

## MetroPlan Orlando Board

**DATE & TIME:**

Wednesday, March 12, 2025  
9:00 a.m.

**LOCATION:**

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

[CLICK HERE TO JOIN VIRTUALLY](#)

**MEMBERS OF THE PUBLIC ARE WELCOME!**

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

I.	CALL TO ORDER	Chairman Dallari
II.	CHAIR'S ANNOUNCEMENTS	Chairman Dallari
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS	Mr. Gary Huttman
IV.	FDOT REPORT	Secretary John Tyler
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	AGENDA REVIEW	Mr. Gary Huttman
VII.	COMMITTEE REPORTS:	
	<ul style="list-style-type: none"> <li>Municipal Advisory Committee</li> <li>Community Advisory Committee</li> <li>Technical Advisory Committee</li> <li>Transportation System Management &amp; Operations Advisory Committee</li> </ul>	Mayor John Dowless Ms. Nilisa Council Mr. Hong Lim Ms. Lee Pulham
VIII.	PUBLIC COMMENTS ON ACTION ITEMS	

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

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

How to comment:

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

<b>IX.</b>	<b>CONSENT AGENDA</b>	<b>Tab 1</b>
A.	Minutes of the February 12, 2025 Board Meeting – page #5	
B.	Approval of Financial Report for January 2025 – page #12	
C.	Approval of the Travel Report for January 2025 – page #14	
D.	Approval and appointment of new Community Advisory Committee members – page #15	
E.	Certification of TDLCB Membership – page #17	
<b>X.</b>	<b>OTHER ACTION ITEMS</b>	<b>Tab 2</b>
A.	Approval/Acceptance of FDOT/MetroPlan Orlando Joint Certification - FDOT	Mr. Jonathan Scarfe FDOT
<b>XI.</b>	<b>INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)</b>	<b>Tab 3</b>
A.	Executive Directors Report – page #78	
B.	FDOT Monthly Construction Status Report- January 2025 – page #80	
C.	FDOT District Five Safety Central Newsletter – page #102	
D.	FDOT Sand Lake Road Resurfacing – page #128	
E.	Osceola County Nova Road Widening Project – page #129	
F.	FDOT US 192 Resurfacing Project – page #133	
G.	CFX SR 515 Northeast Connector Expressway PD&E – page #134	
H.	FDOT I-4 Dynamic Tolling Fact Sheet – page #138	
I.	BLINK EV Charging Stations Info-Graphic – page #140	
J	Michigan Avenue Safety Improvements Government Partner Letter – page #141	
<b>XII.</b>	<b>OTHER BUSINESS &amp; PRESENTATIONS</b>	<b>Tabs 4-6</b>
A.	Update on the 2050 MTP – <b>Tab 4</b>	Ms. Taylor Laurent MetroPlan Orlando
B.	Tracking the Trends Program – <b>Tab 5</b> For more information and to access the multiple web-based applications, visit: <a href="https://MetroPlanOrlando.gov/maps-tools/">https://MetroPlanOrlando.gov/maps-tools/</a>	Mr. Slade Downs MetroPlan Orlando



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**XIII. PUBLIC COMMENTS (GENERAL)**

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

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

How to comment:

1. Complete an electronic speaker card at [MetroPlanOrlando.gov/SpeakerCard](https://MetroPlanOrlando.gov/SpeakerCard). Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.

Each speaker has two minutes to address the board and should state his/her name and address for the record.

**XIV. BOARD MEMBER COMMENTS**

**XV. NEXT MEETING: May 14, 2025**

Chairman Dallari

**XVI. ADJOURNMENT**

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

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

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

**TAB 1**





**MetroPlan Orlando Board**

**MEETING MINUTES**

**DATE:** Wednesday, February 12, 2025

**TIME:** 9:00 a.m.

**LOCATION:** MetroPlan Orlando  
Park Building  
250 S. Orange Ave, Suite 200  
Orlando, FL 32801

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**Commissioner Bob Dallari, Chair, Presided**

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**Members in attendance were:**

Hon. Pat Bates, City of Altamonte Springs  
Hon. Lee Constantine, Seminole County  
Hon. Maribel Gomez Cordero, Orange County  
Hon. Bob Dallari, Seminole County  
Hon. Mayor John Dowless, Municipal Advisory Committee  
Hon. Ken Gilbert, City of St. Cloud  
Hon. Cheryl Grieb, Osceola County  
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission  
Hon. Christine Moore, Orange County  
Hon. Bryan Nelson, City of Apopka  
Hon. Tony Ortiz, City of Orlando  
Hon. Michael Sott, Orange County  
Hon. Kelly Semrad, Orange County  
Mr. Stephen Smith, Sanford Airport Authority  
Hon. Mayra Uribe, Orange County  
Hon. Nicole Wilson, Orange County

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MetroPlan Orlando  
Board Minutes February 12, 2025  
Page 1

Mr. Tim Weisheyer, GOAA

**Members/Advisors attending the meeting via the Zoom Platform:**

Mayor Art Woodruff, City of Sanford

**Advisors in Attendance**

Secretary John Tyler, FDOT District 5  
Mr. Shaun Germolus, Kissimmee Gateway Airport  
Mr. M. Carson Good, Orlando Executive Airport  
Ms. Lee Pulham Transportation Systems Management & Operations Committee  
Mr. Hong Lim, Technical Advisory Committee  
Ms Nilisa Council, Community Advisory Committee

**Members/Advisors not in Attendance:**

Hon. Brandon Arrington, Central Florida Expressway Authority  
Hon. Mayor Jerry Demings, Orange County  
Hon. Mayor Buddy Dyer, City of Orlando  
Hon. Jackie Espinosa, City of Kissimmee

**Others in Attendance:**

Mr. Jonathan Scarfe, FDOT District 5  
Ms. Katherine Alexander, FDOT District 5  
Mr. Myles O'Keefe, LYNX  
Mr. Siaosi Fine, FTE

**Staff in Attendance:**

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

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Board Chair Bob Dallari called the meeting to order at 9:00 a.m. and welcomed everyone. Mayor Pat Bates, City of Altamonte Springs, led the Pledge of Allegiance.

**II. CHAIR'S ANNOUNCEMENTS**

Chairman Bob Dallari opened the meeting at 9:00 a.m. Mayor Pat Bates, City of Altamonte Springs, led the Pledge of Allegiance. Chair Dallari recognized Mr. Rusty Roberts, and reported on his participation in the MetroPlan Road Safety Audits. Commissioner Janer reported on the January 23rd Central Florida Commuter Rail Commission Meeting. Commissioner Uribe reported on the FTP 2055 Steering Committee and the January 23rd MPOAC Meeting. MetroPlan Orlando staff member Alex Trauger provided the Safety Moment highlighting Florida's Move Over Law.

**III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS**

Mr. Huttman acknowledged City of Sanford Mayor Art Woodruff, who attended virtually and welcomed new Committee Chairs. Mr. Huttman reported on the February 11th Senate Transportation Committee meeting. He reported on the latest information received from AMPO and NARC regarding federal funding. Mr. Huttman called attention to the information provided in the supplemental folders.

**IV. FDOT REPORT**

Secretary John Tyler, FDOT District 5, reported on 2024 SunRail ridership noting a 14% increase. He updated Board members on the Sunshine Corridor and the completion of the SunRail financial transition. Secretary Tyler provided an update on the I-4 Moving Florida Forward project and the commencement of construction of congestion relief lanes. He announced a workforce hiring event on April 30th at Osceola Heritage Park. Secretary Tyler gave safety moment calling attention Move Over Month.

**V. ROLL CALL AND CONFIRMATION OF QUORUM**

Ms. Lisa Smith called the roll and confirmed that a quorum was physically present.

**VI. AGENDA REVIEW**

Mr. Huttman noted no changes to the agenda. He announced the April 9<sup>th</sup> 2050 MTP Plan Board and Committee Workshop to be held at the Lake Mary Event Center.

**VII. COMMITTEE REPORTS**

Advisory Committee reports from the meetings were presented by the Municipal Advisory Committee, Community Advisory Committee, TSMO, and Technical Advisory Committee chairpersons.

## VIII. PUBLIC COMMENTS ON ACTION ITEMS

None

## IX. CONSENT AGENDA

- A. Minutes of the December 11, 2024, Board Meeting
- B. Approval of Financial Report for November & December 2024
- C. Approval of the Travel Report for November & December 2024
- D. Approval of the 2025 MetroPlan Board Appointments
- E. Approval of two-year contract extension with Dinsmore Shohl
- F. Approval to transfer the Audit Services contract with MSL to Forvis Mazars, LLP

**MOTION:** Commissioner Mayra Uribe moved to approve the Consent Agenda Items A through F. Commissioner Viviana Janer seconded the motion. Motion carried unanimously.

## X. OTHER ACTION ITEMS

- A, Approval of the amendments to the FY2024-25 – FY 2029-30 Transportation Improvement Program (TIP) – **(Roll Call vote)**

Mr. Jason Sartorio, MetroPlan Orlando, requested Board approval of the FY 2023/24 – FY 2027/28 TIP be amended to include the following item(s):

- FM# 447104-1: Resurfacing/Safety Project on SR 500 / US 441

Mr. Sartorio noted that this item was pulled from the agenda during the December meeting cycle for further staff review. A letter from FDOT staff explaining the request was provided, along with a sheet prepared by MetroPlan Orlando staff and the draft resolution.

**MOTION:** Commissioner Christine Moore moved to approve the FY 2024-25-FY 2029-30 Transportation Improvement Program (TIP). Commissioner Michael Scott seconded the motion. A roll call vote was conducted. Motion carried unanimously.

- B. Approval of the Performance Measures & Targets

Ms. Lara Bouck, MetroPlan Orlando staff, requested approval of the Federal Performance Measures and Targets. She noted that the support of the safety performance measure targets has been done annually since 2018 as a part of the performance-based planning process. Ms. Bouck gave a brief presentation on the five federal performance measures, and noted that today's requested action focuses on safety, bridge and pavement conditions and system performance/reliability. She provided an overview of each performance measure, and the current state of the system performance.

**MOTION:** Commissioner Mayra Uribe moved to approve the amendments to the Federal Performance Safety Targets. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

## **XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT**

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report – November and December 2024
- C. 2050 Metropolitan Transportation Plan Status Update
- D. Bicycle & Pedestrian Report
- E. Air Quality Report
- F. Letter of Support– Osceola County RAISE Application for the Cross Prairie Parkway Connector
- G. Letter of Support – Osceola County PROTECT Application for Flood Modeling Technology
- H. Letter of Support – Osceola County PROTECT Application for BVL Stormwater Improvements
- I. Letter of Support – FDOT RAISE Application for John Young Parkway at Pleasant Hill Intersection Improvements
- J. Letter of Support – AMTRAK Florida Stations Program (FSP) Kissimmee, Orlando, DeLand Amtrak FY24 Federal-State Partnership for Intercity Passenger Rail Program – National Network (FSP – National Program) Grant Application
- K. Letter of Support – City of Apopka RAISE Grant Application for Ocoee-Apopka Road Complete Streets Project
- L. Letter of Support – Orlando to Tampa Intercity Passenger Rail Corridor Feasibility Study to be included in the MPOAC Passenger Rail Priorities Program
- M. Memo from Mr. Huttman to Secretary Tyler re: TIP Modification
- N. Memo from Mr. Huttman to Secretary Tyler re: TIP Modification
- O. Memo from Mr. Huttman to Secretary Tyler re: FDOT Draft Work Program
- P. FDOT Project Information Sheet – SR 426 Safety Improvements
- Q. S.R. 429 PD&E Fact Sheet
- R. S.R. 527 (Orange Avenue) Project Infographic

**MOTION:** Commissioner Viviana Janer moved approval of the Information Items for Acknowledgement: Items A through R. Commissioner Michael Scott seconded the motion. Motion carried unanimously.

## **XII. OTHER BUSINESS/PRESENTATIONS**

- A. FDOT Draft Work Program

Ms. Katherine Alexander, FDOT District 5, presented the tentative five-year work program focusing on safety, preservation and capacity projects. He highlighted important dates and called attention to key projects including a resurfacing project along State Road 436, 437, and US 192, and capacity projects along State Road 50 and State Road 426. She noted that truck parking facilities are planned for sites on Sand Lake Road in Orange County and a site in Osceola County. She provided a funding breakdown along with information on key projects for Orange, Osceola, and Seminole counties, project deferrals and deletions. Commissioner Moore commented on S.R. 436 in Apopka resurfacing projects and her desire to maintain the safety measures (i.e.: Safe Streets for All Grant) for the projects that were slimmed down. The Board members entered into a discussion with Secretary Tyler and Ms. Alexander concerning

the history and crash statistics of S.R. 50 East and how the project transitioned into three projects.

**B. FDOT FTE Draft Work Program**

Mr. Siao Si Fine, provided some background and historical information on Florida's Turnpike Enterprise emphasizing safety, resiliency and technology. He reviewed the growing transportation needs, revenues and expenditures and the prioritization process and provided a detailed breakdown of current construction projects, main table projects and final table projects. Mr. Fine stated that the program includes over \$381 million in major projects, funded through user tolls and concessions from service plazas. Mr. Fine next reviewed the major projects funded in the Work Program. Key projects include the Turnpike Widening Infrastructure Initiative, which aims to widen the turnpike mainline from Miami to Wildwood. He told MAC members that additional information could be found on the Work Program website [www.fdot.gov/wp-ph](http://www.fdot.gov/wp-ph). Mr. Fine also emphasized the importance of the Florida Move Over Law. Commissioner Janer asked about the status of the Partin Settlement and Simpson Road bridge replacements as part of the efforts to widen the Turnpike Mainline/SR 91 from Partin Settlement Road (MP 243.5) to Osceola Parkway (MP 249). Mr. Fine responded that he would look into the question and report back.

**C. LYNX Transit Development Program**

Mr. Myles O'Keefe, LYNX, presented the annual update to the LYNX Transit Development Plan. He highlighted goals, accomplishments, and upcoming projects. He noted recent achievements include schedule adjustments for better passenger connections, a new route from the airport to Disney Springs, and an ADA transition plan. Upcoming projects include a transit-oriented development planning project along State Road 436 and a new bus transfer facility at the airport. Mr. O'Keefe noted that the plan will be presented to the LYNX Board for authorization. Commissioner Wilson questioned the ADA transition plan and driver training.

**XIII. PUBLIC COMMENTS (GENERAL)**

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

Ms. Pam Sible, Orlando, spoke concerning the East S.R. 50 project. Ms. Sible discussed crash data for that stretch of highway over the past 10 years.

Mr. Arcadio Garcia, Kissimmee, addressed the Board concerning increasing traffic congestion in Poinciana.

**XIV. BOARD MEMBER COMMENTS**

Commissioner Constantine updated Board members on February 10<sup>th</sup> NARC meeting regarding federal transportation.



XV. **NEXT MEETING:** Wednesday, March 12, 2025, 9:00 a.m.

XVI. **ADJOURN BOARD MEETING**

There being no further business. The meeting was adjourned at 10:19 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 12<sup>th</sup> day of March 2025.

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Commissioner Bob Dallari, Chair

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Ms. Lisa Smith,  
Board Services Coordinator/Recording Secretary

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

**MetroPlan Orlando**  
**Agencywide**  
**Balance Sheet**  
**For Period Ending 01/31/2025**

**ASSETS**

Operating Cash in Bank	\$	576,700.46
Petty Cash	\$	125.00
SBA Investment Account	\$	1,993,620.76
FL CLASS Investment Account	\$	1,901,035.50
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,345.51
Accounts Receivable - General	\$	17,950.00
Accounts Receivable - Grants	\$	801,833.04
Capital Assets - Net	\$	761,701.74

<b>TOTAL ASSETS:</b>		<b>\$ 6,075,312.01</b>
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**LIABILITIES**

Accrued Personal Leave	\$	388,712.20
Leases Payable	\$	688,866.29

<b>TOTAL LIABILITIES:</b>		<b>\$ 1,077,578.49</b>
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**EQUITY**

FUND BALANCE:		
Nonspendable:		
Prepaid Items	\$	2,345.51
Deposits	\$	20,000.00
Unassigned:	\$	4,975,388.01

<b>TOTAL EQUITY:</b>		<b>\$ 4,997,733.52</b>
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<b>TOTAL LIABILITIES &amp; EQUITY:</b>		<b>\$ 6,075,312.01</b>
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Net difference to be reconciled:		\$ -
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**MetroPlan Orlando**  
**Agencywide Revenues & Expenditures**  
**For Period Ending 01/31/2025**

<b>Revenues</b>	<b>Budget</b>	<b>Current</b>	<b>YTD</b>	<b>Variance Un/(Ovr)</b>	<b>% of Budget</b>
Federal Revenue	\$ 8,793,887.00	\$ 801,833.04	\$ 3,197,062.94	\$ 5,596,824.06	36.36%
State Revenue	\$ 116,281.00	\$ -	\$ 45,076.74	\$ 71,204.26	38.77%
Local Revenue	\$ 1,334,509.00	\$ -	\$ 1,103,205.00	\$ 231,304.00	82.67%
Interest Income	\$ 125,000.00	\$ 14,926.57	\$ 95,112.61	\$ 29,887.39	76.09%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 380,655.00	\$ -	\$ -	\$ 380,655.00	0.00%
Other	\$ 13,250.00	\$ 17,950.00	\$ 17,950.00	\$ (4,700.00)	135.47%
Local Funds Transfer	\$ 208,517.00	\$ -	\$ 93,867.99	\$ 114,649.01	45.02%
<b>Total Revenues</b>	<b>\$ 10,997,099.00</b>	<b>\$ 834,709.61</b>	<b>\$ 4,577,275.28</b>	<b>\$ 6,419,823.72</b>	<b>41.62%</b>
<b>Expenditures</b>					
Audit Fees	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 26,191.00	\$ 343.22	\$ 7,119.83	\$ 19,071.17	27.18%
Community relations & advertising	\$ 141,750.00	\$ 392.72	\$ 110,354.75	\$ 31,395.25	77.85%
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	0.00%
Consultants	\$ 5,770,723.00	\$ 636,108.00	\$ 1,918,476.47	\$ 3,852,246.53	33.24%
Contingency	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	0.00%
Contractual/Temporary Services	\$ 5,920.00	\$ 253.00	\$ 3,255.40	\$ 2,664.60	54.99%
Depreciation/Amortization	\$ -	\$ 6,637.60	\$ 48,151.96	\$ (48,151.96)	0.00%
Equipment & Furniture	\$ 70,000.00	\$ -	\$ 22,537.84	\$ 47,462.16	32.20%
Indirect Costs	\$ 551,353.00	\$ 44,006.41	\$ 334,181.35	\$ 217,171.65	60.61%
Legal Fees	\$ 30,000.00	\$ 1,397.50	\$ 9,067.50	\$ 20,932.50	30.23%
Office Supplies	\$ 10,985.00	\$ 526.11	\$ 4,852.15	\$ 6,132.85	44.17%
Operating Supplies	\$ 45,948.00	\$ 2,250.63	\$ 9,754.84	\$ 36,193.16	21.23%
Operating Transfers Out	\$ 208,517.00	\$ -	\$ 93,867.99	\$ 114,649.01	45.02%
Other Misc. Expense	\$ 3,700.00	\$ 367.07	\$ 2,757.84	\$ 942.16	74.54%
Pass-Through Expenses	\$ 533,250.00	\$ -	\$ 81,435.09	\$ 451,814.91	15.27%
Postage and Freight	\$ 3,700.00	\$ 59.87	\$ 1,027.45	\$ 2,672.55	27.77%
Printing and Binding	\$ 14,850.00	\$ -	\$ 1,235.74	\$ 13,614.26	8.32%
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 3,319.14	\$ 4,180.86	44.26%
Salaries and benefits	\$ 3,395,114.00	\$ 324,521.96	\$ 1,618,195.36	\$ 1,776,918.64	47.66%
Training	\$ 39,345.00	\$ -	\$ 8,370.46	\$ 30,974.54	21.27%
Travel and Per Diem	\$ 55,753.00	\$ 1,600.57	\$ 17,101.56	\$ 38,651.44	30.67%
<b>Total Expenditures</b>	<b>\$ 10,997,099.00</b>	<b>\$ 1,018,464.66</b>	<b>\$ 4,320,062.72</b>	<b>\$ 6,677,036.28</b>	<b>39.28%</b>
<b>Agency Balance</b>	<b>\$ -</b>	<b>\$ (183,755.05)</b>	<b>\$ 257,212.56</b>		

## Travel Summary - January 2025

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Traveler: Downs, Slade

Dates: September 2-6, 2024

Destination: Tampa, FL

Purpose of Trip: FL APA Conference

Cost: \$ 1,381.68

Paid By: MetroPlan Orlando Funds

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## **Board Action Fact Sheet**

**Meeting Date:** March 12, 2025

**Agenda Item:** IX.D. (Tab 1)

**Roll Call Vote:** No

Action Requested:	Approval of Recommended Appointments to the CAC.		
Reason:	Board approval is needed for appointments to fill six (6) vacancies on the Community Advisory Committee.		
Summary/Key Information:	<p>MetroPlan Orlando’s CAC Bylaws outline a process for selecting members to be approved by the MetroPlan Orlando Board, who will serve alongside members selected by geographic partners.</p> <p>A Selection Committee was convened on Feb. 19, 2025, as described in the bylaws, and came to consensus on a slate of 6 names from a pool of 35 qualified applicants from throughout the region. Applicants were recruited in various ways over a period of several months and completed a standard application form.</p>		
MetroPlan Budget Impact:	None.		
Local Funding Impact:	None.		
Committee Action:	CAC:	Shared as Information Item on 2/26/25	
	TSMO:	N/A	
	TAC:	N/A	
	MAC:	N/A	
Staff Recommendation:	Recommend approval of new members		
Supporting Information:	List of Recommended MetroPlan Orlando Board Appointees to the Community Advisory Committee		

## **Recommended MetroPlan Orlando Appointees to the Community Advisory Committee**

*March 2025*

### **Multimodal Advocates**

1. Amy Garcia Paniagua
2. Patricia Rumph

### **Transportation Disadvantaged Advocate**

1. Christine Ebeltoft-Bancalari
2. Torin Saltos

### **Transportation Underserved Advocate**

1. Adam Negrón

### **Non-Voting Alternate**

1. Sheeba Anne West



**MEMBERSHIP CERTIFICATION  
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD  
FOR ORANGE, OSCEOLA, AND SEMINOLE COUNTIES**

**Date:** **March 12, 2025**

**Name (DOPA):** **MetroPlan Orlando**

**Address:** **250 S. Orange Avenue  
Suite 200  
Orlando, Florida 32801**

MetroPlan Orlando/Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41- 2.012(3), FAC, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross-section of the local community.

