -
LOCAL				\$ -
LOCAL ASSESSMENT	\$ -			\$ -
TOTAL	\$ -	\$ 80,362	\$ -	\$ 80,362

* All budgets for year 2 are illustrative until approved by the Florida Legislature and local agencies.

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APPENDIX H

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Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

133 S. Semoran Blvd.
Orlando, Florida 32807

STEPHANIE C. KOPELOUSOS
SECRETARY

April 15, 2010

Mr. Harry Barley, Executive Director
METROPLAN ORLANDO
315 East Robinson Ave., Suite 355
Orlando, FL 32801

Dear Mr. Barley:

SUBJECT: METROPLAN ORLANDO Draft UPWP, FY 2010/11 & 2011/12

The Florida Department of Transportation has reviewed the Draft UPWP for FY 2010/11 & 2011/12 and offers the following comments:

1. The Final UPWP must include an approved signature or MPO resolution and the date of MPO action.
2. The Final UPWP must include Appendix H.
3. UPWP Task Number 4.1.5 Year 2040 Long Range Transportation Plan. The Methodology lists safety as an element to be considered as was done in the Year 2030 Plan. FDOT expects safety to be given greater consideration under the Year 2040 Plan than it received in the Year 2030 Plan. We have developed a Safety Element Outline and sample goals, objectives and performance measures statements. We will soon formally present these at the MPO quarterly meetings. You may need to add this as a new work task or modify this one to develop these provisions.

Please call me at (407)482-7853 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in cursive script that reads "Gene Ferguson".

Gene Ferguson
MPO Liaison

April 26, 2010

Mr. Gene Ferguson
MPO Liaison
Florida Department of Transportation
133 South Semoran Boulevard
Orlando, FL 32807

Dear Mr. Ferguson:

SUBJECT: METROPLAN ORLANDO Draft UPWP, FY 2010/2011 & FY 2011/2012

Thank you for the Florida Department of Transportation (FDOT) comments on the Draft FY 2010/2011 and FY 2011/2012 UPWP for the Orlando Urbanized Area. We are submitting the following responses to the comments:

1. *The Final UPWP must include an approved signature or MPO resolution and the date of MPO action.*

Response: The Final UPWP will include a MPO resolution and the date of MPO action. The resolution has been drafted and will be part of the METROPLAN ORLANDO Board action on the Final UPWP scheduled for May 12, 2010.

2. *The Final UPWP must include Appendix H.*

Response: The Draft UPWP Comments and Responses received from FDOT and FHWA will be included in the Appendix H section of the Final FY 2010/2011 and FY 2011/2012 UPWP.

3. *UPWP Task Number 4.1.5 Year 2040 Long Range Transportation Plan. The Methodology lists safety as an element to be considered as was done in the Year 2030 Plan. FDOT expects safety to be given greater consideration under the Year 2040 Plan than it received in the Year 2030 Plan. We have developed a Safety Element Outline and sample goals, objectives and performance measurements statements. We will soon formally present these at the MPO quarterly meetings. You may need to add this as a new work task or modify this one to develop these provisions.*

Response: METROPLAN ORLANDO was anticipating that FDOT might present their Safety Element Outline and sample goals, objectives and performance measurements statements at the FDOT/MPO Quarterly Meeting of April 22, 2010 in order that they might be incorporated at this time into the Final FY 2010/2011 and FY 2011/2012 UPWP. Since this did not occur, METROPLAN ORLANDO will amend the UPWP at such time as the FDOT materials become available. We note that in addition to the referenced Task Number 4.1.5, Development of Year 2040 Long Range Transportation Plan; that Task Number 4.4.3, Safety in Transportation Planning Process, will also be amended since safety is a multi-modal consideration.

With this letter, we are pleased to submit our responses. We have chosen to submit this letter at this time pending our responses to the FHWA comments and the printing of the Final UPWP, which will be submitted to you separately. We appreciate the time that you have taken to review this document which has benefited from your comments and suggestions.