**Signature:** \_\_\_\_\_  
**Honorable Bob Dallari**

**Title:** **Chairperson of MetroPlan Orlando**

**MEMBERSHIP OF THE LOCAL COORDINATING BOARD FOR ORANGE,  
OSCEOLA, AND SEMINOLE COUNTIES**

<b><u>POSITION</u></b>	<b><u>MEMBER</u></b>	<b><u>TERM</u></b>
ELECTED OFFICIALS	Hon. Pat Bates (Seminole)	-
	Hon. Jackie Espinosa (Osceola)	-
	Hon. Mayra Uribe (Orange)	-
FLORIDA DEPT. OF TRANSPORTATION	Jamie Kersey Ledgerwood	-
AGENCY FOR PERSONS WITH DISABILITIES	Jeanette Estes	-
MEDICAL COMMUNITY	Betsy Delano	-
FLORIDA DEPT. OF EDUCATION & VOCATIONAL	Wayne Olson	-

**MEMBERSHIP CERTIFICATION  
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD FOR ORANGE, OSCEOLA, AND  
SEMINOLE COUNTIES**

Page 2

ECONOMICALLY DISADVANTAGED	Yvette Reyes	-
STATE COOR. COUNCIL EARLY CHILD.DEV. (4C)	Vacant Alternate: Vacant	-
REGIONAL WORKFORCE DEVELOPMENT	Janeé Olds Alt: Shinara Hughes	-
PUBLIC EDUCATION	Adam Zubritsky	-
VETERANS	Alnita Whitt	-
MEDICAID (AHCA)	Calvin Smith	-
FLORIDA DEPT. OF ELDER AFFAIRS	Wendy Ford Alt: Rob Gilts	-
REPRESENTING THE ELDERLY (OVER SIXTY)	Charlotte Campbell	Three Years
REPRESENTING THE DISABLED	Marilyn Baldwin	One Year
CITIZEN ADVOCATE	Neika Berry	Two Years
CITIZENS ADVOCATE (SYSTEM USER)	Bob Melia	One Year
FOR-PROFIT OPERATOR	VACANT	-
NON-VOTING MEMBERS	Norm Hickling, ACCESS LYNX Alt: Selita Stubbs	-
	VACANT, Emergency Medical Services Alt: Vacant	-
	Luiz Nieves, SunRail CAC	-
	Tashara Cooper, At Large Alternate	One Year
	Cena Underwood, At Large Alternate	One Year
	Frances Collazo-Rivas, Alternate representing the Medical Community	-



**TAB 2**





## **Board Action Fact Sheet**

**Meeting Date:** March 12, 2025

**Agenda Item:** X.A (Tab 2)

**Roll Call Vote:** No

**Action Requested:** Acknowledgement of MetroPlan Orlando's Annual Joint Certification Report conducted by FDOT-District 5 for Calendar Year 2024.

**Reason:** All MPOs in the State of Florida undergo a certification review each year. The joint certification is to ensure that MetroPlan Orlando is complying with all federal and state laws governing the transportation planning process, to identify noteworthy practices, to identify areas requiring additional attention and to evaluate the federal-state-regional partnership.

**Summary/Key Information:** The report covers a range of topics selected by FDOT. The state certification also includes a Risk Assessment pertaining to finances and invoicing. Based on the FDOT risk criteria and with the business practices established by MetroPlan Orlando staff, MetroPlan Orlando was given a Risk Assessment Percentage of "100%" (low risk) which is the best possible score. FDOT identified no corrective actions or recommendations for improvement during this cycle.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

CAC:	N/A
TSMO:	N/A
TAC:	N/A
MAC:	N/A

**Staff Recommendation:** Staff recommend acknowledgement/approval.

**Supporting Information:** FDOT-MPO Joint Certification for Calendar Year 2024 (enclosed)



**MetroPlan Orlando**

**Calendar Year of Review Period: January 1, 2024, through December 31, 2024.**

**Click to enter the date the review is finalized.**

Part 1 is to be completed by the Metropolitan Planning Organization

## Contents

Purpose .....	1
Certification Process .....	2
Part 1 Section 1: MPO Overview .....	4
Part 1 Section 2: Finances and Invoicing .....	7
Part 1 Section 3: Title VI and ADA.....	10
Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises .....	12
Part 1 Section 5: Noteworthy Practices & Achievements .....	16
Part 1 Section 6: MPO Comments.....	24

## Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

## Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

## **Part 1**

Part 1 of the Joint Certification is to be completed by the MPO.

## Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement, and any other applicable agreements? Please list all agreements and dates that need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

**Please Check:** Yes ☒ No ☐

The Interlocal Agreement was last updated on 05/14/24 and is updated as needed. The ICAR agreement was last updated on 11/22/21 and auto-renews every five years or is reviewed for changes before that time. The PL JPA is current for this 2-year UPWP and expires on 06/30/26.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando leads a Regional TSMO Program to advance TSMO planning. This effort includes seven MPOs from Central Florida, Toll/Expressway Authorities, and participation from FDOT Districts 1, 5, & 7. This program is supported with a Memorandum of Understanding between the MPOs and Working Group represented by staff from the participating agencies. MetroPlan Orlando is also part of the Central Florida MPO Alliance (CFMPOA). The CFMPOA meets 3-4 times per year and regularly coordinates regionally significant projects and issues of interest. During the 2050 update process, CFMPOA directors and staff have been meeting monthly to discuss LRTP updates, data, and methods. MetroPlan Orlando is also an active participant in the statewide MPOAC meetings and staff discussions – staff participates on the freight and rail committee as well as the noteworthy practices group.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando considers the Federal Planning Factors (supporting / improving economic vitality, safety, security, accessibility for all, environmental and energy conservation, inter-modal connectivity, efficient management and operations, preservation of the existing system, resiliency, and travel/tourism) throughout our long-range transportation planning process. The 2045 (and 2050, in process) Metropolitan Transportation Plan (MTP) goals, objectives, measures and targets incorporate all 10 Federal Planning Factors. The performance measures were then used to develop the



2045 Cost Feasible Plan consistent with the performance-based planning prioritization process adopted within the Plan. Projects identified in the MTP are then prioritized based on data-driven criteria that support the federal planning factors and incorporated into the Project Priority List (PPL). MetroPlan Orlando also has a Tracking the Trends / congestion monitoring program, where we monitor key performance indicators to assist with implementing the goals, objectives, measures, and targets from the MTP into our projects.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando staff maintains and updates its core and supporting plans with the oversight of its advisory committees. Staff regularly schedules meetings with local government staff and FDOT to discuss project status. Plans and work products are coordinated with government and other agency partner staff throughout the year. In some cases, working groups and ad hoc committees are formed to ensure regional comprehensiveness and breadth of cooperative participation.

5. When was the MPOs Congestion Management Process last updated?

The CMP was updated as part of the 2045 MTP (adopted December 2020). The CMP identifies existing congestion-related impacts and improvement strategies for moving both people and goods. The CMP performance measures used to evaluate the strategies' effectiveness directly align with the 2045 MTP goals and objectives related to: Safety and Security, Reliability and Performance, Access and Connectivity, Health and Environment, and Investment and Economy. The CMP also includes a monitoring program that will periodically assess the effectiveness of the strategies overtime. The CMP was amended in June 2021 to include updated data from FDOT pertaining to Emergency Response and Roadway Clearance times. The CMP is currently in the process of being updated as part of the 2050 MTP development process.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPP)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando completed the process of updating the Organizational Public Participation Plan, and it was approved by the MetroPlan Orlando Board in May 2024, following the 45-day comment period and presentations to MetroPlan Orlando advisory committees. The new plan is available on the website here: <https://metroplanorlando.gov/plans/public-participation-plan/>

A review of public participation activities for 2023 is located here: <https://metroplanorlando.gov/wp-content/uploads/Public-Participation-Plan-Dashboard-Annual-Review-for-2023.pdf>. This update was covered by the previous Public Participation Plan, which was approved in 2019: <https://metroplanorlando.gov/wp-content/uploads/2019-PPP-Public-Participation-Plan-Approved-9-11-19-1.pdf>. A review of activities for year 2024 is now under way.

7. Was the Public Participation Plan (PPP) made available for public review at least 45 days before adoption?

**Please Check:** Yes ☒ No ☐

The public comment period went more than 45 days (March 15, 2024 - May 8, 2024). The PPP was adopted by the MetroPlan Orlando Board on May 8, 2024.

## Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

MetroPlan Orlando Finance staff reviews Joint Planning Agreements (JPAs), FDOT documents, and applicable federal and state laws. In addition, MetroPlan Orlando has policies, procedures, and checklists in place to ensure compliance and consistency including a board approved purchasing policy. Invoices are entered into the accounting system by Finance staff then reviewed and approved by staff (when necessary), department directors and the Director of Finance & Administration. Payments over \$1,000 require at least two directors with signature authority to approve including the Executive Director, Director of Finance, and the Director of Regional Partnerships.

2. How often does the MPO submit invoices to the District for review and reimbursement?

PL and SU invoices are submitted monthly. TD is submitted quarterly.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando is a standalone entity but is not normally a direct recipient. However, MetroPlan Orlando currently has a Safe Streets grant directly from the FHWA. Grants are normally passed through FDOT. However, since we receive federal funds, we are subject to and receive a federal single audit each year.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

MetroPlan Orlando complies fully with 2 CFR 200. The Director of Finance has received training directly from FHWA on 2 CFR 200. The financial management system is well equipped to handle grant accounting and applying fringe and indirect rates. The system also can track expenditures to the UPWP task level in each grant.

5. How does the MPO ensure records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made?

MetroPlan Orlando utilizes the record retention schedule GS1-SL as well as grant JPAs to determine the amount of time necessary to retain a document and always chooses the longest required duration (or longer) if there is a conflict, to ensure compliance with both.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Proper documentation is submitted to FDOT with all invoices. Additional documents are saved in the ERP system and can be readily accessed to complete yearly invoice monitoring or other semi-annual testing as necessary.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

MetroPlan Orlando complies with all applicable Federal laws pertaining to the use of Federal-aid funds and requires all consultants and contractors to do the same.  
Contracts with consultants include necessary language for compliance.

**8. Indirect Cost Rates:**

- a. If the MPO uses an indirect cost rate, do they use a federally approved indirect cost rate, state approved indirect cost rate, or the de minimis rate? The de minimis rate recently changed from 10% to 15% of modified total direct costs, which may be used indefinitely by the MPO ([2 C.F.R. 200.414\(f\)](#)). Either de minimis rate is allowable (10% or 15%). Please check one of the indirect cost rate options below:

MPO has a Federally Approved Indirect Cost Rate ☐

MPO has a State Approved Indirect Cost Rate ☒

MPO uses the De Minimis Rate (either the 10% or 15% indirect cost rate) ☐

N/A (The MPO does not use an Indirect Cost Rate) ☐

*In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.*

- b. If the MPO has an existing federal or state approved indirect cost rate, did the MPO submit a Cost Allocation Plan?

Yes, MetroPlan Orlando submitted a cost allocation plan.

- c. If the MPO does not use an indirect cost rate, does it charge all eligible costs as direct costs?

Please Check: Yes ☐ No ☐

## Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes ☒ No ☐

See the nondiscrimination & language plan page on our website for our plan, policy, and complaint filing procedure: <https://metroplanorlando.gov/plans/nondiscrimination-language-plans/>. The policy, complaint form, and key parts of the plan are also available on the website in Spanish. The FDOT Title VI/Nondiscrimination Assurance is signed every other year as part of our UPWP approval (see UPWP Appendix B Certifications & Assurances).

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes ☒ No ☐

The nondiscrimination language is included in all MetroPlan Orlando contracts and bids.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI, and does this procedure comply with FDOT's procedure?

Please Check: Yes ☒ No ☐

See Title VI Program: Nondiscrimination & Language Plan for complaint procedure on pages 21-23 and complaint forms in English and Spanish in Appendix C: <https://metroplanorlando.gov/wp-content/uploads/Title-VI-Non-Discrimination-and-Limited-English-Proficiency-Plan-with-complaint-forms-FINAL-Adopted-Dec.-11-2024.pdf> In addition, complaint forms in English and Spanish appear as separate documents on the Nondiscrimination & Language Plan page of our website.

Title VIII is not applicable.

4. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes ☒ No ☐

Staff attends training on a regular basis. Trainings in 2024 included: MetroPlan Orlando staff training on Title VI/LEP and discussion of future Transportation for All Plan (2/16); Centering Safety & Equity (5/23); WTS Juneteenth Program Panel (6/12); Commission on Transportation Disadvantaged Virtual Workshop (8/27); Equity in Roadway Safety: People Experiencing Homelessness (9/4); ACCESS LYNX paratransit operations center tour (9/17); CTD Conference (9/23); The Art & Science of Digital Accessibility in Communication presentation (10/15). Trainings in 2023 included: USDOT Justice40 Tool and Index Update webinar (2/24); FHWA Webinar: Equity in Roadway Safety Leadership Panel (4/17); USDOT Justice40 Equitable Transportation Community (ETC) Explorer Tool Updates webinar (7/2); USDOT Equity in Roadway Safety Webinar Series - Tools to Conduct Equitable Safety Data Analysis (7/14); Actionable Steps for Equitable Vision Zero Planning webinar (10/10). Staff also attended 6 trainings in 2022.

5. Does the MPO collect demographic data to document nondiscrimination in its plans, programs, services, and activities?

Please Check: Yes ☒ No ☐

See the sections of our Title VI plan headlined: We Represent Diverse Communities, (pages 8-13) and We Provide Meaningful Access in Other Languages (pages 16-20). Additionally, the adopted 2045 Metropolitan Transportation Plan (MTP) includes equity performance measures and thorough demographic data in the existing conditions and area profile. See MTP technical series reports for more details. MetroPlan Orlando is currently updating the MTP for 2050, and the updated plan will include a chapter focusing on equity, building on our recent equity audit Transportation for All technical report, which uses regional demographics, defines transportation equity, centralizes how we incorporate the topic in the regional planning process, and provides a foundation for future work.

6. Does the MPO keep on file, for five years, all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes ☒ No ☐

We have not had any complaints to date but will keep complaints for the necessary time if received and in a summary form.

## Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando uses a qualification-based selection process that is consistent with the super circular.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando maintains sufficient records to detail the history of procurement. This includes rationale for the purchase and all purchasing documentation.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando is part of a consortium with Orange County for obtaining employee insurances. This is a favorable agreement for MetroPlan Orlando which can leverage the staff and size of Orange County to obtain better services at lower rates than could be obtained by MetroPlan Orlando alone.



4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando assigns project managers and project directors for each project. Progress reports are required with each invoice which are reviewed for accuracy and corrected when needed. Finance staff also reviews invoices for accuracy before payment.

5. Does the MPO's contracts include all required federal and state language from the FDOT/MPO Agreement?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando's contracts include all required federal and state language from the MPO agreement.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando follows the FDOT approved DBE plan.

7. Is the MPO tracking all commitments and payments for DBE compliance?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando is tracking all commitments and payments for DBE compliance.

8. The MPO must be prepared to use the Grant Application Process (GAP) for DBE compliance with the EOC System. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete.

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando staff has been trained and is in coordination with FDOT regarding the GAP system. Initial training was done before July 1, 2022 and additional training was given at the October 2022 FMPP meeting. The GAP system did not work as planned. The system was updated and additional training was received in 2024. However, the GAP system is still ill-equipped to record and track DBE payments made by vendors. A full explanation why this system doesn't work has been given to FDOT by MetroPlan Orlando.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

**Please Check:** Yes ☒ No ☐

MetroPlan Orlando includes the DBE policy statement in its contract language for consultants and subconsultants.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

**Please Check:** Yes ☒ No ☐ N/A ☐

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

**Please Check:** Yes ☒ No ☐ N/A ☐

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) ☐ Minority business
- b) ☐ Local business
- c) ☐ Disadvantaged business
- d) ☐ Small business
- e) ☐ Location (physical location in proximity to the jurisdiction)
- f) ☐ Materials purchasing (physical location or supplier)
- g) ☐ Locally adopted wage rates
- h) ☒ Other: N/A

13. Do the MPO's contracts only permit the use of the approved FDOT race-neutral program?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

14. Do the MPO's contracts specify the race neutral or 'aspirational' goal of 10.54%?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

16. Do the MPO's contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

## Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPO's noteworthy practices and achievements below.

- Successful Transportation Improvement Program virtual public meeting. The virtual event was attended by 24 people on June 18. The interactive format continues to produce active engagement through live Q&A with staff and audience polling. The 2024 meeting reached a total of 127 people between participants at the live event and post-event views of the video recording.
- Continued improving public access to the transportation planning process. The public has permanent access to view MetroPlan Orlando Board and committee meetings virtually and provide live comments from the comfort of their homes. Meetings are also posted to our YouTube channel. In 2024, we posted a total of 77 videos to MetroPlan Orlando's YouTube channel, including 68 meeting recordings and 9 educational videos. These videos have about 6,700 views and a watch time of about 500 hours. This represented about a 50% increase from 2023 in video views, due in part to the popular Vision Zero Safety Speaker Series videos.
- New communication materials featuring plain language and engaging visuals. New communication tools in 2024 included: 1) We printed brochures for the 2050 MTP in three languages, adding Haitian Creole to our normal practice of printing core materials in English and Spanish; 2) We set up our first Zoom webinar that included a presentation and virtual breakout rooms for discussion on transportation equity and safety, which attracted about 80 participants; 3) For the first time in our public opinion research, we used three methods of gathering responses to our 2024 Regional Transportation Survey through internet panels, a public online link, and intercept surveys at selected spots in each of the three counties and exceeded our goal for responses by more than 100; 4) We took first steps to establish a network of people who can give us more authentic feedback on the needs of transportation underserved communities and began drawing them into the process through email outreach and an invitation to an online discussion. We are continuing to find new ways for them to take part in the transportation planning process in 2025.
- Increased youth outreach efforts – Getting young people in Central Florida interested in transportation remains a priority of MetroPlan Orlando Board members. In 2024, we built on the popularity of our previously published Path to the Future kids transportation activity book to make a “second in a series” kids book focused on safety and Vision Zero. A printable version of the book was uploaded to our website. We ordered 5,000 printed copies of the Path to Safety: Youth Activity Book, many of which were distributed by Vision Zero teams and staff at community events. Other copies went to a partner's family day event, a county fire department student program, and an event for foster children and adoptive families run by a local nonprofit. We now have the “third in a series” book called the Path to 2050, which helps students explore the 2050 Metropolitan Transportation Plan. We will be

distributing these at many events for MTP outreach during 2025 and sharing with our partners.

We participated in several events targeted to families, where we offered activities for kids and had conversations with parents. At some of these, we were able to use the tabling event to get parents to participate in surveys, such as for our MTP, or to sign up for our email subscriber base. These events included STEAM fairs at middle and high schools, and Teach-In presentations at elementary schools. Staff also provided several presentations to college classes on planning, public policy, and environmental effects of transportation.

- Raise awareness of safety for visually-impaired persons - MetroPlan Orlando helped put on the Blind Experience event with about 45 participants consisting of elected officials, law enforcement, planners or engineers, and people with vision disabilities. We had several information tables to engage participants, as well as speakers. We conducted a successful blindfolded street-crossing exercise and used a professional videographer to capture the feel of the activity and get interviews with participants. We used a composite of that work on social media and in board and committee meetings to help center the needs of the visually impaired. Our wrapped ACCESS LYNX vehicle continues to attract attention with its message to drivers to always stop for pedestrians with white canes.
- Offer targeted outreach to older adults - MetroPlan Orlando presented a program to about 60 older adults through the Orange County Office on Aging and joined an information expo at the Orange County Library to provide information on the 2050 Plan. We also strengthened our connections with the AARP and Safe Mobility for Life programs, gathering materials that could be useful to hand out at some of our outreach events. Safe Mobility for Life gave a presentation and set up an information table at our TDLCB public meeting, and staff members met with a roundtable on transit for elders in Central Florida, sponsored by the AARP. We presented to the Orlando mayor's commission on Livability and Healthy Aging as one of our first 2050 MTP outreach events.
- Successful Transportation Disadvantaged Local Coordinating Board (TDLCB) Annual Public Meeting for ACCESS LYNX Riders - MetroPlan Orlando and the TDLCB hosted around 77 people at the annual public meeting for paratransit riders (60 in person and 17 virtually). The public could submit comments via email or phone prior to the meeting and could make comments during the meeting either in person from the meeting room or virtually via Zoom. A total of 37 comments were submitted (2 via zoom, 14 in person, and 21 submitted via email or phone prior to the meeting). The 2024 meeting was held in a new location, which easily accommodated the ACCESS LYNX vehicles. The lobby of the building was used for information tables from partners and MetroPlan Orlando, offering information on transportation services and programs.

- Using big data to support local governments - We've provided big data resources and analysis to support a wide variety of projects in our region, including: annual signal retiming; regionwide travel time reliability, long-range transit planning, speed management and traffic studies, traffic calming, cut-through traffic patterns analysis, origin-destination data for long-range travel patterns and traffic forecasting, origin-destination data for bicycle and pedestrian safety studies, and safety studies.
- Emphasized safety and vulnerable road users in planning process – Continued use of performance-based planning and prioritization process to include board preference weighting for safety and emphasis on vulnerable road users, including adopting a Prioritized Project List with safety and vulnerable roadway user emphasis. Established Vulnerable Road Users Safety Working Group has been elevated to serve a regional Vision Zero Task Force with broaden participation. This group meets regularly to review and provide guidance on MetroPlan safety planning efforts. Another practice continued by MetroPlan Orlando staff this year are data-driven “safety moments” during our advisory committee and board meetings.
- SS4A Regional Action Plan Grant - SS4A Regional Action Plan Grant --- With the support of all our local partners, in 2024, MetroPlan Orlando continued the regional Vision Zero initiative to develop a comprehensive Vision Zero Safety Action Plan, including Action Plans tailored for each local jurisdiction. Efforts included the identification of High Injury Networks for each jurisdiction and for the entire region, prioritizing efforts in disadvantage communities, identifying feasible projects that have the most safety impact, and identifying key behavioral changes needed and methods for encouraging those changes. The plans include a range of innovative strategies to implement the safe system approach including data-driven, evidence-based project identification; low-cost, high-impact project solutions, and an inclusive public engagement. See <https://www.visionzerocfl.gov/> for more information about the effort.
- Using our regional MPO resources to advance cross-jurisdictional planning projects - In 2024, MetroPlan Orlando staff continued to serve on a variety of Project Advisory Groups, Agency/Stakeholder Meetings, and other similar Advisory Groups to aid in the development of transportation projects that support local, regional and statewide travel needs. By coordinating with multiple agencies and partners at the table, we're able to build consensus on the best transportation solutions to implement. We provided technical support and resources to partner-led projects, in-house support to distribute messages to the community to obtain public input and coordinated with public information staff at partner agencies.
- Highlighting health in transportation planning - Over the past seven years, MetroPlan Orlando has scaled up its efforts to consider health in all transportation policies. Health is integrated into the current transportation planning process and has a programmatic presence. Staff have also routinely been involved in each of the three counties' Community Health Improvement Plans (CHIPs). MetroPlan Orlando is continuing to build off the work outlined in the Health Strategic Plan (2022) to incorporate health and sustainability into our plans, programs, and processes. The HSP will act as a foundation to community health section of the ongoing 2050 MTP update.



- Ozone Contingency and Carbon Reduction planning – In 2024, we completed work on the Ozone Contingency Plan and Carbon Reduction Strategy with the University of Central Florida (UCF) to better assess current air quality and develop measures to maintain healthy air quality in the future. There were three key phases in the plan: identifying key sources of air pollution, learning where and when the highest emissions are happening, and investigating policy options to reduce emissions. The team at UCF utilized the Motor Vehicle Emission Simulator (MOVES) model and detailed traffic data from Streetlight Analytics to determine existing conditions. After receiving feedback from the public and local stakeholders, the team analyzed potential future strategies and evaluated their relative ability to reduce emissions in our region. Additional work was done to explore monitoring sensors. This work is currently being integrated into the Community and Environment element of the 2050 MTP.
- Collecting bicycle and pedestrian counts and behaviors - MetroPlan Orlando continued collecting pedestrian and bicyclist counts along streets, highways and shared use paths using a video camera system that uses artificial intelligence to count non-motorists, differentiating bicyclists from pedestrians, and determining their lateral position along streets, and direction. This data helps us more accurately assess the safety performance and mode shift performance of our pedestrian- and bicyclist-related improvements.
- Active Transportation Plan – Building on MetroPlan Orlando's existing plans as well as partner agency bicycle and pedestrian plans, the Active Transportation Plan (ATP) creates a cohesive master plan for non-motorized needs in Central Florida. The project refreshed our bicycle and pedestrian points of interest (activity centers) and the low-stress network of facilities to allow users to travel to and from destinations safely while using an active mode of transportation. As part of the ATP efforts, a list of potential new projects and enhancements to existing projects was created and intensely evaluated by technical staff, agency partners, the public, and a robust and diverse steering committee. The Steering Committee met regularly to discuss policy recommendations, create project prioritization recommendations, and give feedback on proposed projects. The results of the ATP have been published online and will be directly incorporated into the 2050 Metropolitan Transportation Plan.
- 2050 Metropolitan Transportation Plan - The Metropolitan Transportation Plan (MTP) serves as the long-term vision and guide to craft our community's future as the region matures. The 2050 MTP evaluates the state of the region, identifies future trends and drivers of change that may influence or change how the region grows, and outlines the physical and policy infrastructure necessary to support the community over the next 25 years to achieve the Plan's goals and objectives.

The goals and objectives of the plan were established, along with an existing conditions evaluation to determine how we use our transportation system today. Future trends were then explored to see how they may impact our journey to 2050. A multi-faceted needs assessment is underway, which includes active transportation, transportation systems management and operations, transit, freight, and standard vehicles in addition to complete streets, safety/vision zero initiatives, health, environmental, resilience, and congestion management best practices.

Outreach and engagement efforts have included: individual coordination meetings with each local agency and FDOT (approx. 90 meetings completed to date); hosting a public-facing 2050 MTP Technical Workshop Series, which provides in-depth discussion opportunities with transportation partners throughout the region on each component of the MTP as it is developed; and continuing Community Conversations and Transportation Talks through in-person presentations and tabling at public events throughout the region for additional public feedback. Next steps for the 2050 MTP's development include preparations for infrastructure investment scenario planning to determine the cost feasible transportation projects which will be implemented over the coming years. Engagement events, including the MTP Technical Workshop Series, agency coordination meetings, community conversations, transportation talks, and other opportunities will continue throughout the development of the MTP, culminating in a public meeting in late-2025. The 2050 MTP formally began in January 2024 and is on-track for adoption in December 2025.

- **Update of TIP Web Viewer** – In 2024 MetroPlan Orlando removed our GIS web map from our website and replaced it with our TIP online viewer. The online viewer allows users to easily find project information. The new web viewer allows for projects to be viewed several different ways. A user can sort through a list of our projects, using customized filters to find what they are looking for. In addition, all projects are also displayed on a GIS map, with different project types being color coded for easier recognition. Once a user selects a specific project, the web viewer opens up a window displaying the exact project table as it appears in the physical TIP document. Additionally, the new TIP web viewer allows users to click on a specific project and leave public comments. The web viewer also has a separate tab that allows the user to easily view which projects have been amendment/modified over the course of the year.

- **Regional TSMO Strategic Plan** – In 2024, the consultants completed Task One to develop an organizational vision and refine the RTSMOP goals and objectives. The methodology for completing this task included a review of related documents and technical memorandums from the M/TPOs, FDOT Districts, FTE, and expressway authorities in Central Florida. A meeting was held in February 2024 with a Working Group (WG), represented by each of the M/TPOs and agencies, to refine goals and objectives to align with the vision; reflect emerging TSMO Strategies and best practices; and apply to a regional TSMO planning and decision-making organization. Additional input on the vision, goals, and objectives, was gathered through follow-up interviews with the WG, FHWA and MPO Advisory Council. Under Task Two, the consultants completed a technical memorandum and presents a gap assessment of the RTSMOP comparing the current state of the program to national practices for regional TSMO programs and comparing the current state of the RTSMOP to the aspirational purpose and vision of the RTSMOP. A gap is generally defined as a misalignment between the current state of a program and the desired state of the program. The findings in this technical memorandum will support the formation of a RTSMOP Organizational Strategic Plan in Central Florida.

A core component of the Strategic Plan is defining HOW regional TSMO planning in Central Florida can best be advanced. This is addressed in Task Three through the Framework of Strategic Initiatives and Priority Actions which reflects the Regional TSMO Vision and draws from the RTSMOP Assessment of Regional Strengths and



Opportunities. The Strategic Initiatives include Planning; Evaluating Progress; Operations; Education; Communication; and Collaboration. The Framework serves as a high-level guide to facilitate TSMO program implementation following completion of the Strategic Plan. The Priority Actions are the recommended steps to undertake following completion of the Strategic Plan. The Actions are broken up into two tiers. Tier 1 Actions - expected to be undertaken in Years 1-2 and intended to be the core catalytic activities to initiate TSMO Program implementation and set the stage for TIER 2 Actions - expected to be initiated following marked progress or completion of the respective TIER 1 Action and will start later than others based upon the steps that will need to precede it. This information was presented at a virtual meeting of the WG in December 2024.

We are currently developing a draft of the proposed Organizational Structure for the RTSMO Program - Task Four. For this effort, a survey of the WG was conducted to gather input on WHAT a regional TSMO organization may be structured like to best advance TSMO in the region. The purpose of this Task is to address long-term governance; potential funding mechanisms; and staffing. Staff have briefed the CFMPO, SCTPA, and FHWA on the progress of the project. A final presentation on the RTSMOP to the M/TPO Directors is being scheduled in January or February 2025.

- TSMO Master Plan – This Master Plan was completed in May 2024. It defines TSM&O needs and priorities, and represents a complete TSM&O resource for the three-county MetroPlan Orlando planning area. The Master Plan is the mechanism for identifying TSM&O-related needs to be incorporated into the 2050 Metropolitan Transportation Plan (MTP), building on other planning efforts such as MetroPlan Orlando's Intelligent Transportation Systems (ITS) Master Plan (2017), Connected and Automated Vehicle (CAV) Readiness Study (2020), and 2045 MTP. A copy of the Master Plan is available at: <https://metroplanorlando.gov/plans/transportation-systems-management-operations-master-plan/>.

- Annual Traffic Signal Retiming and Before/After Studies – MetroPlan Orlando completed the Before and After evaluation of FY 2022-2023 retimed corridors (24) and 1 intersection in August 2024. Key activities and findings include overall benefit cost ratio of 16.4; a decrease in travel time reliability before and after retiming from 81 percent to 80 percent respectively; and 17 percent of intersections now have less pedestrian delay during the peak-period.

As part of the signal retiming evaluation for fiscal year (FY) 2022/2023, a safety exploration analysis and distracted driving were completed. This speed study uses travel speed as an indicator for safety along the retimed corridors. The signal retiming project showed mixed results in terms of speed changes and safety impacts. For speeds, about 24 percent of retimed intersections saw an increase in average travel speed of 2 mph or more, while only five percent experienced a decrease. During both AM and PM peak periods, most segments experienced either slight reductions or no significant change in speed, with the PM peak period showing more instances of speed increases. The changes in 85th percentile speeds largely mirrored the average speed changes, with 21 percent of intersections showing an increase and three percent showing a decrease of 2 mph. Regarding distracted driving, it is believed that there is an increased use of electronic devices by drivers that contributes to delays at intersections, and there is limited research on the impact of distracted drivers on traffic operations and safety. To help bridge the research gap, MetroPlan Orlando

conducted this distracted driving study. Several factors could contribute to increased delays when a signal turns green; however, this study did not show unequivocal evidence of a strong relation between distracted driving and increased delay at intersections. MetroPlan Orlando is completing retiming for the on 20 (of 23 requested) corridors as part of the FY 2023-2024 and the evaluation.

- **EV Charging Master Plan** – The EV Readiness Study was initiated to serve as a resource on Electric Vehicle Supply and Equipment (EVSE) for the jurisdictions in the MetroPlan Orlando planning area. As the first step in the study, the EVSE Assessment provides background information on EV technologies, assesses the existing conditions of EVSE, identifies best practices in policy for EVSE, and projects EVSE needs in Orange, Osceola, and Seminole County. The EVSE Assessment report documents the existing conditions of EVs and EVSE within the MetroPlan Orlando region in terms of the planning context, regional context, and infrastructure/ownership context. The EVSE Assessment sets the baseline for the status of EV adoption and EVSE utilization within the region and identifies the land uses that benefit from the various types of EVSE equipment. As part of the assessment, the consultant completed a review of Policies, Requirements and Regulations, including Senate Bill 1084, which essentially usurps local laws and gives the Florida Department of Agriculture and Consumer Services the power to set statewide rules for EV charging stations.

The study includes workshops on developing EVSE:

- Workshop #1 with Utility providers was held on June 20, 2024. The following utilities participated: Orlando Utilities Commission, Kissimmee Utility Authority, Florida Power & Light, and Duke Energy. The utility representatives expressed the following: a need consistent permitting across county lines; there is a lack of access to qualified technicians; the utilities need control over EV networks; their concern on the lack of communication from NEVI program; and an interest in multi-utility joint grant application lead by MetroPlan Orlando.

- Workshop #2: Policy Discussion was held on October 1, 2024, to gather insights from local city and county representatives. The workshop focused on understanding partners' goals and objectives towards EV infrastructure and Identifying new MPO policy considerations and guidance. Many jurisdictions have goals outlined in their Comprehensive Plans and goals supporting and encourage charging infrastructure and transitioning fleet vehicles to alternative fuels. A polling question was asked to determine if there were trends in the challenges that cities and counties experienced through the enforcement of EV-related codes. For example, drivers parking their EVs for extended periods of time was the highest response, followed by maintenance and operations of EV charging stations. Additional policy challenges for jurisdictions included the tradeoffs of installing Level 2 chargers versus DC fast chargers for both fleet and public use.

- Workshop #3: Charging Siting Analysis was held on October 18, 2024, to understand partner's goals and objectives towards siting EV infrastructure; identify existing EV infrastructure prevalence/gaps that will impact the building of new EV infrastructure in the MPO; understand partners' concerns towards EV infrastructure/difficulties experienced; and identify best practices to choosing charging site locations. During this workshop, participants reviewed maps showing existing Level 2 EV charging locations in the region and gaps between existing infrastructure and multi-family housing, potentially exposing limited access to charging locations for low-income and minority communities. Information on national and local guidance for

siting facilities was presented with a site selection tool developed by the consultant. Breakout sessions were used for further analysis and recommendations on siting facilities for each county. Several concerns were expressed and discussed, such as: charging sites that serve inter-regional trips should be super chargers – L3; how state proposed regulations will impact existing local codes and ordinances; and most charging in multi-housing is in high end apartments. Lastly, it was suggested that data on existing charging sites needs to be updated. Several sites are not included in the current dataset. This includes Tesla chargers and data on permit requests to deploy a charging site.

- Workshop #4: Grant Applications and Funding Opportunities was held on November 12, 2024, to identify potential grant applications and their advantages and disadvantages related to EV charging infrastructure; showcase different funding opportunities and mechanisms that municipalities can utilize to support EV charging infrastructure; and understand key stakeholders and roles of utility companies, local jurisdictions, and private developers. The consultant provided participants with an overview of existing federal and local grants that can be used for supporting the growth of EV charging infrastructure. This included an exploration of additional funding mechanisms that may be more sustainable than grant funding such as business models to support the sustainable investment of EV charging infrastructure, and private, public, and non-profit partnerships.

- Improved Online Maps and Dashboards – Tracking the Trends is an ongoing and evolving program designed to feature transportation data and trends. This program tracks over 100 statistics aligned with and exceeding the focus areas laid out in the 2045 MTP. The program was recently streamlined to make data more accessible and digestible to the public as well as MetroPlan Orlando's partners. A more streamlined Tracking the Trends site has been created to feature Transportation Trend Highlights, using Esri StoryMaps. Part of this effort has included shifting historic and longform data to the Data Library, an online data clearinghouse which is available to the public. The data is updated on a rolling cycle as new information is made available from a variety of verified sources at the state, local, and federal level. Esri StoryMaps are also utilized in the new Accessibility Hub, a site that shows accessibility around the region to dozens of destination types and points of interest. The final new addition to the Tracking the Trends program is the Systems Performance Report dashboard. This dashboard is a singular resource for all federally mandated performance measures, making those metrics clear to the public as well as government administrative partners at every level.

- Feasibility Analysis and Concept Planning for Critical Sidewalk Bundles – Recognizing the need to advance projects that improve pedestrian connectivity and safety for the region, MetroPlan Orlando worked with regional partners to complete the evaluation of the feasibility for priority sidewalk improvement bundles for federal funding consideration. The feasibility studies included coordination with local agencies and stakeholders, identification of factors that may impede the project's constructability, the development of concept plans for alternatives that evaluate varying alignments to minimize/avoid right of way needs and minimize construction costs, and the identification of preliminary engineer's opinion of probable cost.

## Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

Overall MetroPlan Orlando has a positive and constructive working relationship with FDOT. As we continue these important planning and project development efforts moving forward, we ask that FDOT:

- Continue to enhance the proactive coordination with local agencies on the 3R and pavement only projects with emphasis on “goes-with” local partnership opportunities. This is a topic MetroPlan Orlando staff raises regularly with FDOT liaisons at monthly check-in meetings; MetroPlan Orlando staff has advocated for advanced notice to local agencies to support likelihood of their financial participation.
- Continue to enhance the LAP project intake and the tentative work program development process to improve collaboration and communication; especially relating to the programming of MPO urban attributable funds.



**MetroPlan Orlando**

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

2/12/2025

Part 2 is to be completed by the FDOT District

## Contents

Purpose.....	3
Certification Process .....	3
Risk Assessment Process .....	5
Part 2 Section 1: Risk Assessment .....	10
Part 2 Section 2: Long-Range Transportation Plan (LRTP) .....	17
Part 2 Section 3: Transportation Improvement Program (TIP) .....	18
Part 2 Section 4: Unified Planning Work Program (UPWP) .....	19
Part 2 Section 5: Clean Air Act.....	20
Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding .....	21
Part 2 Section 7: MPO Procurement and Contract Review .....	22
Part 2 Section 8: District Questions.....	23
Part 2 Section 9: Recommendations and Corrective Actions .....	27
Part 2 Section 10: Attachments.....	28

## Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process described in [23 C.F.R. §450.336](#). The joint certification begins in January, which allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of the MPO's noteworthy achievements and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to the Central Office, Office of Policy Planning (OPP), by June 1.

## Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

Please note that the District shall report the identification and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the District's satisfaction, the District shall report the resolution to the MPO Board.

The final Certification Package should include Part 1, Part 2, Risk Assessment Scoring Sheet, and any required attachments and be transmitted to the Central Office no later than June 1 each year.



## Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient of federal funds and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

*(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:*

- (1) The subrecipient's prior experience with the same or similar subawards;*
  - (2) The results of previous audits, including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
  - (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
  - (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*
- (c) Consider imposing specific subaward conditions upon a subrecipient if appropriate, as described in §200.208.*
- (d) Monitor the subrecipient's activities as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward, and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:*

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies about the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.*
- (3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by [§200.521](#).*
- (4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section [§200.513\(a\)\(3\)\(vii\)](#). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.*
- (e) Depending upon the pass-through entity's assessment of the risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be helpful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:*
  - (1) Providing subrecipients with training and technical assistance on program-related matters; and*

(2) *Performing on-site reviews of the subrecipient's program operations;*

(3) *Arranging for agreed-upon-procedures engagements as described in [§200.425](#).*

If an MPO receives a Management Decision due to the Single Audit, it may be assigned a high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in [2 CFR §200.331](#) (b) may result in an MPO being assigned the high-risk level.

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which District MPO Liaisons review the MPO's supporting documentation for their invoices for the upcoming year. The [Risk Assessment Scoring Sheet](#) is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score. The frequency of review is based on the level of risk in **Table 1**.

**Table 1. Risk Assessment Scoring**

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

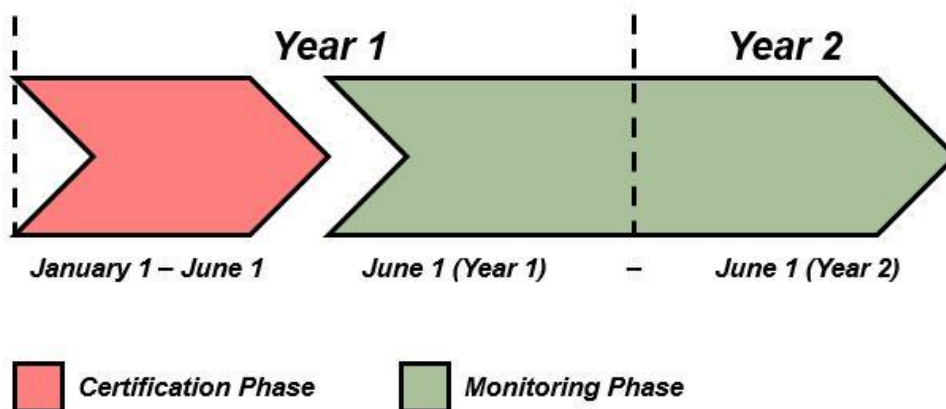
The Risk Assessment part of this joint certification has two main components, the Certification phase and the Monitoring phase, and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During these 5 months, a Risk Assessment assesses the previous calendar year (January 1 through December 31).
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for 12 months

starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 17 months in total. On January 1 of each year, the new Certification phase begins, which overlaps with the previous year's Monitoring phase. **Figure 1** shows the timeline of the Risk Assessment phases.

**Figure 1. Risk Assessment: Certification and Monitoring Phases**



## **Part 2**

The District MPO Liaison must complete part 2 of the Joint Certification.

## Part 2 Section 1: Risk Assessment

### MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

**Table 2. MPO Invoice Submittal Summary**

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G26796-18	9/1/2023-12/31/2023	1/10/2024	No
G26796-19	9/1/2023-1/31/2024	2/13/2024	No
G26796-20	8/1/2023-2/29/2024	3/13/2024	No
G26796-21	8/1/2023-3/31/2024	4/16/2024	No
G26796-22	1/1/2024-4/30/2024	5/13/24	No
G26796-23	2/1/2024-5/31/2024	6/10/2024	No
G26796-24	12/31/2023-6/30/2024	8/7/2024	No
G2W01-1	7/1/2024-7/31/2024	8/29/2024	No
G2W01-2	7/1/2024-8/31/2024	10/21/2024	No
G2W01-3	7/1/2024-9/30/2024	10/30/2024	No
G2W01-4	7/1/2024-10/31/2024	11/12/2024	No
G2W01-5	9/1/2024-11/30/2024	12/20/2024	No

<b>MPO Invoice Submittal Total</b>	
<b>Total Number of Invoices that were Submitted on Time</b>	<b>12</b>
<b>Total Number of Invoices Submitted</b>	<b>12</b>

## MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed during the certification period  
in



**Table 3** and attach the checklists to this risk assessment. Provide the total number of questions marked with a red asterisk (\*) marked “Yes” on each MPO Invoice Review Checklist. “Yes” indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting unallowable, unreasonable, or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.
- Not using a federally approved indirect cost rate.
- Not providing an overhead cost rate when claiming overhead costs.

Corrections not considered materially significant do not warrant elevation of MPO risk. Examples of corrections that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

**Table 3. MPO Invoice Review Checklist Summary**

MPO Invoice Review Checklist	Number of “Yes” Responses on * Questions
G26796-18	7
G26796-19	7
G26796-20	7
G26796-21	7
G26796-22	7
G26796-23	7
G26796-24	7
G2W01-1	7
G2W01-2	7
G2W01-3	7
G2W01-4	12
G2W01-5	12

*\*Note: There are 7 \* questions per MPO Invoice Review Checklist for MPOs that do not have Indirect Costs. There are 12 \* questions per MPO Invoice Review Checklist for MPOs with Indirect Costs.*

## MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in

**Table 4** and attach the checklists and supporting documentation to this risk assessment. Provide the total number of questions marked with a red asterisk (\*) marked “Yes” on each MPO Supporting Documentation Review Checklist. This indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting an invoice with charges not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Not using a federally approved indirect rate
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.

Submitting travel charges that do not comply with the MPO’s travel policy.

**Table 4. MPO Supporting Documentation Review Checklist Summary**

MPO Supporting Documentation Review Checklist	Number of “Yes” Responses on * Questions
G2796-21	7 (18 N/A)/25
<b>MPO Supporting Documentation Review Checklist Total</b>	
<b>Total Number of “Yes” Responses on * Questions</b>	7 (18 N/A)/25

*\*Note: There are 23 \* questions per MPO Supporting Documentation Review Checklist for MPOs that do not have Indirect Costs. There are 25 \* questions per MPO Supporting Documentation Review Checklist for MPOs with Indirect Costs.*

### Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

## Risk Assessment Score

Please use the [Risk Assessment Scoring Sheet](#) to calculate the MPO's risk score. Use **Table 5** as a guide for selecting the MPO's risk level. As previously mentioned, the Risk Assessment Scoring Sheet is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score, which determines the MPO's level of risk. A screenshot of this spreadsheet is provided in **Figure 2**. The values input into the spreadsheet must match those in this Risk Assessment.

**Table 5. Risk Assessment Scoring**

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

**Risk Assessment Score:** 100


**Level of Risk:** Low

Figure 2: Image of the Risk Assessment Scoring Sheet

**Florida Department of Transportation Metropolitan Planning Program**

**Annual Joint Certification**

**Risk Assessment Calculation Sheet**



The Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e). As the recipient of Federal-aid funds for the State, FDOT is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations. This worksheet accompanies the Risk Assessment and calculates the MPO's risk score. The risk score determines the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by the District MPO Liaisons for the upcoming year. **Use the directions below to complete this worksheet and calculate the MPO's risk score. Enter information into GREEN cells only. Print and attach this worksheet to the Risk Assessment.**

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	<b>Number Correct Column:</b> Enter the number of invoices that were submitted on time. <b>Subtotal Column:</b> Enter the total number of invoices that were submitted.			30%	
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	There were 21 opportunities for materially significant findings, 18 of the materially significant finding questions were answered correctly.	<b>Number Correct Column:</b> Enter the number of correct materially significant questions. <b>Subtotal Column:</b> Enter the total number of materially significant questions.			30%	
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	There were 75 opportunities for materially significant findings, 72 of the materially significant finding questions were answered correctly.	<b>Number Correct Column:</b> Enter the number of correct materially significant questions. <b>Subtotal Column:</b> Enter the total number of materially significant questions.			35%	
Technical Memorandum 19-04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	<b>Number Correct Column:</b> Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.		1	5%	0%
<b>Risk Assessment Score</b>							<b>0%</b>

## Part 2 Section 2: Long Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year this certification addresses?

**Please Check:** Yes ☐ No ☒

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by the Central Office and the District are in the [Grant Application Process \(GAP\) System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

N/A
-----

## Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP for the year this certification is addressed?