Sincerely,

Harold W. Barley
Executive Director



U.S. Department
of Transportation

**Federal Highway
Administration**

Florida Division

545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Phone: (850) 942-9650
Fax: (850) 942-9691 / 942-8308

www.fhwa.dot.gov/fldiv

April 21, 2010

In Reply Refer To:
HPR-FL

Mr. Gene Ferguson
MPO Liaison
Florida Department of Transportation
133 S. Semoran Blvd.
Orlando, Florida 32807

Dear Mr. Ferguson,

The following is in response to your letter which transmitted the METROPLAN Orlando Metropolitan Planning Organization's (MPO's) Fiscal Year (FY) 2011-2012 Draft Unified Planning Work Program (UPWP) for our review. The following comments are provided by the Federal Highway Administration (FHWA) for the MPO's consideration in developing the Final UPWP:

General Comments

- For the Final UPWP, the MPO should consult the most current funding tables from the Florida Department of Transportation (FDOT) to verify the total PL fund projection is equal or less than the estimated available funding for the subject MPO area.
- All Agreements or Certifications including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI agreements and DBE statements should be signed, dated, and included in the final document.

Tasks Specific Comments

- On page ii in the introductory section, line 6, the word "his" should be "the".
- On page vi of the introductory section, item number 3) Linking Planning and Environmental NEPA processes, line 3, the first word "provide" should be "provides".
- On page I-7, task 1.1.3 Certification, please include the federal certification due date in the box containing target dates. The current federal certification expires on August 31, 2011. Also, the box containing the responsible agency should include FDOT for the annual certification and FHWA/FTA for the federal certification.



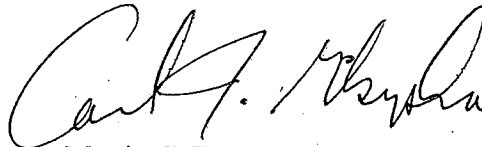
Mr. Gene Ferguson
April 21, 2010

2

- On page I – 25, task 1.3.1 Unified Planning Work Program, the box containing target date information specifies activities to be undertaken each year. Since this is a two year UPWP, draft and final UPWP documents should be due each year.
- On page II – 8, task 2.2.2 Air Quality Public Awareness, the box containing Methodology Work Proposed for FY 2010/11, the USEPA announcement in January which is referenced in this section should be revised to reflect the latest developments. The announcement is expected by the end of August, 2010.
- Staff is to be commended for the inclusion of Air Quality tasks such as task 2.2.2, 4.6.1 and the foresight to include 4.6.2. The pre-planning in this document is impressive.
- The level of detail is very well done and staff is to be commended for this effort.

Thank you for the opportunity to review and comment on the draft UPWP for METROPLAN Orlando. If you have any questions concerning the above information, please do not hesitate to contact Mr. Carl Mikyska at (850) 942-9650, extension 3010 or email carl.mikyska@dot.gov.

Sincerely,



For: Martin C. Knopp, P. E.
Division Administrator

cc: Mr. Harry Barley, METROPLAN Orlando
Ms. Susan Sadighi, FDOT D-5
Ms. Mary Schoelzel, FDOT D-5
Ms. Yvonne Arens, FDOT (MS-28)
Ms. Iman Ameen, FDOT (MS-21)

April 26, 2010

Mr. Martin C. Knopp
Division Administrator
Federal Highway Administration, Florida Division
U.S. Department of Transportation
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attn: Mr. Carl Mikyska

Subject: Responses to METROPLAN ORLANDO FY 2010/2011 and FY 2011/2012
Unified Planning Work Program Comments

Dear Mr. Knopp:

Thank you for the Federal Highway Administration comments on the Draft FY 2010/2011 and FY 2011/2012 UPWP for the Orlando Urbanized Area. We are submitting the following responses to the comments:

GENERAL COMMENTS

1) For the Final UPWP, the MPO should consult the most current funding tables from the Florida Department of Transportation (FDOT) to verify the total PL fund projection is equal or less than the estimated available funding for the subject MPO area..