**Please Check: Yes** ☒ **No** ☐

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by the Central Office and the District are in the [GAP System](#) or attach them to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

<ul style="list-style-type: none"><li>-Adopted TIP Version #1 Transportation Improvement Plan (TIP): 7/11/2024</li><li>-Approved Board Resolution: 7/11/2024</li><li>-Transportation Improvement Plan (TIP) Checklist: 7/15/2024</li></ul>
--

## Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year this certification addresses?

**Please Check: Yes ☒ No ☐**

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by the Central Office and the District are in the [GAP System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

<ul style="list-style-type: none"><li>-Adopted UPWP Version #1 Unified Planning Work Program (UPWP): 5/8/2024</li><li>-Unified Planning Work Program (UPWP) Checklist: 5/14/2024</li></ul>
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## Part 2 Section 5: Clean Air Act

The requirements of [Sections 174 \(Planning Procedures\)](#) and [176 \(c\) and \(d\) \(Limitations on Certain Federal Assistance\)](#) of the Clean Air Act as codified in [42 USC 7504](#) and [42 USC 7506](#) can be found [here](#).

The Clean Air Act requirements affecting transportation only apply to areas designated for nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Florida is currently in attainment for all NAAQS. No certification questions are required at this time. If the Environmental Protection Agency issues a revised NAAQS, this section may need revision.

Title(s) of Attachment(s)

N/A

## **Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding**

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

**Please Check:** Yes ☒ No ☐ N/A ☐

## Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer is no, the MPO is not penalized. FDOT uses this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2024, must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

**Please Check: Yes ☒ No ☐ N/A ☐**

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates, and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs, or any other business program not approved for use by FHWA or FDOT?

**Please Check: Yes ☒ No ☐ N/A ☐**

3. Does the contract only permit using the approved FDOT race-neutral program?

**Please Check: Yes ☒ No ☐ N/A ☐**

4. Does the contract specify the race-neutral or 'aspirational' goal of 10.54%?

**Please Check: Yes ☒ No ☐ N/A ☐**

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

**Please Check: Yes ☒ No ☐ N/A ☐**

6. Does the contract contain required civil rights clauses, including:
- a. Nondiscrimination in a contracting statement ([49 CFR 26.13](#))
  - b. Title VI nondiscrimination clauses Appendices A and E ([DBE Nondiscrimination Assurance](#) & [49 CFR 21](#))
  - c. FDOT DBE specifications

Please Check: Yes ☒ No ☐ N/A ☐

## Part 2 Section 8: District Questions

The District may ask up to five questions at their discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s) and the response(s) in the blanks below. This section is optional and may cover any area the District would like more information on.

1. How has your MPO collaborated with FDOT and other stakeholders over the past year to address the FTP goals of maintaining infrastructure and expanding transportation choices? Could you share examples of successful initiatives or areas where further collaboration could enhance outcomes?

MetroPlan Orlando has a long history of continuous collaboration with FDOT, local agency partners, and other stakeholders. Relating to maintaining infrastructure, over the past year, MetroPlan Orlando continued to proactively coordinate with FDOT and local agencies on the 3R and pavement only projects with emphasis on “goes-with” local partnership opportunities. This is a topic MetroPlan Orlando staff raises regularly with FDOT liaisons at monthly check-in meetings; MetroPlan Orlando staff has advocated for advanced notice to local agencies to support likelihood of their financial participation. Over the past three years, MetroPlan Orlando has engaged proactively with FDOT and local government agencies to facilitate partnership opportunities. One example includes: US 17/92 in Maitland, a POP example, where the City in collaboration with MetroPlan Orlando, was able to improve pedestrian safety and accessibility on the state highway system by the City locally funding the installation of pedestrian crossing at an existing signalized intersection, a POP goes-with improvement. MetroPlan Orlando has also recently financially contributed (SU/CARU funds in FY25) to support cost overages/shortfalls on 3R on the state highway system, ensuring safety elements were not jeopardized. MetroPlan Orlando also meets and collaborates monthly with LYNX on

transit planning activities, including Transit Asset Management (TAM) topics. MetroPlan Orlando's funding policy allocates funds annually to LYNX to support their TAM and bus replacement objectives.

Relating to MetroPlan Orlando's collaboration with FDOT and other stakeholders on "expanding transportation choices", examples include:

- MPO development of the Active Transportation Plan – a regional bicycle and pedestrian master plan which identifies regional needs, opportunities, and solutions.
- MPO development of TSM&O Master Plan – a regional strategy which defines and prioritizes low-cost solutions that can maintain and improve the transportation system.
- MPO development of the Regional Transit Element for the 2050 Plan – a future-focused expansion of the LYNX Transit Development Plan (TDP) and County transit plans. MetroPlan Orlando also allocates annual funding to LYNX for strategic planning and eligible transit capital expenditures.
- MPO development of Sidewalk Bundle Feasibility Studies (funded in UPWP) and funding (in the TIP) of the local agency sidewalk bundle projects using MPO (SU/TALU) funds.
- MPO annual funding allocations to bicycle, pedestrian, and paved trail improvement projects (see TIP).
- MPO participation in FDOT's Maitland Areawide Study and MPO agreement to complete work effort in UPWP to address concerns raised by the City. This secondary work effort will commence in early 2025.

Pertaining to areas where further collaboration could enhance outcomes:

- Establish regularly scheduled meetings with 3R team to discuss upcoming maintenance projects and opportunities. The more time local agencies have, the greater the likelihood of their partnership.
- Explore means to incorporate safety elements in 3R/POP projects with state supplemental funding.
- Explore funding partnership opportunities to leverage state SUNTrail funding – possibly leveraging limited funds on eligible projects which the MPO has already programmed with SU or TALU funds.

2. What best practices has your MPO developed that align with the FTP's vision elements, particularly regarding safety and minimizing environmental impacts? How could these practices be shared or adapted across other regions to benefit the broader transportation network?

Over the past year, MetroPlan Orlando has continued to pursue state of the practice approaches in all aspects of our regional transportation planning process, specific to safety. Over the past year MetroPlan Orlando led a collaborative regional and local vision/target zero action planning initiative. Given our safe system approach and the scale of the effort, all members of the MetroPlan Orlando staff were somehow involved in the process. Our planning and communications team led the regional effort while also participating in the development of each of the 22 localized plans. To implement our top-down / bottom-up approach, each agency appointed a local Project Manager to oversee and guide efforts in their jurisdiction. This was an opportunity to help institutionalize safe system planning at all levels of our regional partnership. To guide the process, in addition to monthly presentations and discussions at our governing board and standing advisory committee meetings, we established cross-sector, multi-disciplinary groups to help row and steer the creation of the 23 safety action plans. This allowed us to engage those who typically participate in our transportation decision making process but also those who need to be at the table for next-step success.

As part of the regional plan and overall scoping process, to ensure consistency and minimize un-necessary duplication of efforts, we worked with our local partners to identify efficiencies while leaving room for them to cater to their unique municipal needs and circumstances – this included documenting best practices, draft work products, templates, and other tool kits. We also stood up an online hub site: <https://www.visionzerocfl.gov/>. This ESRI application was developed to provide one centralized location for sharing information. It supplements the information provided on our MPO website and helped local agencies develop their own Action Plans. The safety hub includes an interactive safety data dashboard, where users can view High Injury Networks and crash data and analytics by jurisdiction. The dashboards will be updated on an annual basis as part of progress monitoring and tracking the trends program. We publicized the Hub Site through newsletters, at our press conference and at engagement events across the region. Members of the community were encouraged to visit the site to learn more about traffic safety and provide feedback on the Safety Action Planning process. The feedback portion of the site allowed everyone to provide comments and testimony; and they could also identify specific locations in the region where they experience safety challenges. While an access-controlled portion of the hub site was developed where crash data and other draft materials could be downloaded for use by our consultants and planning partners in preparing the localized Safety Action Plans.

Our participation and engagement strategies targeted two main audiences: agency stakeholders and members of the public. The engagement for the regional Safety Action Plan complemented the county and local jurisdiction engagement efforts, so that together, there was a much broader reach and impact than any one agency could achieve. Stakeholder engagement strategies were designed to bring elected officials and staff from local agencies, the FDOT, law enforcement, and emergency response into the conversation about transportation safety. These strategies-built capacity, provided materials to streamline local efforts, and developed materials for social media engagement. The engagement strategies aimed to collect feedback from Central Florida residents and visitors. These strategies included a range of in-person and online approaches to help community members shape the planning process.

All communities in our region now have an agency specific, localized, comprehensive Safety Action Plan. The action plans combined, cover and considered all public roadways, arterials to local streets in the three-county area. Through this process, each local government in the region reviewed their plans/policies to identify barriers to reaching zero traffic deaths and serious injuries along with actions to take in collaboration with each other.

As it relates to minimizing environmental impacts, our 2045 and 2050 Plans have objective emphasis and documented methods on minimizing and considering environmental impacts in the long-range metropolitan planning process. Most recently, in 2024, as part of our 2050 MTP needs assessment, we developed an environmental impact evaluation and consultation process. While this process is still ongoing at this time of this Joint Certification, the information below provides some details about the existing conditions evaluation and consultation processes.

The existing conditions environmental evaluation for the region is organized around three focus areas: air, water, and land. Our focus on air includes the review of required National Ambient Air Quality Standard (NAAQS) pollutants. As part of this effort in 2023 and 2024, MetroPlan Orlando worked with the University of Central to develop Ozone Contingency Strategies for the three-county area. Our focus on water includes measures and indicators of water supply, demand, and quality, and the potential impacts of transportation decisions on these resources. A summary of waterways in the region will be included in a 2050 MTP Environmental Existing Conditions Technical Memorandum. Our focus on land includes measures and indicators of conservation and recreation land: wildlife habitat, wetlands, agricultural land; and cultural, historic, and archaeological resources and the potential impacts of transportation decisions on these resources. A summary of this information will be included as part of the 2050 MTP Environmental Existing Conditions Technical Memorandum. Additionally, several Wetlands Mitigation best-practices will be identified. Our 2050 environmental element will also include a high-level wetland assessment to determine potential impact(s) from long-term transportation project needs, to be used to estimate mitigation costs for all projects. This will be reported in a Wetlands Mitigation Strategy Technical Memorandum. The document will acknowledge that the purchase of mitigation credits is the preferred mitigation mechanism accepted by state and federal regulatory agencies. The document will also acknowledge that the rapid growth in the region, along with the review required for the permitting of new mitigation banks, has resulted in limited or no credits being available in several mitigation basins. As a result, exploring other potential mitigation strategies is necessary to allow for the completion of future projects that may require wetland mitigation. Alternative mitigation strategies include the following: in-lieu fee mitigation, permittee-responsible mitigation, and purchase and donation of natural areas to state and federal agencies. Note: the technical memos and other documents described above are still in development and are scheduled to be released in Spring 2025.

To supplement the technical approach, as part of our 2050 environmental element, we also established a consultation process with federal, state, and regional environmental stakeholders to refine best practices to minimize environmental impacts from transportation projects. Meetings with these stakeholders took place in 2024, virtually, in publicly noticed large group meetings. In these meetings, wetland, protected species, and other non-governmental organizations shared insights and emphasized specific



topics based on their jurisdiction. Participants from each of the workshop-style meetings expressed interest in continuing to participate in future regional planning efforts. Key findings and other information relating to the 2050 environmental consultation process will be documented and is scheduled to be released in Spring 2025.

Both the above-described planning approaches and practices are applicable and adaptable to other metropolitan areas. Our regional safety initiative has been presented nationally to the American Association of MPOs (AMPO) and statewide at a MPOAC Noteworthy Practices Webinar, a Central Florida MPO Alliance meeting, and we recently shared our experience at the North Florida TPO's Safe Streets Summit. MetroPlan Orlando staff also meet regularly and are often called upon by our MPO peers from across the state/USA to lend insights from our work and experiences.

## Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or problem to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the MPO must correct the problem.

### Status of Recommendations and Corrective Actions from Prior Certifications

The department did not have any corrective actions from the previous Joint Certification (2023)

### Recommendations for this Certification

The Department's recommendation is that MetroPlan continues its good work and coordination with the Department so that the transportation and safety needs for communities we jointly serve can be met. The Department appreciates the work MetroPlan has put into building up the relationship between the two entities and hopes to see continued growth and cooperation.



### Corrective Actions for this Certification

The department does not have any corrective actions at this time.

## Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification-related documents here or through the [GAP System](#). Please also sign and attach the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

-The required documents are listed above and can be found in the GAP system. MPO Liaison Note: for the MPO Invoice Review Checklist, an new invoice checklist was implemented on 11/08/2024. The checklist moved from 7 to 12 materially significant items. That change is reflected in the MPO Invoice review summary table.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**MPO JOINT CERTIFICATION STATEMENT**

525-010-05c  
POLICY PLANNING  
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 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 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 the FAST Act 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 February 12, 2025.

Based on a joint review and evaluation, the Florida Department of Transportation and the MetroPlan Orlando recommend that the Metropolitan Planning Process for the MetroPlan Orlando be certified.

\_\_\_\_\_  
Name: John E. Tyler, P.E.  
Title: District Secretary (or designee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name: Commissioner Bob Dallari  
Title: MPO Chairman (or designee)

\_\_\_\_\_  
Date

**TAB 3**





March 12, 2025

To: Commissioner Bob Dallari, Board Chair  
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for February

- Staff attended the TDLCB meeting on February 13
- I attended the CFMPOA meeting on February 14
- I attended the Seminole State of the County on February 14
- I attended (virtually) the Senate Transportation Committee on February 18
- I participated in an AMPO Policy Intergovernmental Affairs Working Group on February 19
- I attended (virtually) the Transportation & Economic Development Subcommittee meeting on February 20
- I attended the AGIL Open House in Altamonte Springs on February 20
- I attended an AMPO Leadership Meeting on April 21
- I attended (virtually) a Smart Growth America presentation on Navigating the Future of Federal Funding on February 25
- I attended the CAC meeting on February 26
- I attended the MPOAC Directors meeting on February 26
- I met with Rusty Roberts of the Florida Transportation Commission on February 26
- I attended the MPOAC Freight Meeting on February 27
- I attended the MPOAC Directors meeting on February 27
- I attended the MPOAC Governing Board meeting on February 27
- I attended the MPOAC Dinner on February 27
- One Staff member participated in a panel and another moderated the Transportation Safety Session for ASHE on February 27
- I attended the TSMO Committee meeting on February 28
- I attended the TAC meeting on February 28
- I attended the Memorial Service for Senator Thompson on February 28
- I met with Commissioner Dallari on March 6<sup>th</sup> for the MetroPlan Orlando agenda review
- I attended the SR426/CR419 Ribbon Cutting Event on March 6
- I met with Commissioner Moore on March 6<sup>th</sup> for the MetroPlan Orlando agenda review
- I met with Commissioner Uribe on March 6<sup>th</sup> for the MetroPlan Orlando agenda review
- I met with Commissioner Semrad on March 6<sup>th</sup> for the MetroPlan Orlando agenda review
- I met with Mayor Demings on March 7<sup>th</sup> for the MetroPlan Orlando agenda review

- I met with Mayor Espinosa on March 10<sup>th</sup> for the MetroPlan Orlando agenda review
- I met with Council Member Gilbert March 10<sup>th</sup> for the MetroPlan Orlando agenda review
- 

#### FDOT

- I continue regular monthly meetings with FDOT leadership

#### Association of Metropolitan Planning Organizations

- I continue to participate in regularly scheduled meetings of the AMPO Policy Committee
- I participated in the Policy Committee Intergovernmental Affairs Committee on February 19

#### National Association of Regional Councils

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



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

### Orange, Osceola, and Seminole Counties Project Status Update as of February 6, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the February 5<sup>th</sup> cutoff. The next cutoff date is March 5, 2025. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

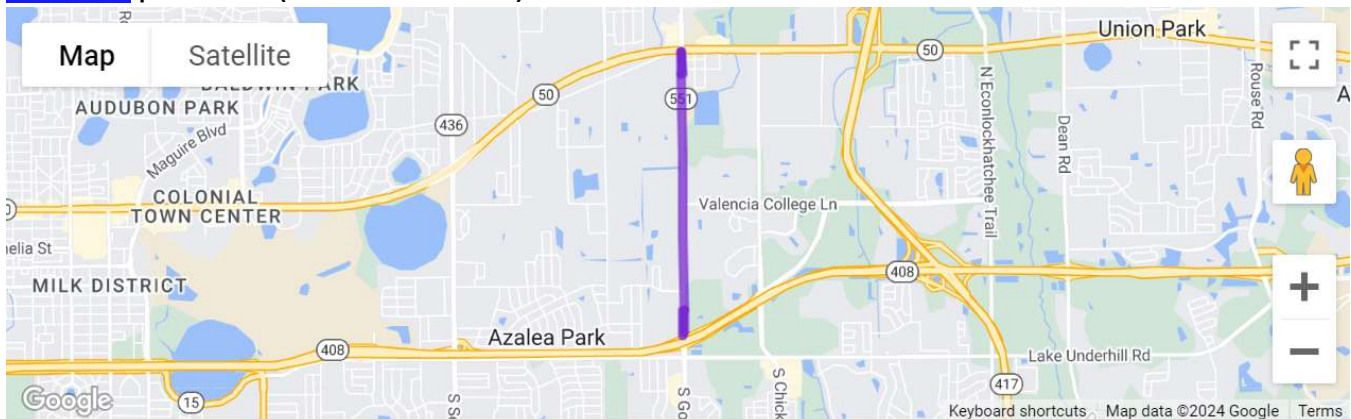
## ORANGE COUNTY

### ORANGE COUNTY UPCOMING PROJECTS:

None to report.

### ORANGE COUNTY CURRENT PROJECTS:

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



- Contract T5718
  - Contractor: Southland Construction, Inc.
  - Construction Cost: \$11.9 million
  - Project Start: August 2021
  - Estimated Completion: Early 2025
  - **Description:** The Florida Department of Transportation (FDOT) is resurfacing and implementing safety improvements on State Road (S.R.) 551 (Goldenrod Road) from S.R. 408 to S.R. 50. Safety improvements include widening the lanes to make room for bike lanes, constructing raised medians, upgrading traffic signals, and lighting and improving drainage.
- Update:** The contractor is finalizing any remaining repairs, signage, and landscaping items. Hardened centerline installation is projected for mid-February, with punch list compilation pending.

*Improve Safety, Enhance Mobility, Inspire Innovation*

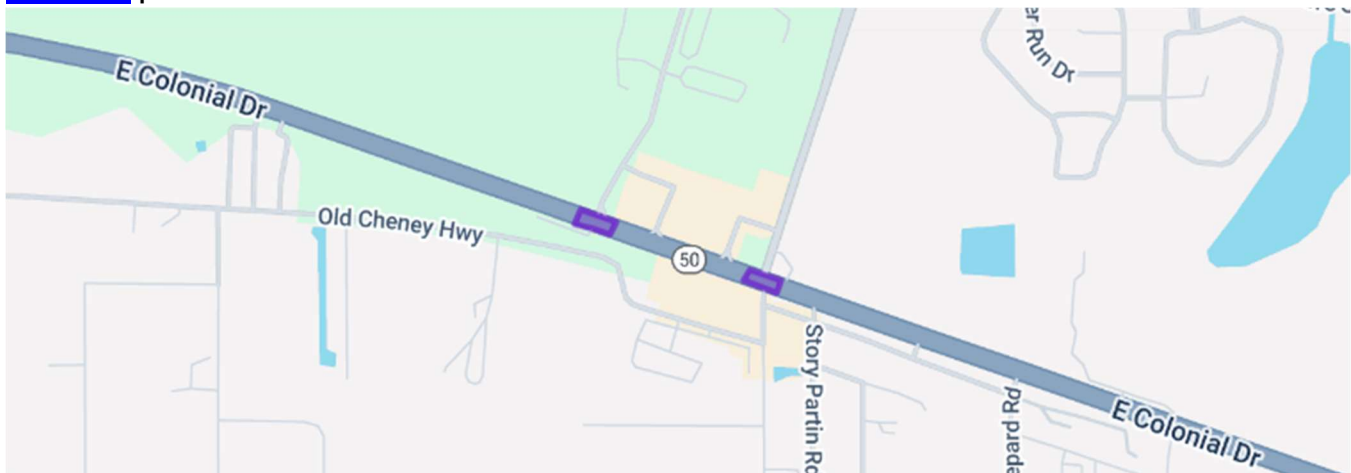
[www.fdot.gov](http://www.fdot.gov)

[437575-1](#) | Orange Blossom Trail Phase 2A from 30th Street to Gore Street



- Contract: T5804
- Contractor: Chinchor Electric Inc.
- Construction Cost: \$2.3 million
- Project Start: January 2025
- Estimated Completion: Spring 2025
- **Description:** This project aims to construct new mast arm signals at Michigan Street. Curb ramps and pedestrian poles will also be upgraded to meet the American Disability Act (ADA) criteria.
- **Update:** Project began on 1/13/25. The contractor is working on temporary signalization and maintenance, as well as electrical services and cabinets.

[452932-1](#) | S.R. 50 at Corner School Drive and Chuluota Road



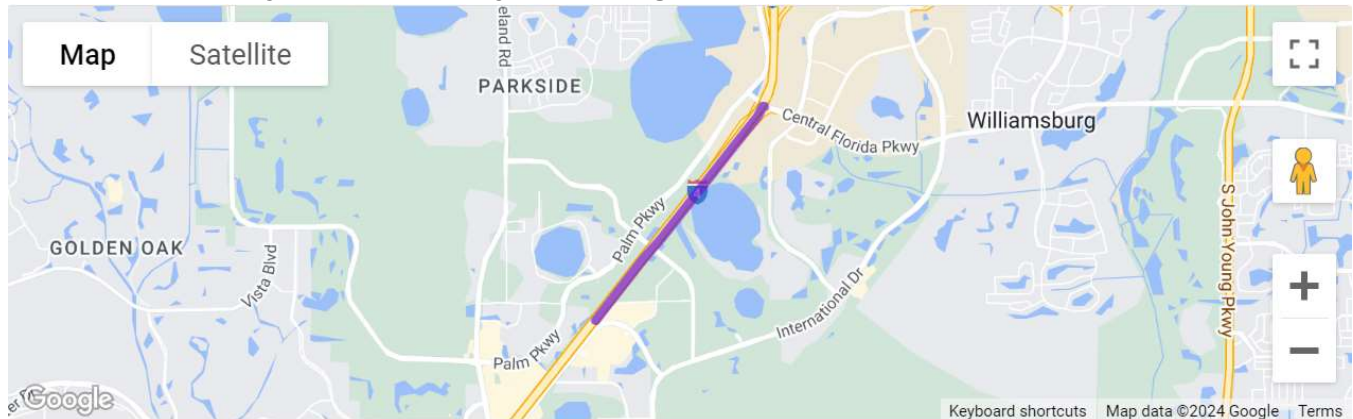
- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Spring 2025
- **Description:** The project incorporates safety improvements at the intersections of Corner School Drive and Chuluota Road with Colonial Drive (State Road (S.R.) 50) in east Orange County. Proposed improvements include installing a new signal at the intersection of Corner School Drive and Colonial Drive and adding new pedestrian signals and crosswalks. At the



intersection of Chuluota Road and Colonial Drive, new crosswalks and pedestrian signals will be added to the existing signal. New accessible ramps will be constructed at both intersections and intersection lighting will be included.

**Update:** Grubbing and excavation work has begun, along with concrete removal and preliminary drainage work. Relocation coordination for utilities, and pedestrian signalization installation are ongoing.

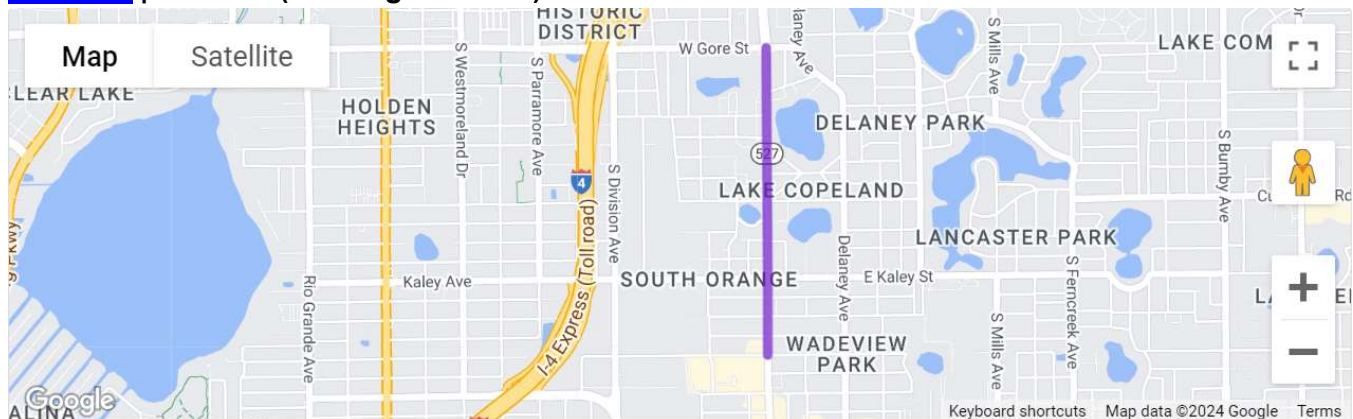
#### [441113-1](#) I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: Fall 2022
- Estimated Completion: Summer 2025
- **Description:** This project will convert the Daryl Carter Parkway overpass, between Central Florida Parkway and State Road 535, into a diverging diamond interchange. The interchange will give motorists an alternate route to reach retailers and restaurants in the Lake Buena Vista area. Three new ramps connecting Interstate 4 (I-4) to Daryl Carter Parkway will be built: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. The project includes drainage improvements for Big Sand Lake, project 441113-3.

**Update:** Crews are targeting March for the diverging diamond interchange (DDI) pattern changeover. Approximately six weeks after the pattern change, the ramps will open: westbound I-4 exit ramp, eastbound I-4 exit ramp, and eastbound I-4 entrance ramp. The Daryl Carter Parkway overpass will be closed on Feb. 5-7 from 8 p.m.-6 a.m. so crews can install new mast arms.

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



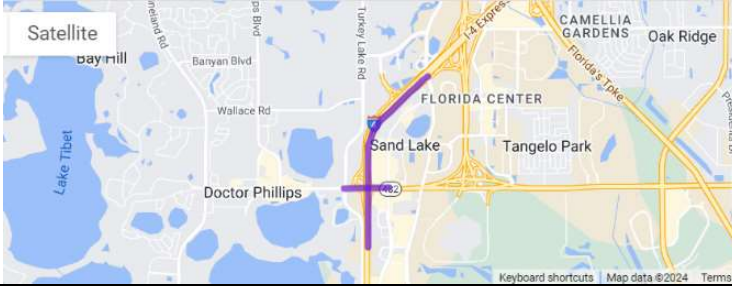
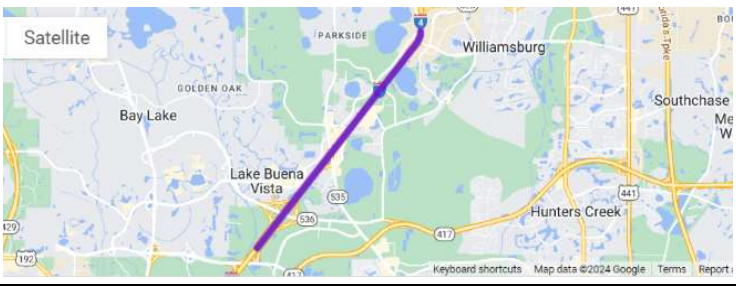
- Contract T5760



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

**Update:** The contractor continues to work on milling, resurfacing, signalization and pedestrian signal base installations.

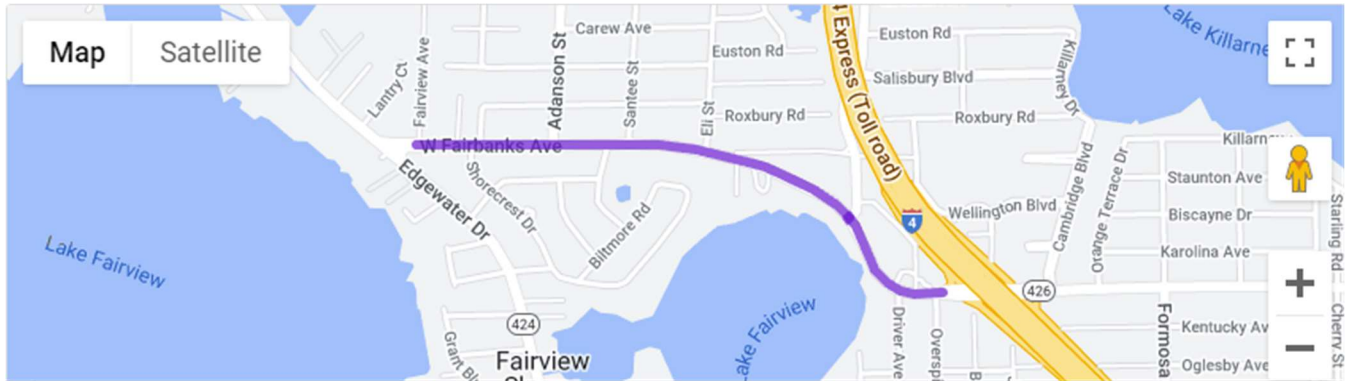
#### [444315-1](#) & [444315-3](#) | I-4 at Sand Lake Road Interchange

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

- Contract E59A6
- Contractor: Lane Construction Corp.
- Project Cost: \$218 million
- Project Start: Summer 2023
- Estimated Completion: Early 2027

**Update:** Crews will be pile driving near Central Florida Parkway until mid-February to widen the overpass for the new express lanes. The westbound I-4 entrance ramp from Sand Lake Road will be closed on Jan. 30 to shift traffic to the new westbound I-4 entrance ramp on Jan. 31. In addition, crews anticipate conducting deck pours over Sand Lake Road on Feb. 2, Feb. 6, and again later in February.

**445211-1 | S.R. 426 from east of S.R. 424 (Edgewater Drive) to west of I-4**



- Contract: E56B6
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$2.4 million
- Project Start: March 2024
- Estimated Completion: Early 2025
- **Description:** This project plans to repave this segment of Fairbanks Avenue (State Road (S.R.) 426) from east of Edgewater Drive (S.R. 424) to west of Interstate 4 (I-4) to extend the life of the existing roadway. Pedestrian safety improvements are also planned, including upgrading pedestrian crosswalks, reconstructing sidewalk curb ramps and pedestrian signals, and adding new sidewalk at the intersection with Wymore Road. Other work includes traffic signal upgrades and necessary drainage modifications. Fairbanks Avenue within the project limits provides two travel lanes in each direction with a center, two-way left turn lane along most of the corridor. No changes to the lane configuration are planned.

**Update:** Final acceptance is pending.

**445220-1 | S.R. 527 from Magnolia Avenue to north of Rollins Street**

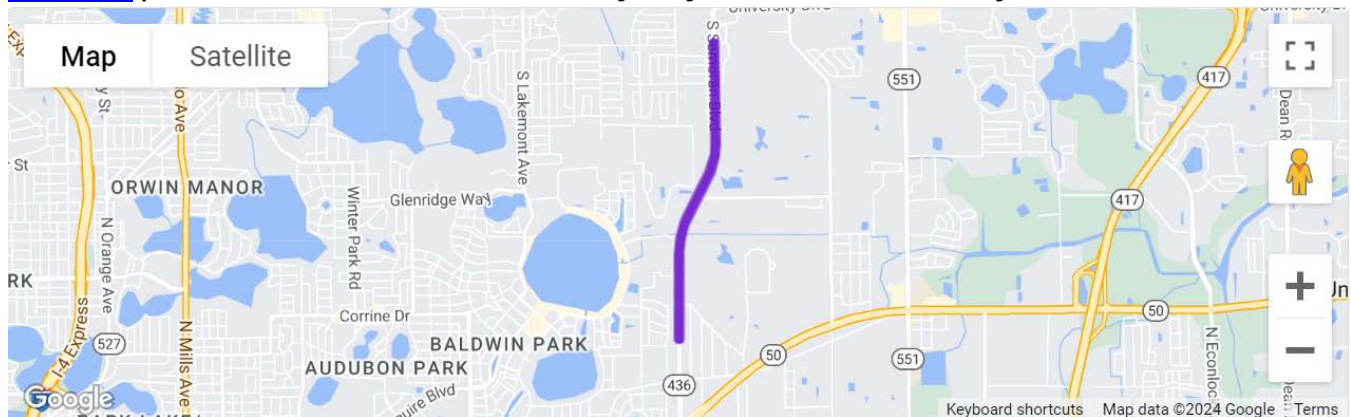


- Contract: E50F4

- Contractor: Ranger Construction Industries, Inc
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of the project is to make safety and operational improvements along North Orange Avenue (State Road (S.R.) 527) from Magnolia Avenue to Rollins Street in Orlando. The project plans to reconfigure the roadway to provide a single travel lane in each direction and use the existing outside travel lanes to provide more on-street parking. In some areas, the curb line will be extended, and in other areas floating islands will be built to help define the on-street parking and help to encourage safer driving speeds along the corridor. Pedestrian safety improvements are also planned. Additionally, the roadway will be repaved to extend the service life of the existing roadway. Drainage modifications and upgraded pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards are also planned.

**Update:** Work began 1/13/25. Contractor has shifted northbound parking lanes to southbound for the first phase of construction.

#### [445303-1](#) | S.R. 436 from north of Old Cheney Hwy to south of University Park Drive

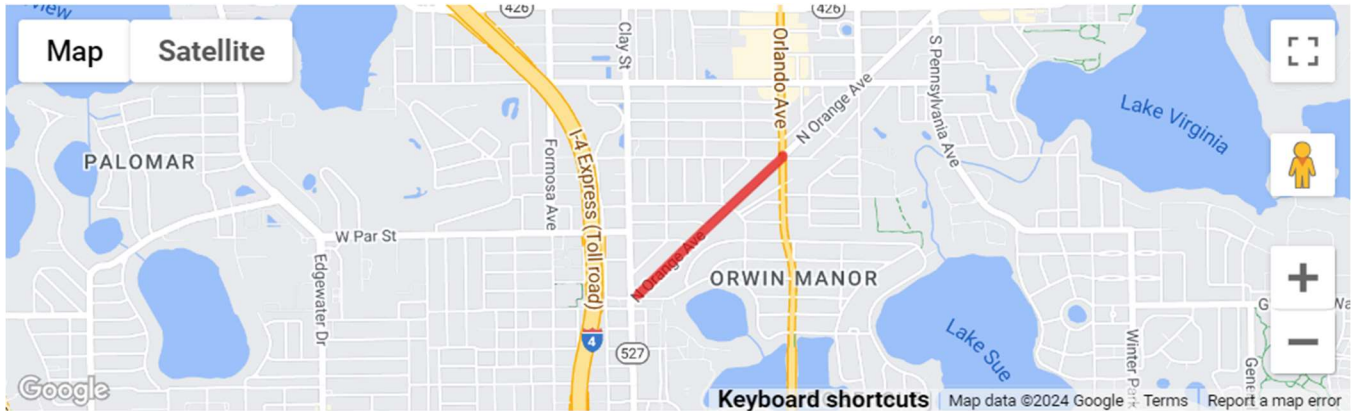


- Contract E57B5
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$11 million
- Project Start: November 2023
- Estimated Completion: Spring 2025
- **Description:** This project plans to construct improvements along State Road (S.R.) 436 from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separate and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive.

**Update:** The contractor has performed flatwork corrections and signal loop work throughout the corridor. Additionally, crews have installed signal back plates at the Hanging Moss Road and Banchory Road intersections. Throughout February, the contractor plans to pour concrete bases for median signposts and later install these signs along with permanent pavement markings.



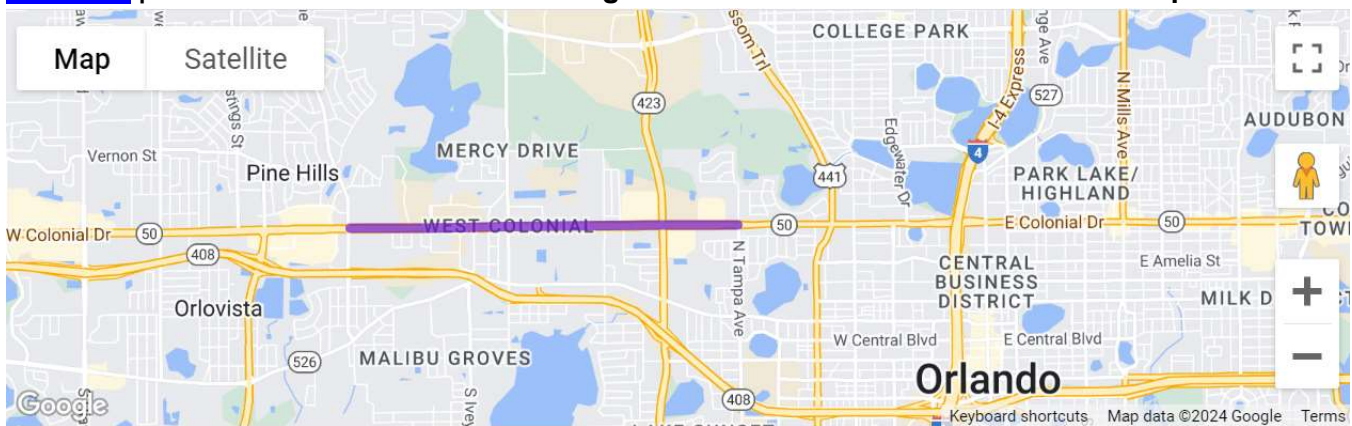
#### [445691-1](#) | S.R. 527 From Clay Avenue to S Orlando Avenue



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

**Update:** The contractor has been working on drill shafts and signalization.

#### [445694-1](#) | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue

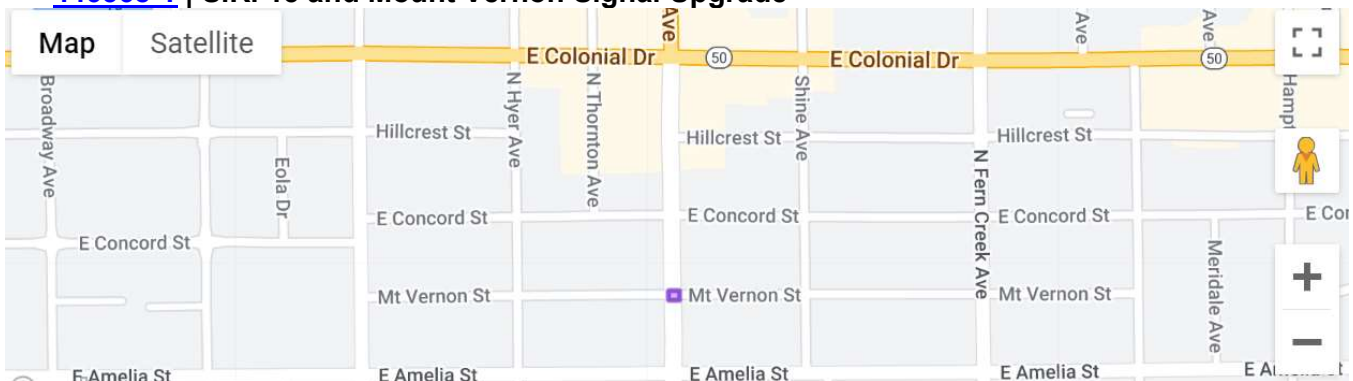


- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 25, 2024
- Estimated Completion: Fall 2025

- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Avenue. The project will improve crosswalk conditions and install new signal improvements. Additionally, the project will modify several existing median openings along the corridor to improve safety and operations.

**Update:** The contractor is activating the new waterline, connecting new services, and connecting the 6" backflow preventor.

#### [446568-1](#) | S.R. 15 and Mount Vernon Signal Upgrade



- Contract: E50F1
- Contractor: Traffic Engineering and Management, LLC
- Project Cost: \$1.1 million
- Project Start: September 2024
- Estimated Completion: Early 2025
- **Description:** The purpose of the project is to reconstruct the existing traffic signal at the intersection of State Road (S.R.) 15 and Mount Vernon Street. Proposed improvements include the replacement of the existing diagonal span signal with two dual mast arm signal poles.

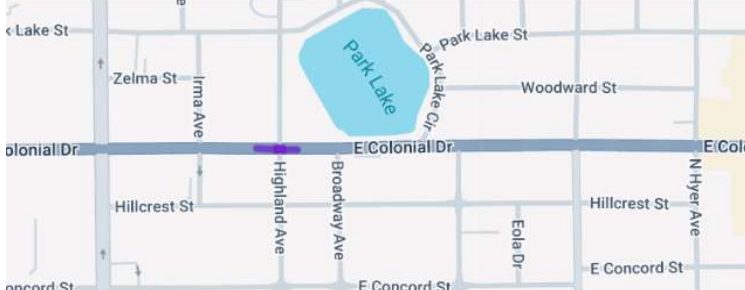

**Update:** The contractor is working on final punch list items, pulling conductors for luminaires, and working on illuminated street signs.

#### [447090-1](#) | S.R. 15 from Devonshire Lane to Lake Underhill Road



- Contract: E57B8
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: November 2024
- Estimated Completion: Summer 2025
- **Description:** The goal of this project is to provide improvements along Conway Road (State Road (S.R.) 15) from Devonshire Lane to Lake Underhill Road in Orlando. In addition to resurfacing the travel lanes, the project is providing some safety enhancements, including a separated bicycle lane and medians in certain locations to help reduce left turn and angle crashes.

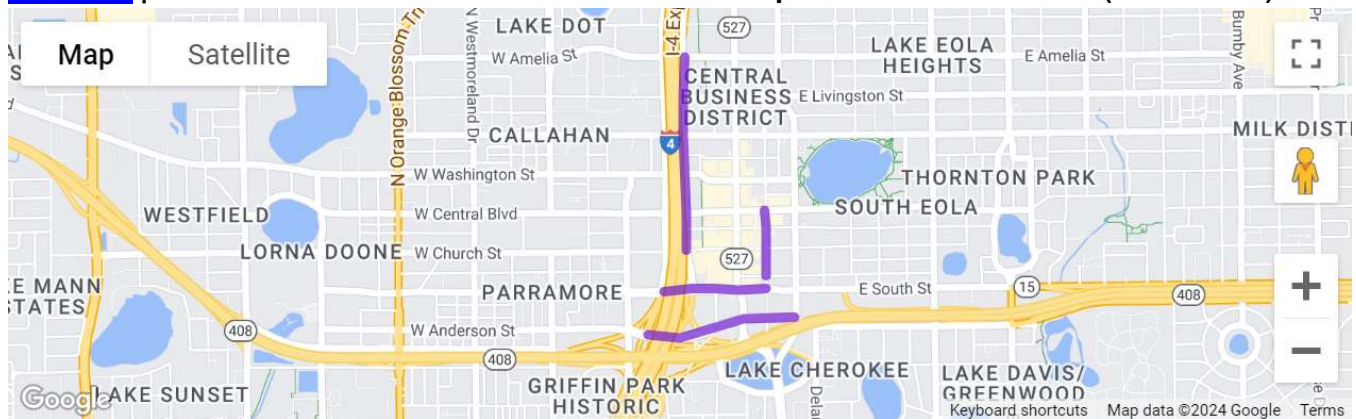
**Update:** Contractor has completed phase one of the traffic shift. The southbound lane is currently shifted into the bidirectional through lane to allow work on the buffered bike lane.

<a href="#"><u>447607-1</u></a>   S.R. 50 at Highland Avenue	<a href="#"><u>447717-1</u></a>   S.R. 50 at North Fern Creek Avenue and Primrose Drive
	
<ul style="list-style-type: none"> <li>• <b>Description:</b> The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes to reconstruct and extend the curb on all four corners to help define the on-street parking and reduce pedestrian crossing distances at the intersection. The curb reconstruction also includes modifications to more easily accommodate large vehicles making turns onto Highland Avenue. Other safety improvements include reconstructing the sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing sidewalk connections to bus pads. Necessary drainage modifications are also planned. Goes with 447717-1.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Description:</b> This project will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Avenue and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive. Goes with 447607-1.</li> </ul>

- Contract T5817
  - Contractor: Chinchor Electric Inc.
  - Combined Project Cost: \$5 million
  - Project Start: November 2024
  - Estimated Completion: Summer 2025
- Update:** Contractor is working on directional bores, trenching, and pull boxes.



#### [447807-1](#) | Smart Orlando Downtown Advance Traffic Operations Performance (SODA TOP)



- Contract E59A5
- Contractor: Sice, Inc.
- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Early 2025
- **Description:** This is a design-build Intelligent Transportation Systems (ITS) project to install hardware and software to provide Transit Signal Priority (TSP) operation for signalized intersections and LYNX Buses in Orange County.

**Update:** The South Street reconfiguration is awaiting confirmation from the City of Orlando for completion; it is open to the public.