Response: METROPLAN ORLANDO will ensure that the total PL fund projections used in the Final UPWP are the most current available.

2) All Agreements or Certifications including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI agreements and DBE statements should be signed, dated, and included in the final document..

Response: METROPLAN ORLANDO will provide the signed and dated referenced Agreements or Certifications in the Final UPWP.

TASK SPECIFIC COMMENTS

3) On page ii in the introductory section, line 6, the word “his” should be “the”.

Response: The Final UPWP will include the word correction on page ii.

4) On page vi of the introductory section, item number 3) Linking Planning and Environmental NEPA processes, line 3, the first word “provide” should be “provides”.

Response: The Final UPWP will includes the word correction on page vi.

5) On page I-7, task 1.1.3 Certification, please include the federal certification due date in the box containing target dates. The current federal certification expires on August 31, 2011. Also, the box containing the responsible agency should include FDOT for the annual certification and FHWA/FTA for the federal certification.

Response: Page I-7 has been revised to include the federal certification due date of August 31, 2011 in the target date box and FDOT and FHWA/FTA for their respective certifications in the responsible agency box.

6) On page I-25, task 1.3.1 Unified Planning Work Program, the box containing target date information specifies activities to be undertaken each year. Since this is a two year UPWP, draft and final UPWP documents should be due each year.

Response: We inquire whether METROPLAN ORLANDO’s UPWP target date information may have been misinterpreted. Our UPWP target date box states “Draft UPWP due March 15 of each year” and “Final UPWP due May 15 of each year”. To eliminate any misunderstanding, the Final UPWP target date box will be revised to state “Draft UPWP’s due March 15 of FY 2010/2011 and March 15 of FY 2011/2012” and also “Final UPWP’s due May 15 of FY 2010/2011 and May 15 of FY 2011/2012”.

For those supporters of two-year UPWP’s, this may imply that we are submitting two separate UPWP’s, one each year, something to which they are opposed. We understand the intent of a two-year UPWP was for one document that would cover both fiscal years, therefore the target date should only reference the first year. Nothing would have to be done the second year. However, our experience thus far with two-year UPWP’s has been that we have had to do a significant revision for the second fiscal year of the UPWP, both because of revised revenues as well as new or revised planning tasks.

Mr. Martin C. Knopp
April 26, 2010
Page 3

In essence, we have had to produce an almost new UPWP for the second year. Given a choice, METROPLAN ORLANDO would prefer to return to the annual UPWP format.

7) On Page II – 8, task 2.2.2 Air Quality Public Awareness, the box containing Methodology Work Proposed for FY 2010/11, the USEPA announcement in January which is referenced in this section should be revised to reflect the latest developments. The announcement is expected by the end of August, 2010.

Response: Task 2.2.2. Air Quality Public Awareness, has been revised to state that EPA will announce their decision on the National Ambient Air Quality standards for Ozone by August 31, 2010.

8) Staff is to be commended for the inclusion of Air Quality tasks such as task 2.2.2, 4.6.1 and the foresight to include 4.6.2. The pre-planning in this document is impressive.

Response: METROPLAN ORLANDO appreciates the FHWA commendation.

9) The level of detail is very well done and staff is to be commended for this effort.

Response: METROPLAN ORLANDO appreciates the FHWA commendation.

With this letter, we are pleased to submit our responses. We have chosen to submit this letter at this time pending our printing of the Final UPWP, which will be submitted to you separately. The review and approval of the final UPWP will be an agenda item for the May 12, 2010 Board meeting and the document will be submitted immediately thereafter.

Sincerely,

Harold W. Barley
Executive Director

cc: Mr. Gene Ferguson, FDOT