#### [448801-1](#) | Silver Star Road (S.R. 416) from S.R. 438 to U.S. 441

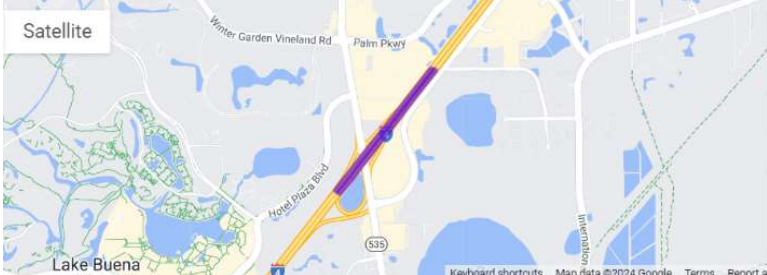
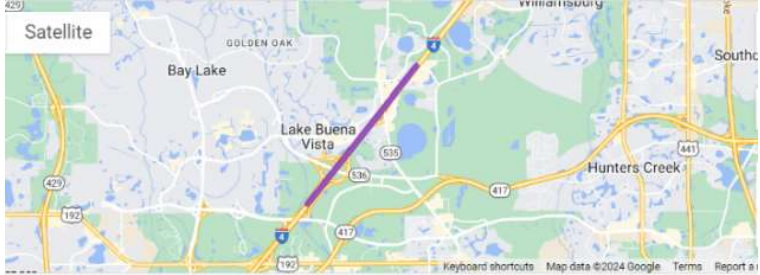


- Contract E53F6
- Contractor: Jr. Davis Construction Co., Inc.
- Construction Cost: \$4.9 million
- Project Start: December 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to implement operational and safety improvements along Silver Star Road (State Road (S.R.) 416) from Princeton Street (S.R. 438) to Orange Blossom Trail (U.S. 441). In addition to repaving the roadway, the project will install a raised traffic separator along Silver Star Road east of the John Young Parkway (S.R. 423) intersection, as

well as channelizing islands at the Hansrob Road and the Wawa driveway, which will restrict left turns onto Silver Star Road at these locations. Traffic signal and pedestrian signal upgrades at Princeton Street, Eunice Avenue, and Mercy Drive are also proposed. Pedestrian and bicycle safety improvements along the project corridor are also planned. These include constructing a new crosswalk on Silver Star Road near Princeton Street (S.R. 438), filling in sidewalk gaps and improving bicycle connectivity along the paved shoulders where possible, providing bus stops, and reconstructing curb ramps to meet current Americans with Disabilities Act (ADA) standards. Lighting improvements are proposed at the signalized crosswalks at Princeton Street, Eunice Avenue, and Mercy Drive, as well as new signing and pavement marking features.

**Update:** The contractor is working on milling and paving operations.

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

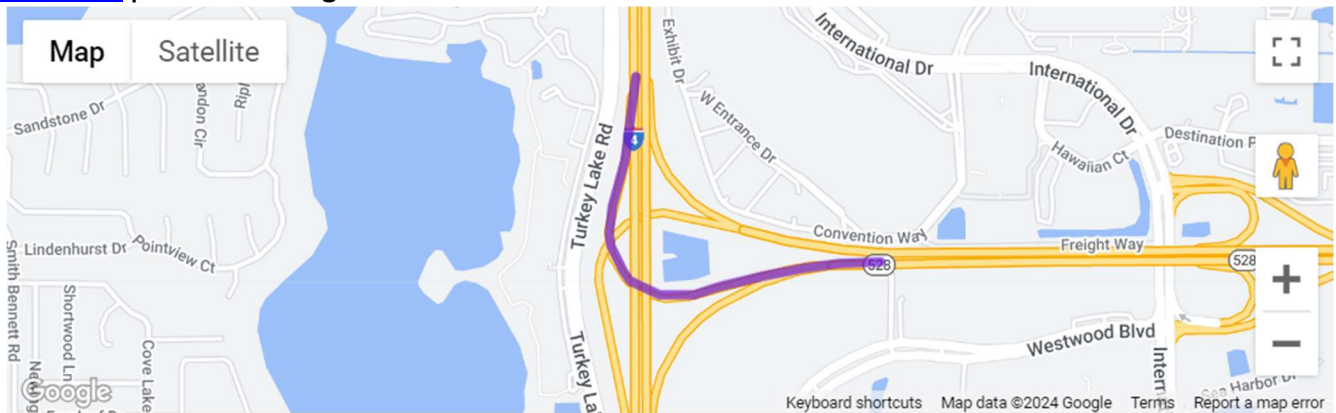
448914-1	449771-1
	
<p><b>Description:</b> This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I4.</p> <p>Planned improvements include:</p> <ul style="list-style-type: none"> <li>• Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.</li> <li>• Realigning the westbound I4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow and giving motorists more time to merge onto I4.</li> <li>• Lengthening the westbound I4 exit ramp to Apopka-Vineland Road to reduce backups onto the I4 mainline.</li> <li>• Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.</li> </ul> <p>This project will be constructed in conjunction with FPID 449771-1.</p> <p>Please visit to <a href="http://www.i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/">www.i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/</a></p>	<p><b>Description:</b> This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482). The single, buffer-separated express lane will be open once all three segments are completed.</p> <p>This project will be constructed in conjunction with FPID 448914-1.</p> <p>To learn more, please visit to <a href="http://www.i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/">www.i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/</a>.</p>

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: Fall 2023
- Estimated Completion: Summer 2025



**Update:** Crews are excavating ponds in the project area and conducting off-site dewatering. There is a traffic shift on eastbound I-4 that will be in place for a year for bridge demolition. The demolition on I-4 is to widen the bridge over Apopka-Vineland Road for the new loop ramp.

#### [448915-1](#) | I-4 Interchange at S.R. 528

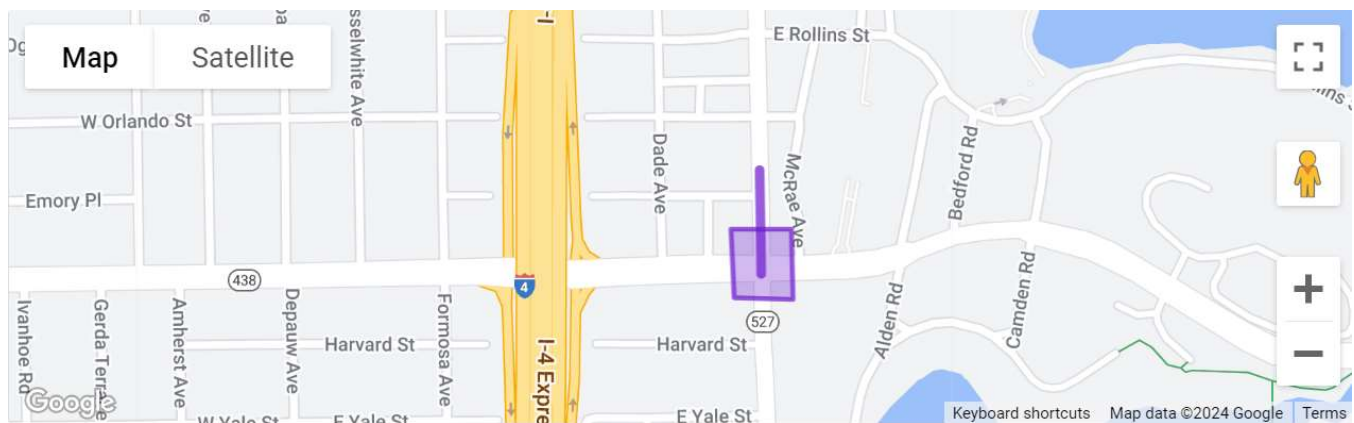


- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway)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

**Update:** Crews will be working on the S.R. 528 overpass to conduct overhang work to prepare for the ramp to be widened.

### **ORANGE COUNTY RECENTLY COMPLETED PROJECTS:**

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



- Contract T5778
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$1.6 million
- Project Start January 2024
- Estimated Completion: January 2025

- **Description:** The purpose of this project is to improve the intersection of Orange Avenue (State Road (S.R.) 527) at Princeton Street (S.R. 438) in Orlando. The improvement will reconstruct the traffic signals with new signal poles and upgrade pedestrian features at the intersection. A new traffic separator will also be added along Orange Avenue north of Princeton Street between the southbound left turn lane and northbound lanes.

**Update:** Project has a conditional final acceptance date of 1/30/25.

## OSCEOLA COUNTY

### OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

### OSCEOLA COUNTY CURRENT PROJECTS:

[445299-1](#) | S.R. 535 from north of U.S. 192 to south of International Drive

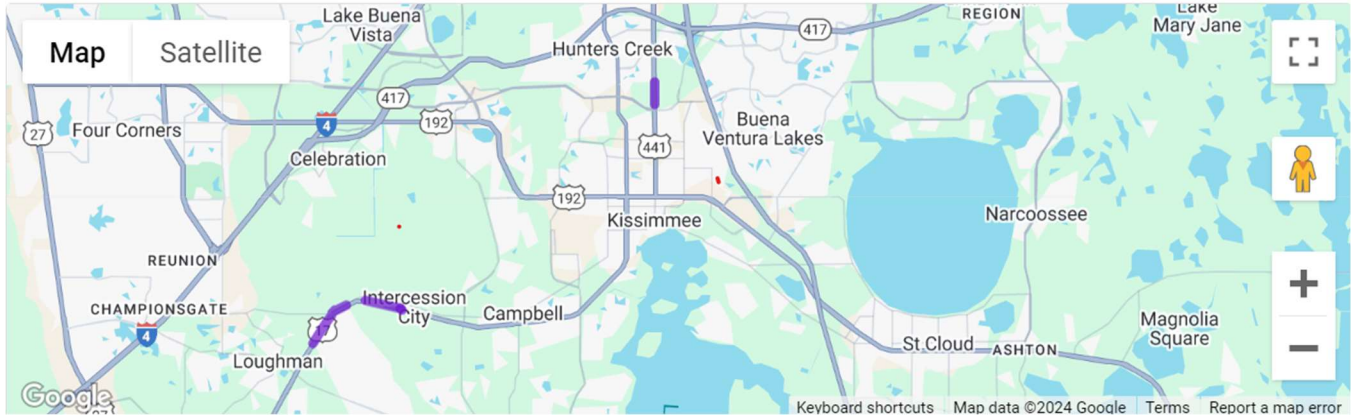


- Contract: T5823
- Contractor: Middlesex Corporation (The)
- Construction Cost: \$ 11.9 million
- Project Start: November 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. The intersection at Poinciana Boulevard will also be modified to allow traffic on S.R. 535 to turn right or go straight through the intersection. S.R. 535 traffic desiring to turn left onto the side street would go through the intersection, make a U-turn and then turn right onto the side street. Traffic from the side streets can go straight through the intersection or turn right or left onto S.R. 535. Other safety improvements such as curb reconstruction to shorten pedestrian crossing distances, and turn lane and traffic signal upgrades, are planned at Kyngs Heath Road, Osceola Parkway eastbound onramp, Poinciana Boulevard and LBV Factory Stores Drive. The project will add a third left turn lane from southbound S.R. 535 onto eastbound U.S. 192. Pedestrian crosswalks and upgrade pedestrian signals, as well as enhance lighting at signalized intersections, are also planned.

**Update:** Contractor is continuing work on widening, sidewalks, saw cutting, and drainage.

## **OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:**

### **452229-5 SWRS - Districtwide Rumble Stripes Bundle 5E - Osceola**



- Contract: T5828
- Contractor: AKCA, LLC
- Project Cost: \$562,000
- Project Start: September 2024
- Estimated Completion: December 2025
- **Description:** The purpose of this project is to enhance safety along select segments of state roadways in Osceola County by installing rumble striping along the center and outside travel lane lines. The rumble stripes help to alert drivers if the vehicle moves outside the travel lane by creating vibration and noise. The roadways to be included will have speed limits of 50 mph or greater with flush shoulders and which do not already have auditory or vibratory pavement markings. Roadways to be included are:
  - S.R. 60 from the Kissimmee River to the Indian River County line (2 segments)
  - U.S. 441:
    - Okeechobee County line to south of S.R. 60
    - north of 10 Mile Road to south of U.S. 192
    - north of Osceola Parkway to the Orange County line
  - U.S. 17-92:
    - Sundown Drive to west of Wonder Court
    - west of Business Center Lane to east of Universal Drive
  - U.S. 192:
    - east of Reedy Creek Boulevard to west of I-4
    - west of Secret Lake Drive to east of Black Lake Road
    - 462-foot-long section west of Digital Drive
    - at Valencia College entrance
    - west of Neo City Way to west of Parkland Circle
    - west of Heritage Key Boulevard to east of Simpson Road (three sections)
  - Orange Avenue to east of Hickory Tree Road (three sections)
    - near the intersections of Tay West Drive, Puffin Road, Nora Tyson Road and Live Oak Lake Road
    - 845-foot-long section east of C.R. 532
    - west of Barbara Drive to east of Jenscot Road
  - S.R. 535 from south of Calypso Cay Way to the Orange County line (two sections)

**Update:** Final acceptance was on 12/20/24.

# Seminole County

## SEMINOLE COUNTY UPCOMING PROJECTS:

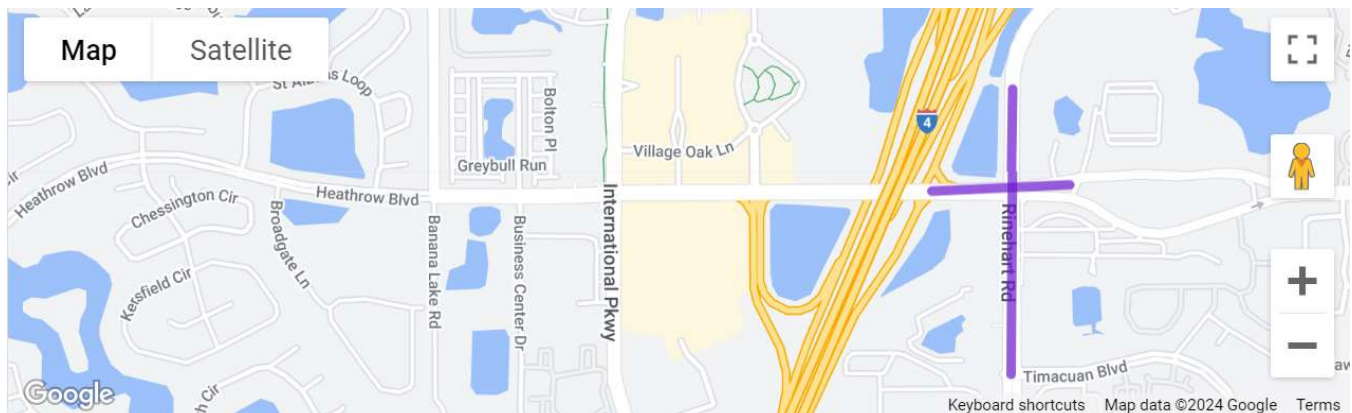
### [449845-1](#) | SR 419 Gee Creek Culvert & SR 434 Little Wekiva River Bridge Rehab



- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC.
- Construction Cost: \$925,000
- Project Start: Early 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (S.R.) 419 above Gee Creek. At this location, the culvert will be cleaned and repaired. Another protective layer of concrete will be sprayed onto the culvert as a preventative measure. The second bridge is on S.R. 434 over the Little Wekiva River. Multiple repairs will occur at this location, including waterproofing the bridge deck to protect it from cracking. Finally, joint seal replacements are planned for the bridge spanning S.R. 436 to Red Bug Lake Road.

## SEMINOLE COUNTY CURRENT PROJECTS:

### [242592-6](#) | County Road 46A and Rinehart Road Intersection County Road 46A and Rinehart Road Intersection



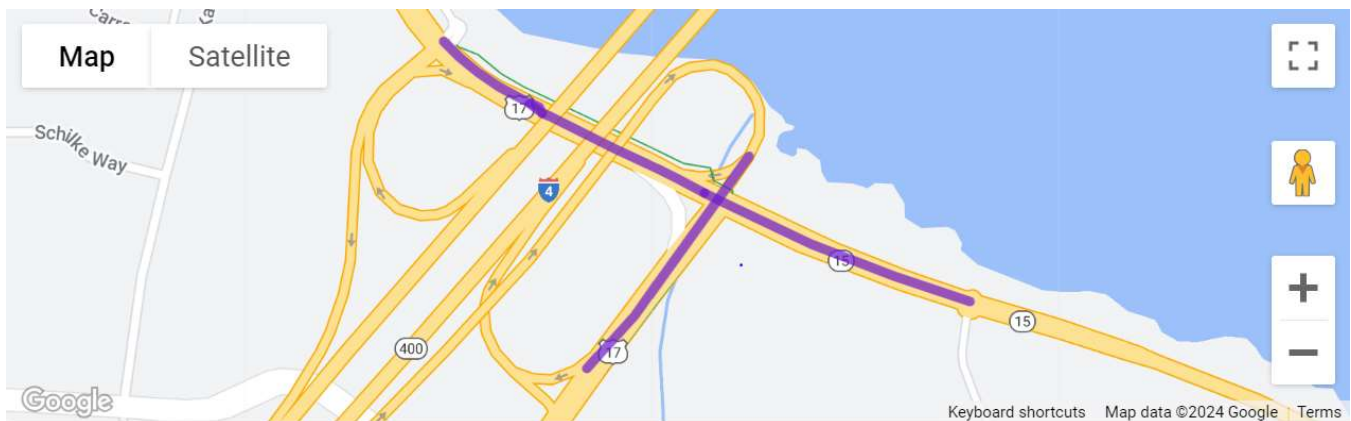
- Contract: E57B3



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

**Update:** The contractor is working on paving the project area and widening the road on eastbound C.R. 46A to add the right-turn lanes to southbound Rinehart Road. The contractor anticipates completion of the sidewalk construction on Rinehart Road and C.R. 46A in early March.

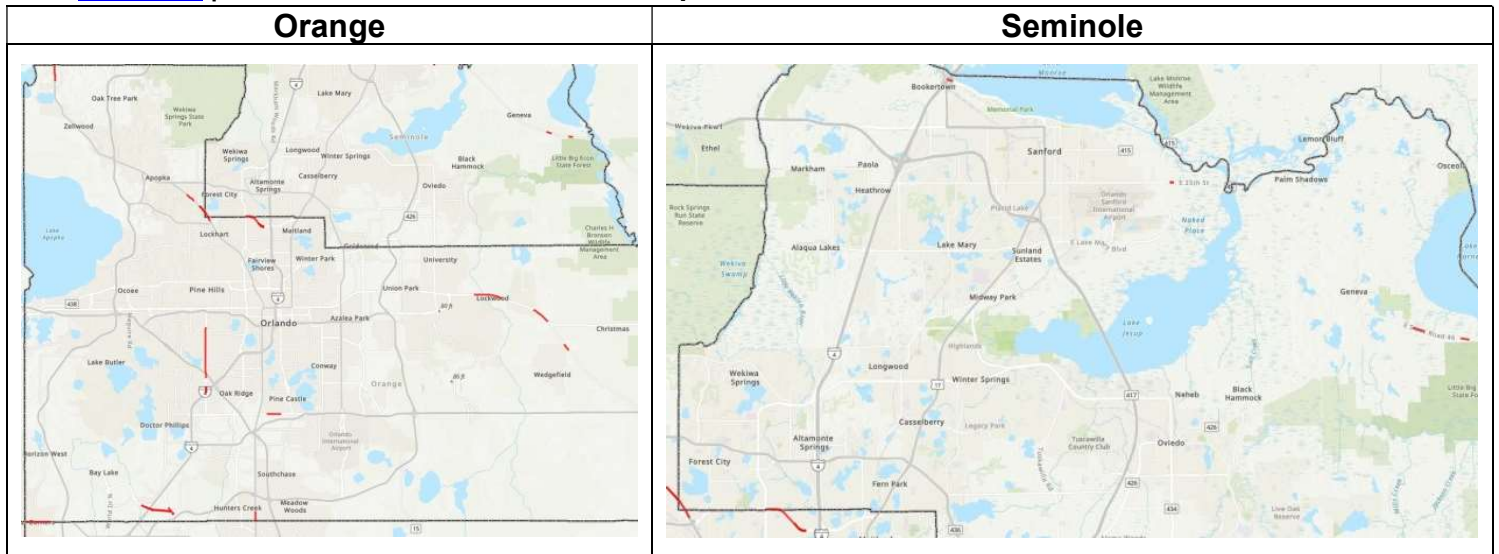
### [242592-8](#) | I-4 and U.S. 17-92 Interchange | I-4 and U.S. 17-92 Interchange



- Contract: T5795
- Contractor: Hubbard Construction Company
- Construction Cost: \$8.3 million
- Project Start: October 2023
- Estimated Completion: Early 2025
- **Description:** The purpose of this project is to improve safety, mobility and enhance operations at the Interstate 4 (I-4) and U.S. 17-92 interchange. Improvements include adding an additional right turn lane at the I-4 off-ramps and replacing the existing signalization at both I-4 ramp intersections with U.S.-17-92 with new mast arms. Construction started in the fall of 2023 and is expected to be completed by late 2024. For the most up-to-date project information, please visit: [I-4 and U.S. 17-92 interchange project](#).

**Update:** The contractor is completing signalization installation, erosion control, maintenance, and punch list items. Crews will perform final walkthroughs, address any outstanding issues on the punch list, and accept the project. The contractor anticipates completion of this project in mid-February.

## 452229-1 | SWRS - Districtwide Rumble Stripes Bundle 5A



- Contract: T5826
- Contractor: Oglesby Construction Inc.
- Project Cost: \$2.5 million
- Project Start: January 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to enhance safety along select segments of state roadways in Brevard, Orange, and Seminole counties by installing rumble striping along the center and outside travel lane lines. The rumble stripes help to alert drivers if the vehicle moves outside the travel lane by creating vibration and noise. The roadways to be included will have speed limits of 50 mph or greater with flush shoulders, and which do not already have auditory or vibratory pavement markings. Roadways included are:

### Orange County

- S.R. 500:
  - From the Orange County line to north of Maitland Boulevard
  - From south of Hunters Creek Boulevard to the Osceola County line
- S.R. 414:
  - From Forest City Road to the I-4 Interchange
- S.R. 50:
  - From east of North Avalon Park Boulevard to the S.R. 520 Interchange
- S.R. 520:
  - From Macon Parkway to Maxim Parkway
- S.R. 435:
  - From north of Westgate Drive to the I-4 Interchange
- S.R. 482:
  - From west of Horizon Park Drive to west of Sunport Drive
- S.R. 530:
  - From the Osceola County line to west of S.R. 429
- S.R. 536:
  - From west of the I-4 Interchange to Kissimmee Vineland Road

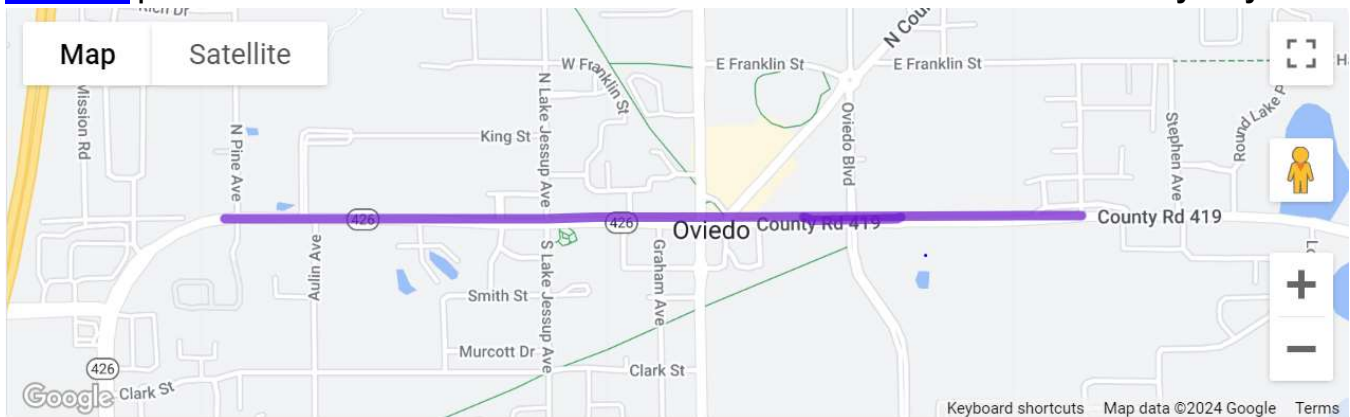
- S.R. 435:
  - From south of Lake Bryan Beach Boulevard to International Drive South

### **Seminole County**

- S.R. 46:
  - From east of East Lake Mary Boulevard to east of Rest Haven Road
- S.R. 500:
  - From east of the Orange County line to Palms Avenue
- S.R. 600:
  - From the I-4 Interchange to Monroe Road

**Update:** Rumble cutting and thermoplastic pavement marking installation are being performed along multiple segments, including at S.R. 46, S.R. 435, S.R. 600, & S.R. 500/U.S. 441.

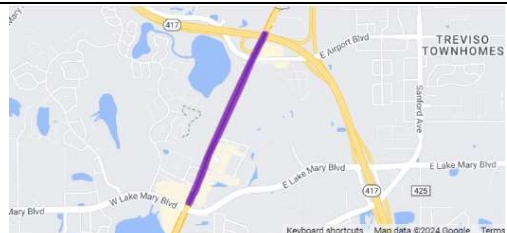
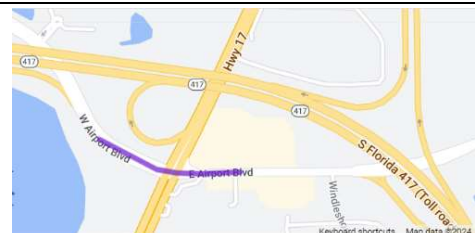
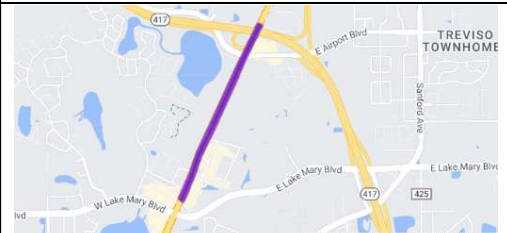
### **415030-6 | Oviedo Ultimate S.R. 426 / C.R. 419 from Pine Avenue to Adeline B. Tinsley Way**



- Contract: T5736
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Early 2025
- **Description:** The proposed improvements to State Road 426/County Road 419 begin at Pine Avenue and extend east to Adeline B. Tinsley Way for 1.4 miles. The proposed improvements include widening the two-lane roadway to a four-lane divided urban roadway. It will consist of two travel lanes in each direction, separated by a 22-foot-wide raised grassed median, bike lanes, and sidewalks on both sides. This project will also include improvements to Lake Jessup Avenue and Oviedo Boulevard. Improvements to stormwater ponds for drainage and flood control are included in this project, as well. In addition, a pedestrian hybrid beacon (PHB) is being installed at Oviedo High School to aid students in crossing SR 426. This PHB will stop traffic in both directions when activated and has been proven to reduce pedestrian crashes by 55% and reduce serious injury and fatal crashes by 15%.

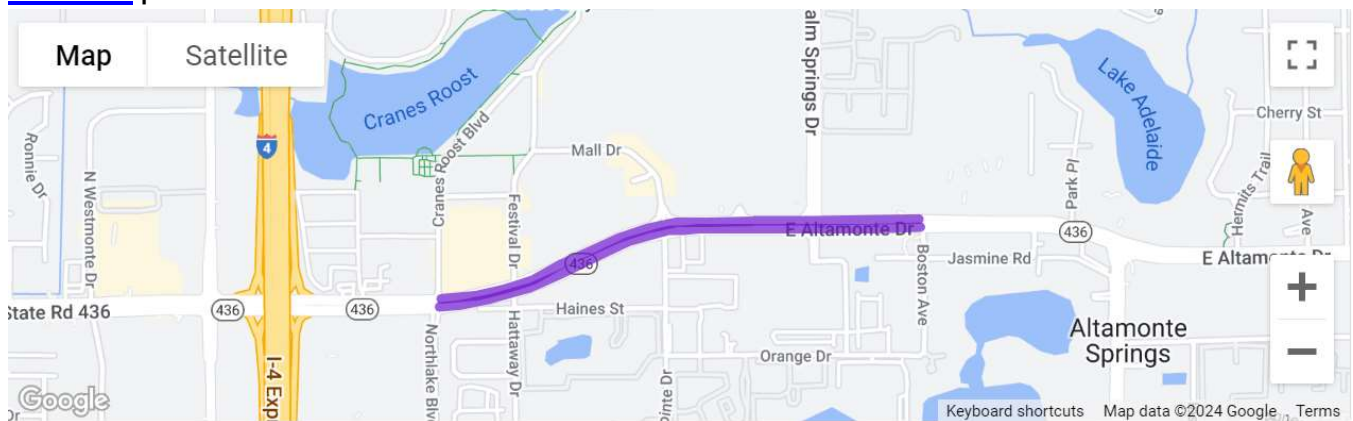
**Update:** Currently, the contractor is completing permanent pavement markings, traffic signals, and street lighting, along with finalizing the installation of the Pedestrian Hybrid Beacon (PHB), which is expected to be activated within the next two weeks. Once these main items are addressed, the contractor will perform basic restoration work to clean up the job site and repair any damaged landscaping. In addition, most barricades along the corridor have been removed, allowing full traffic flow through the area. However, motorists should still expect occasional lane shifts and temporary lane closures as crews complete final work in certain segments of the work zone.

**[436679-1](#), [436679-2](#), [436857-1](#) | Resurfacing / Widening U.S. 17-92 from north of Lake Mary Boulevard to the north of Airport Boulevard; Intersection improvements at Airport Boulevard**

436679-1	436679-2	436857-1
		
<p><b>Description:</b> This project will extend existing right turn lanes on Orlando Drive (U.S. 17-92) to create continuous outside turn lanes in southbound and northbound directions.</p> <p>A pedestrian hybrid beacon (PHB) mid-block crossing will also be added onto Orlando Drive (U.S. 17-92).</p> <p><a href="#">Pedestrian Hybrid Beacon Video</a></p> <p><a href="#">What to do at PHBs</a></p>	<p><b>Description:</b> The purpose of this project is to resurface the roadway, add a westbound right turn lane, restripe the two eastbound right turn lanes on Airport Boulevard, and install a new traffic signal with mast arm poles.</p>	<p><b>Description:</b> This project consists of milling and resurfacing of the four existing lanes on U.S. 17-92 (Orlando Drive).</p>

- Contract: T5686
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$10.4 million
- Project Start: March 2021
- Estimated Completion: Early 2025
- **Update:** The contractor is still working on punch list items to reach final acceptance for the project.

**[441140-1](#) | S.R. 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue**



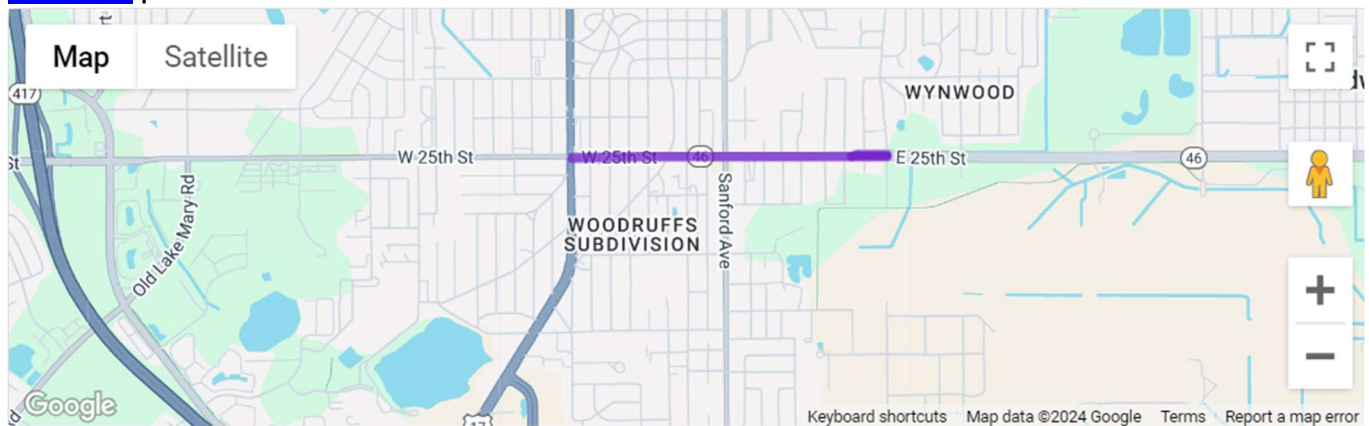
- Contract: T5749
- Contractor: Masci General Contractor, Inc.
- Construction Cost: \$13.9 million
- Project Start: June 2023
- Estimated Completion: Early 2025



- **Description:** The purpose of the project is to resurface State Road (S.R.) 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue. Additional work includes sidewalk additions and reconstruction, curb ramps reconstruction, drainage improvements, signing and pavement markings, bicycle keyhole additions, traffic signal upgrades, and pedestrian lighting improvements.

**Update:** Main project work is now complete, with the contractor now focusing on punch list items. Final acceptance is currently projected for mid-February.

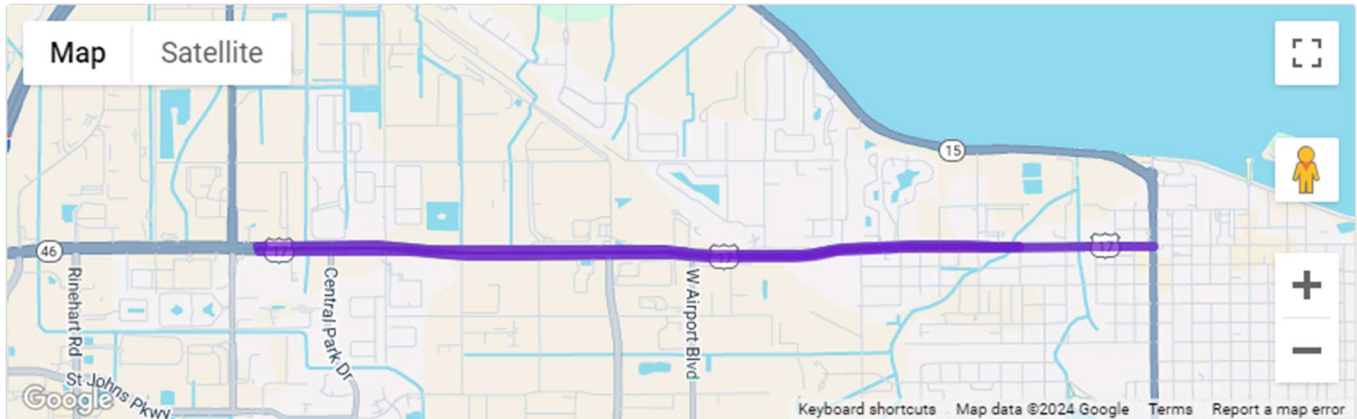
#### [445316-1](#) | S.R. 46 from U.S. 17-92 to Mellonville Avenue



- Contract: E57B2
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$5.7 million
- Project Start: September 2024
- Estimated Completion: Fall 2025
- **Description:** This project proposes to improve safety and operations along State Road (S.R.) 46 from French Avenue (U.S. 17-92) to Mellonville Avenue in Sanford. The project proposes to widen the sidewalk on the westbound side of S.R. 46 to 10 feet to enhance pedestrian mobility and accommodate bicycles. The sidewalk on the eastbound side of S.R. 46 will remain. The wider sidewalk is possible by changing the travel lane widths. The proposed widths are 11 feet for the outside lanes and 10 feet for inside lanes. A 6-foot-wide bicycle lane will also be added along eastbound S.R. 46, creating connectivity to the existing bicycle lane on Mellonville Avenue. To enhance safety, sections of raised, grassed or landscaped medians are included. The medians enhance safety by reducing the possibility of left turn and angle crashes at the intersections.

**Update:** The concrete barrier wall along the north side of the roadway has been fully removed, and the contractor has begun paving the westbound lanes of the roadway. In addition, the contractor has readjusted striping and MOT to accommodate traffic flow around the work zones. Lastly, the temporary left turn lane on westbound S.R. 46 and Sanford Avenue has been extended to decrease congestion.

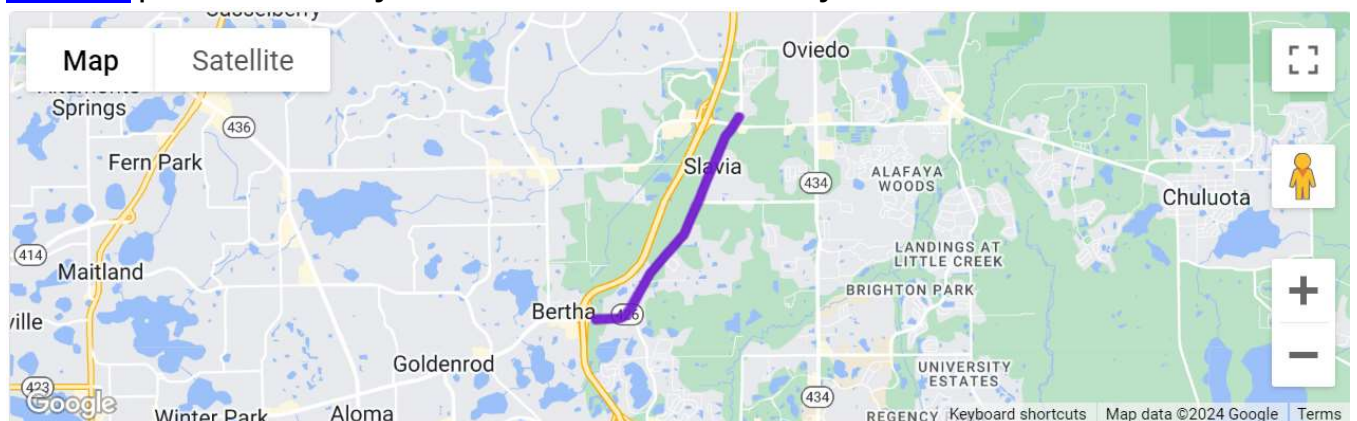
#### [447103-1](#) | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- Contract: T5824
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$16.7 million
- Project Start: September 2024
- Estimated Completion: Spring 2026
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 46 from east of Monroe Road/ Upsala Road (County Road 15) to French Avenue (U.S. 17-92). In addition to resurfacing the roadway, the project recommends replacing the existing center two-way left turn with a raised median to enhance safety and help encourage slower driving speeds. Safety improvements will be made to pedestrian and transit facilities. Curb ramps will be reconstructed to current ADA criteria and new sidewalk will be constructed to fill gaps, providing a continuous route through the project limits. Some on-street parking will be eliminated to provide 7-foot-wide buffered bicycle lanes. New midblock crossings, along with new sidewalk to fill gaps and upgraded pedestrian curb ramps, are also planned. Existing lighting will be retrofitted to current criteria at three intersections: Central Park Dr/Old England Loop, Martin Luther King Jr Boulevard/Rand Yard Road, and Airport Boulevard/West First Street. Obsolete driveways are to be removed to improve pedestrian mobility.

**Update:** The contractor has milled and resurfaced a significant portion of the outside westbound lane of S.R. 46 and continues to perform this work all the way to the westernmost point of the corridor. Subterranean signalization and widening work are both currently ongoing.

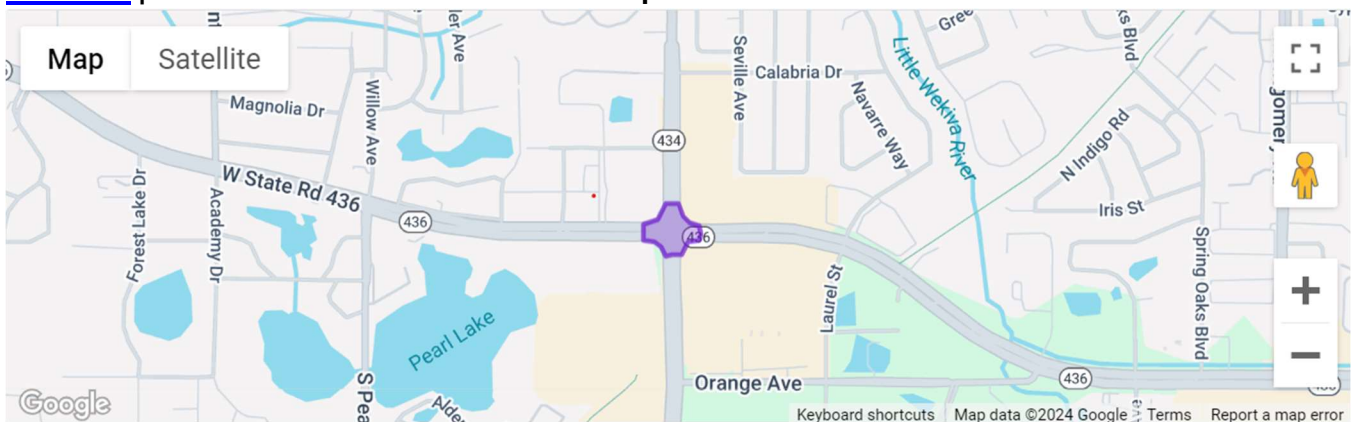
#### [445221-1](#) | S.R. 426 from Mystic Lake / Starwood Drive to Eyrie Drive



- Contract: E56B8
- Contractor: P&S Paving, Inc.
- Construction Cost: \$6.7 million
- Project Start: September 2023
- Estimated Completion: Early 2025
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 426 from Mystic Lake Drive (Starwood Drive) to Eyrie Drive. This resurfacing project will include safety improvements for cyclists and pedestrians. These safety improvements include reconstructing curb ramps to meet current ADA (Americans with Disabilities Act) standards, enhancing pedestrian crossings, upgrading crosswalk signalization equipment, and enhancing pedestrian lighting at the signalized intersections. Speed feedback signs will be installed to notify drivers when the posted speed limit has been exceeded.

**Update:** The contractor continues to address the final punch list items.

#### [447411-1](#) | S.R. 436 at S.R. 434 Intersection Improvement



- Contract: E51F5
- Contractor: Alexander Design + Build, LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Spring 2025
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 and S.R. 434. This project plans to reconstruct and upgrade the existing traffic signal, including new mast arm signal poles. The project also proposes removing the free-flow right turn lanes and bringing all turning movements under signal control. Pedestrian crosswalk and signal upgrades, as well as turn lane widening are included.

**Update:** Drainage structure installation has commenced. Additionally, exploratory soft digs and digs for drill shaft installation are ongoing.

#### **RECENTLY COMPLETED:**

None to report.



# SAFETY CENTRAL

## DISTRICT 5 MOVING TO ZERO



District 5 Office of Safety Newsletter

## DRIVING CHANGE: TURNING PERSONAL LOSS INTO A MISSION FOR SAFER ROADS

By Jim Stroz, P.E.

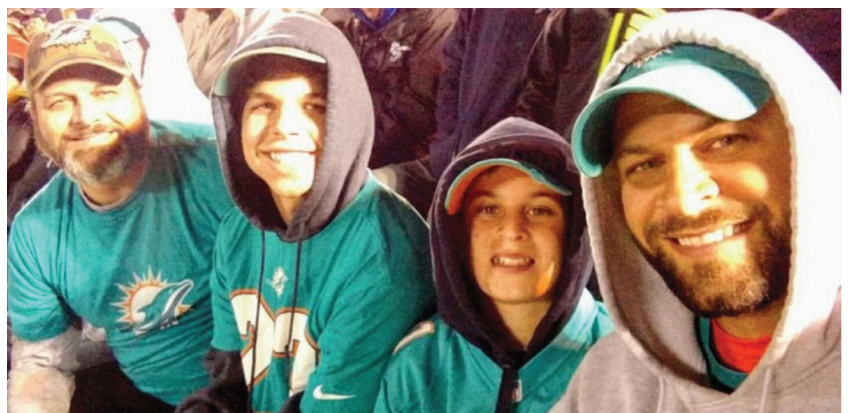
District Traffic Operations Engineer

Each month, the Florida Department of Transportation promotes safety campaigns to target specific areas of concern. Personally, I think these campaigns are excellent reminders of how I can change my driving habits to make our roads safer for me and other Floridian drivers. While each campaign is important to provide a safe traveling environment, some campaigns resonate louder for me. As we start a new year, National Impaired Driving Prevention Month comes to an end. This safety campaign addresses one of the issues that I think about daily. Three years ago, my brother and his two children were struck by an impaired, wrong-way driver. As a result of the head-on collision, my 16-year-old nephew did not survive.

My nephew, Mikey, just wrapped up his sophomore year at Timber Creek High School. A month before the crash, I was cheering for him during an overtime victory at his high school lacrosse game to advance in the district playoffs. He was named Offensive MVP for his lacrosse team and an exceptional student in the classroom. Our family had a lot of things to be proud of when it came to Mikey. Still, I miss the little things like sending/receiving sarcastic texts, attending our annual Miami Dolphins game, and just being around him during our frequent family get-togethers. I think about him and miss him every day.

As I write this article, my thoughts are with several others in our FDOT family who have had a crash impact their circle of friends and family. I imagine each person feels drawn to support specific safety

campaigns targeting behavior that may have led to a crash that impacted their lives. Whether it is distracted driving, speeding, moving over, or stopping at a red light, we can all promote these safety campaigns outside our workplace walls. As 2025 begins, one of my resolutions will be to look for opportunities to extend the safety campaign message outside of FDOT. I hope everyone in District Five will also challenge themselves to seek opportunities to pass along a safety message associated with our monthly campaigns. This can be one of many steps toward achieving Target Zero.



# Central Florida Safety Strategic Plan Steering Committee

On Jan. 10, the Central Florida Safety Strategic Plan (CFSSP) Steering Committee met for the second time. The meeting was held at the Mary Sue Rich Community Center in Ocala.

The Steering Committee was formed to help monitor and advance the CFSSP, which was unveiled in May 2024. The committee consists of 16 members representing the five local metropolitan planning organizations (MPOs)/transportation planning organizations (TPOs), as well as communities and counties across Central Florida. The committee is tasked with helping to advance and implement the 21 action steps identified in the CFSSP.

At the meeting, FDOT District Five Secretary John E. Tyler and Safety Administrator Loreen Bobo welcomed the committee and discussed the importance of their work as the region strives to “get to zero.” Loreen shared end-of-the-year fatality data that showed a significant reduction in transportation-related fatalities in Central Florida in 2024 compared to previous years.

As part of the meeting, Noel Cooper, the City of Ocala's Deputy City Engineer, provided a before and after project showcase presentation of Ocala's downtown street transformations. Ocala's Complete Streets transformations included lane reductions, signal changes, numerous pedestrian enhancements, landscaping, parking, curb extensions, raised crosswalks, and street lighting. Steering Committee members agreed that a “project showcase” with before and after data should be included in future meetings so committee members can share lessons learned and identify concepts that may be transferable to more communities across Central Florida.

The committee then focused on the progress made in 2024 on the CFSSP's 21 action steps and learned about the work that the CFSSP focus groups are currently undertaking. Dan Gallagher of Burgess & Niple summarized the progress on key action steps and detailed the feedback received from the focus groups. Loreen then shared a draft of the CFSSP Annual Report, provided a look ahead to 2025, and noted that the annual Safety Summit is scheduled for May 9, 2025, at Daytona International Speedway.

Steering Committee members then reported on safety projects and

progress in their communities and identified areas of interest for future meetings. The meeting concluded with a walking tour of the state-of-the-art Mary Sue Rich Community Center. The next Steering Committee meeting is scheduled for April 4, 2025.

Secretary John E. Tyler speaking at the Jan. 10 Steering Committee meeting.



City of Ocala's Deputy City Engineer Noel Cooper presented to the Steering Committee about downtown Ocala's Complete Streets transformations and safety enhancements, including this project along South Magnolia Avenue.

FDOT D5 has created a link on the Office of Safety website that includes Steering Committee meeting materials. This information can be found at [www.fdot.gov/d5safety/central-florida-safety-strategic-plan](http://www.fdot.gov/d5safety/central-florida-safety-strategic-plan)



# Honoring Florida's School Crossing Guards

Pedestrians and bicyclists are widely recognized as vulnerable road users, and among them is an even more vulnerable group: school-aged children. That's why on roadways across Florida, school crossing guards play an essential role in ensuring students arrive at and leave school safely.



Rain or shine, these individuals are champions of safety and pillars of the communities they selflessly serve. They are often the first line of defense for students navigating busy streets and intersections, and they help establish

good pedestrian and bicycle safety habits early in childhood.

The first Friday in February is traditionally celebrated as Florida School Crossing Guard Appreciation Day. Typically, the governor declares this day with a proclamation. Appreciation celebrations and award ceremonies are held across the agencies.

FDOT recognizes the essential work of school crossing guards and the superior accomplishments of local school crossing guards through the annual Florida School Crossing Guard of the Year award. A representative from FDOT presents winners with a framed award, which is a tremendous honor since nominations come in droves from across the state.

This year, Florida School Crossing Guard Appreciation Day is Friday, Feb. 7, so take a moment to stop and thank a school crossing guard for maintaining safe routes for some of our state's most precious road users.



## Reminders for Drivers

- Use extra caution and patience around school zones. Don't attempt to go around stopped vehicles. They may be stopped to let children cross in front of them.
- Slow down in school zones. Not only are there increased fines for speeding in a school zone, but you could injure a child or crossing guard.
- Don't drive distracted. Watch out for pedestrians who are crossing or on the side of the road. It only takes a second for a child to dart into the road. Drivers using a handheld wireless device in a designated school crossing or zone are subject to a citation.

## Reminders for Parents

- Model the correct behavior. When you are with your child, practice good pedestrian behavior they can emulate when you aren't present.
- Always stop at the curb before crossing the street. If there is a crossing guard, follow their directions. If there isn't, remember to activate a pedestrian signal if available.
- Look and listen before crossing the street, and have your children do so. Even when a guard is present, all pedestrians should be aware of their surroundings and alert for any vehicles.

# March is Florida Bicycle Month

Florida Bicycle Month is celebrated every March. It's not only a perfect time to acknowledge the strides Florida has made toward bicycle accommodations, but it's also a terrific opportunity to recognize bicycles' important role in health, transportation, and recreation. In 2019, the League of American Bicyclists named Florida the 10th most bicycle-friendly state in America and ranked it first in infrastructure and funding. It was also found that 60 percent of Floridians live within a mile of bicycle facilities. Go Florida!

## In honor of Florida Bicycle Month, let's take a ride through the history of the bicycle.

The early renditions of the bicycle were introduced in the first quarter of the 19th century, carrying names such as Dandy Horse, Swift Walker, and Velocipede. These were propelled by the rider's feet or hands rather than pedals (imagine how inconvenient that would be). The first pedal cycle, credited to be invented and popularized by Pierre and Ernest Michaux in the 1850s and 1860s, led to the invention of central steering with spoked suspension (1869), recumbent cycles (1870), and high wheelers (1871). Inventions of safer bicycles began in the 1880s with the first famous series created between 1884 and 1894 by the Rover Company, characterized by the cyclist sitting upright pedaling two same-sized wheels.

Early roads were made for walking, horseback riding, and animal-drawn carriages but even the finest cobblestone roads were troublesome for cyclists, with the rocky surfaces and materials that were slippery in the rain. The pneumatic tire was invented in 1888, and was arguably the most important invention for bicycles and cars, due to providing enhanced speed and comfort.<sup>1</sup> Even with this invention, however, cyclists still required better road conditions. It was the 1880s bicycle clubs,



Karl von Drais on his 1816 Laufmaschine (Swift Walker)

manufacturers, and enthusiasts who rallied for improved roads for bicycling, which some could say greatly influenced the kind of infrastructure we have today.

Bicycles were central in the industrial revolution. Beyond pneumatic tires and paved roadways, many innovations we take for granted were developed for bicyclists – wire-spoked wheels, the roller chain, ball bearings, and thin-walled steel tubing. In fact, bicycle innovation was so rapid that the U.S. had

**The bicycle, since its inception and to this day, provides a more economical option for independent locomotion, leading to its continuous and widespread use.**

<sup>1</sup> Referenced or paraphrased from Bike Cult, 1995





Segment of Spring-to-Spring trail along Debarry Ave.

two patent offices in the 1880's , one for bicycle innovations and one for everything else.

The bicycle, since its inception and to this day, provides a more economical option for independent locomotion, leading to its continuous and widespread use. Conflicts between cyclists, pedestrians, and vehicles have always been a concern, resulting in the development of facilities that separate these modes. Over the years, in-street bicycle facility types have evolved from simply sharing the roadway travel lanes to making wider travel lanes, building dedicated bike lanes, and now implementing buffered bike lanes. To better accommodate bicyclists of all comfort levels, new facilities are being implemented. These include bike lanes separated from the travel lanes by vertical barriers, cycle tracks with raised traffic separators, and urban side paths known as shared-use paths. Combined with the SUN Trail system and its interconnected statewide network of shared-use paths, these new bicycle facilities will provide even greater opportunities for transportation and recreation.

One such bicycle facility is the Spring-to-Spring trail, which stretches 26 miles from Deltona



Volusia County Spring-to-Spring Trail Map





to DeLeon Springs. It has a combination of independent trails through parks and other natural areas and roadside paths within shaded neighborhoods. Visit [www.traillink.com/trail-maps/spring-to-spring-trail/](http://www.traillink.com/trail-maps/spring-to-spring-trail/) for an interactive map of the trail highlighting parking, trailheads, connecting trails and more.

As bicycle facilities have evolved, so have FDOT's design standards. Bicycle facilities are recognized as transportation facilities, akin to roadways, and have to be designed with the same care and attention to safety. New design treatments, traffic control devices, and crash countermeasures are being implemented with each update of FDOT's design guidance documents.

This figurative jaunt shows that the bicycle has been a revolutionary invention, influencing the infrastructure, laws, and even the vehicles that we drive today. It continues to be revolutionized right here in Florida, nationwide, and worldwide! The streetscapes and lifestyle we have come to

know are constantly changing, ever striving to make bicycling (and other modes) safer and more enjoyable for all. Now, who wants to go on a real bike ride?



**The Florida Bike Safety Quiz provides a great opportunity to learn how adult and child bicyclists should behave on the roadway and how motorists should behave when sharing**

**the roadway with bicyclists. The quizzes are split into Bronze, Silver, and Gold for increasing levels of fun and challenge.**

**Visit [flbikesafetyquiz.com/](http://flbikesafetyquiz.com/) to test your knowledge and learn more about bicycle laws, rules, and best practices. High schools and elementary schools can also receive a grant for assigning these bike safety quizzes - see [floridabicycle.org/saferstudents](http://floridabicycle.org/saferstudents).**

# Central Florida Receives New Round of Federal Grant Funds

Central Florida agencies and communities are making progress in reducing traffic deaths and serious injuries by securing new federal funding to advance Vision Zero initiatives.

Florida received 45 grant awards totaling \$83.7 million under the 2024 Safe Streets and Roads for All (SS4A) program, administered by the U.S. Department of Transportation. Of those 45 awards, Central Florida received seven, which included the following:



**\$19,020,640 to the Marion County Board of County Commissioners for the Maricamp Road Multimodal Safety and Access Management Improvements project.**



**\$2,120,000 to MetroPlan Orlando to conduct supplemental planning activities to support continued momentum toward zero traffic deaths and serious injuries in the region and enhance the regional Vision Zero Action Plan (VZAP).**



**\$1,605,479 to the University of Central Florida Board of Trustees to develop a safety action plan and conduct a demonstration activity to explore the value of an augmented sensor-based framework for safety in the Lake-Sumter region.**



**\$1,200,000 to the City of Casselberry to integrate safety plans for the Safety Action Plan and pilot innovative demonstration projects in key locations to address traffic safety issues.**



**\$853,723 to Orange County to conduct supplemental planning activities to expand safety data to support reducing the most severe crash types and conditions.**



**\$320,000 to Brevard County for supplemental planning activities, including road safety audits at five segments and 10 intersections and a lighting study of those segments to identify potential lighting improvements.**



**\$120,000 to Sanford Airport Authority/ Orlando Sanford International Airport to create a Safety Action Plan for all modes of transportation through the airport proper and passenger terminal.**

The SS4A program funds regional, local, and tribal initiatives through grants to improve roadway safety and prevent traffic fatalities and serious injuries. Combining the 2022, 2023, and 2024 awards to date, SS4A has provided \$2.9 billion in federal funding to more than 1,600 communities in all 50 states and Puerto Rico.



More information about the SS4A program can be found here:  
[www.transportation.gov/grants/SS4A](http://www.transportation.gov/grants/SS4A)



# Riding Responsibly

One of the world's best-known motorcycle rallies occurs every year right here in Central Florida. Last year, more than 420,000 motorcycle enthusiasts came to Daytona Beach for Daytona Bike Week. However, having such a large concentration of bikes in one area can increase the chance of crashes that can cause serious injury or death.

In hopes of reducing the number of fatalities during Bike Week and throughout the year, FDOT, in collaboration with its statewide Motorcycle Safety Coalition, used the Ride SMART 2 Daytona campaign to promote safe riding and ensure the safety of all Bike Week participants last year. This year, FDOT District 5's Office of Safety will return to Bike Week for additional motorcycle safety outreach.

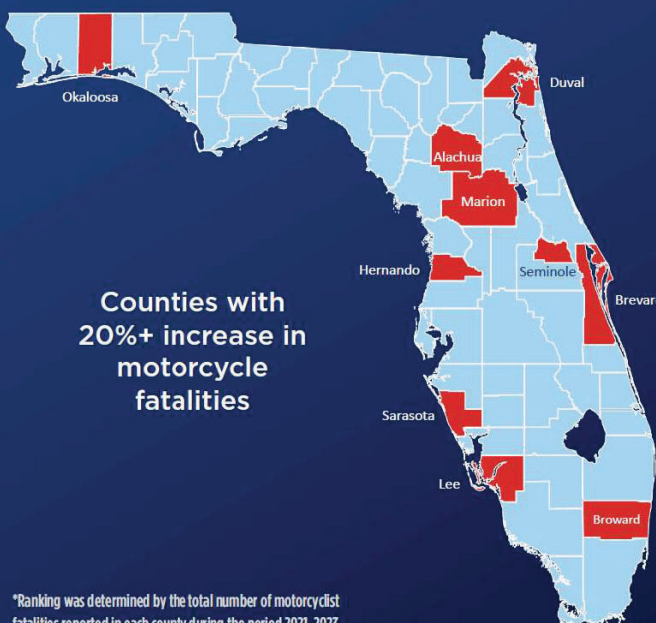
## Ride Smart Florida

The Florida Motorcycle Safety Coalition (FMSC) is an advocacy group that promotes motorcycle safety in Florida. It comprises representatives from the public and private



## MOTORCYCLIST FATALITIES IN THE TOP 20 COUNTIES

RANK*	COUNTY	2017-2019	2021-2023	CHANGE (%)
1	Miami-Dade	156	171	9.6%
2	Broward	100	132	32%
3	Hillsborough	121	124	2.5%
4	Volusia	109	116	6.4%
5	Duval	67	105	56.7%
6	Pinellas	81	88	8.6%
7	Orange	75	87	16%
8	Palm Beach	80	80	0
9	Lee	59	78	32.2%
10	Brevard	60	73	21.7%
11	Polk	63	69	9.5%
12	Marion	31	66	112.9%
13	Pasco	76	58	-23.7%
14	Manatee	41	40	-2.4%
15	Lake	41	39	-4.9%
16	Osceola	34	38	11.8%
17	Sarasota	21	38	81.0%
18	Hernando	17	30	76.5%
19	Alachua	23	29	26.1%
20	Seminole	22	28	27.3%
21	Okaloosa	19	28	47.4%



\*Ranking was determined by the total number of motorcyclist fatalities reported in each county during the period 2021-2023.

sectors, state and local law enforcement, emergency management, motorcycle safety interest groups, and motorcycle dealers from around the state. The group meets quarterly to find ways to reduce crashes and injuries among Florida motorcyclists and their passengers.

Ride Smart Florida is the communication and outreach extension of FMSC that uses data-driven research to develop, implement, and evaluate strategic measures to reduce motorcycle-related crashes. Ride Smart Florida offers a comprehensive range of resources, including education and training programs, detailed motorcycle data, public service announcements, rider education materials, and access to statistics and safety-related websites. With the dedication of Ride Smart Florida and its safety partners, the state is making significant strides toward safer roads for all motorcycle riders.

**For more information about Ride Smart Florida, visit [ridsmartflorida.com](https://ridsmartflorida.com).**

Additionally, FMSC assists the Florida Motorcycle Safety Program (FMSP) by helping to implement a comprehensive education, awareness marketing, and outreach plan to enhance motorcycle safety. Click here to subscribe to FMSP communications. You will receive educational resources, informative newsletters, and more.

## Share the Road

Every day, Ride Smart Florida wants to highlight the importance of motorcycle safety.

### Sharing the roads with thousands of bikers requires special attention:

- Double-check for traffic intersections before you turn or pull out.
- Always check your blind spots before changing lanes.
- Treat motorcyclists with the same respect you give other motorists.
- Leave at least a four-second distance between your car and the motorcycle in front of you. Note when a motorcycle passes any point in the road.
- When passing a motorcycle, give a full lane to the motorcycle.
- Keep a watchful eye at all times; a motorcyclist may be closer than you think.
- Don't drive distracted! Distracted driving is anything that takes your attention away from the primary task of driving.
- Remember to yield the right-of-way to motorcyclists.

### Things to do:

- Remain alert and vigilant on the roads.
- Avoid driver fatigue and the additional pressure it places on your vision.
- Avoid driver distractions and remember that the road and road users need all of your attention.
- Do not repeatedly fix your gaze for more than a couple of seconds on any single object.
- Keep your eyes moving and scan, scan, scan...!





# Building Futures: Central Florida Construction Career Days

It's estimated that roughly 1,000 people move to Florida every day, and with population growth comes the need to build infrastructure that keeps communities moving. As a result, the demand for skilled workers and professionals in Florida's road and bridge construction industry remains high.

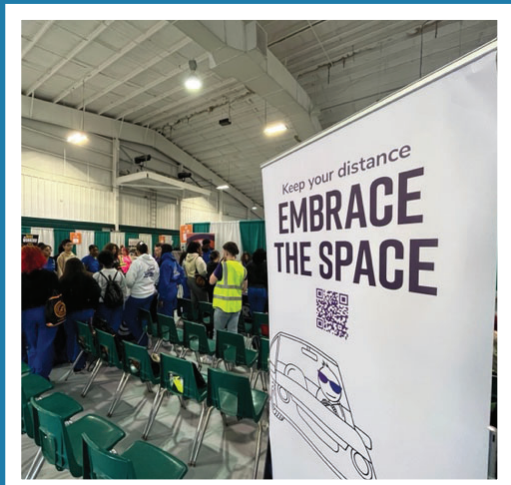
On January 30 and 31 at the Volusia County Fairground, more than 1,500 Central Florida high school and technical students attended Central Florida Construction Career Days (CCD) to learn about the fantastic career opportunities in the transportation construction industry.

Central Florida CCD not only gives high school students a hands-on introduction to the world of construction, but it also gives them a chance to connect with industry professionals.



Each day, engineers and skilled trade workers from local engineering firms, technical schools, and FDOT hosted more than 40 interactive learning labs for junior and senior high school students from more than 40 Central Florida schools. Students even got a chance to operate heavy equipment and simulators.

CCD events are coordinated and presented by transportation industry partners from the public and private sectors. Central Florida CCD also offers scholarships to students, volunteer opportunities, and fundraising events, and it accepts donations and sponsorships for all CCD events.



For more information about Central Florida CCD; visit **Central Florida Construction Career Days**.

*Also, to stay informed about fundraising events and volunteer opportunities throughout the year, follow Central Florida CCD on social media:*



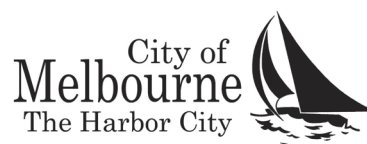






# GETTING TO ZERO TOGETHER

## Safety Starts With Us – Vision Zero Partners



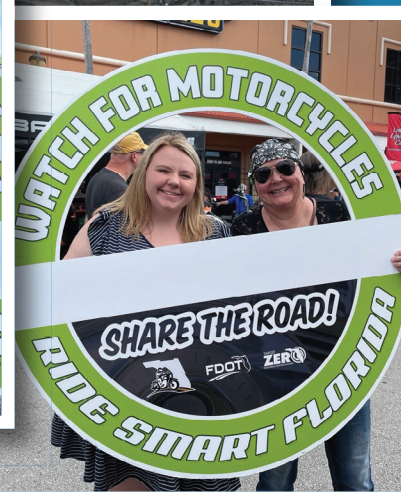




# Community Events

## Biketoberfest 2024

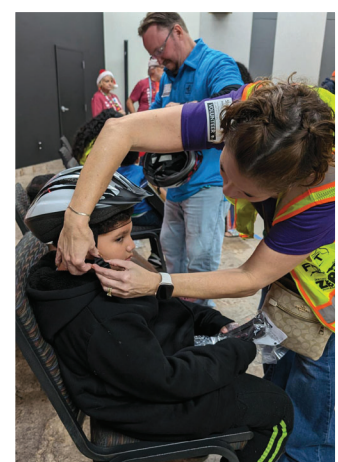
At the J&P Cycles Ride SMART tent, the FDOT D5 Office of Safety team, in collaboration with Ride SMART's Mike Dobbs, offered motorcycle safety educational materials, swag items, t-shirts, and safety vests to the passing crowd. Engagement was strong as the team promoted the Ride SMART Knowledge Quiz — a fun way to assess people's current safety knowledge and gather data for future motorcycle safety outreach strategies. By the end of the rally, the team had connected with bikers from across the country.





## Jordan's Sporting Goods Bike Helmets

FDOT D5 Office of Safety provided certified helmet fitters to participate in the 11th Annual Jordan's Sporting Goods Store event. Hosted by the Jordan Smelski Foundation, this inspiring event brought together more than 1,400 children and families for a day of giving, joy, and safety. Roughly 900 helmets were fitted that day — about 250 more than last year!





## Community Events (continued)

### Annual Downtown DeLand Christmas Parade

This festive family event brought out the crowds to celebrate the holiday season in downtown DeLand. FDOT D5 personnel shared in the holly jolly spirit by handing out items to those who attended the fun-filled festivities.



### Midway Elementary Bike Rodeo

This fun, educational event is designed to boost children's understanding of bicycle safety. FDOT D5 Office of Safety volunteers attended and provided children with safety materials and educational items. Through hands-on activities and demonstrations, children learned essential skills and safe riding practices. In addition, kids could showcase their creativity by decorating their newly fitted helmet and bike.





## Jacobs & City of Orlando STEAM Fest 2024

At the Target Zero table, the FDOT D5 Office of Safety engaged kids in a bicycle safety activity where they identified safety issues with a poorly prepared bicyclist. The children learned about the importance of proper gear and bike maintenance, and left with activity books, bike lights, stickers, and reinforced knowledge about safe cycling.



## Port Orange Bike Safety Day

The City of Port Orange with support from Bike/Walk Central Florida, Volusia County Schools, the Volusia-Flagler Transportation Planning Organization, and FDOT D5 Office of Safety hosted the Port Orange Bike Safety Day in November at Riverwalk Park in Port Orange. This family-friendly event featured a bike rodeo where kids aged 6-12 were able to practice essential bike-handling skills and traffic safety in a fun, hands-on environment.





## Community Events (continued)

### Reindeer Romp 2024 at the Reddick Public Library

The Reindeer Romp was a free community event that invited families for food, fun, holiday spirit, and camaraderie. FDOT D5 Office of Safety provided safety materials and offered free helmet fittings.



### Sanford Christmas Parade

FDOT D5 Oviedo Operations participated in the City of Sanford's annual Christmas parade. FDOT team members handed out candy, as well as important safety information.





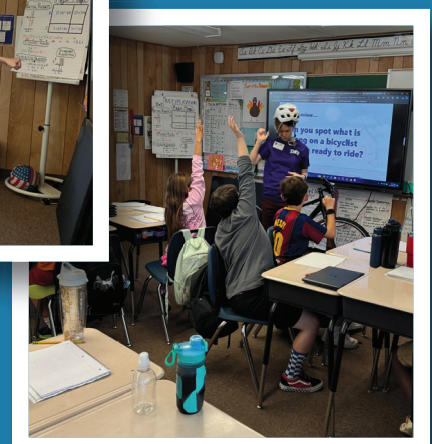
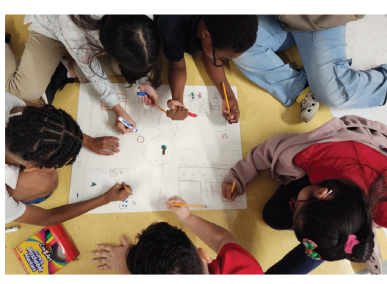
## Ivy Hawn Charter School 5K and Color Run

The Ivy Hawn Charter School 5K and Color Run brought the community together for a morning of fun, fitness, and safety awareness. As an event sponsor, FDOT connected with nearly every attendee at our tent, where the LED wristbands were a huge hit. Parents showed great interest in the educational safety materials, eagerly taking home comic books, trading cards, and resource packets to share with their children.



## Great American Teach-In 2024

FDOT D5 Office of Safety participated in Career Day at Ormond Beach Elementary School and Spring Lake Elementary as part of the Great American Teach-In. Volunteers gave 15-minute presentations about transportation careers and pedestrian and bicycle safety to fourth graders. Students used their problem-solving skills during a fun game where they identified mistakes with a poorly prepared bicyclist, such as untied shoes, an improperly fitted helmet, flat tires, and missing lights.





## Community Events (continued)

### Volusia County Veterans Day Parade

FDOT D5 DeLand Operations participated in the Volusia County Veterans Day Parade to show appreciation for the heroes who have dedicated their lives to protecting our freedom. Kicking off with a heartfelt opening ceremony at 9:30 a.m., the parade featured veterans of all service branches, military vehicles, marching bands, and patriotic floats on Woodland Boulevard.



### Habitat For Humanity Homeowner Family Reunion

The D5 Office of Safety was on hand to discuss the importance of traffic safety with families and community members at the Habitat for Humanity of Seminole County and Greater Apopka's Homeowner Family Reunion.





## Rollin' & Strollin'

In December, families from across the Orange Blossom Trail Community Redevelopment Agency district came together for Rollin' & Strollin'. This event marked the fifth time OBT Next and Bike/Walk Central Florida worked together to promote the message of safe, active transportation for kids and families. FDOT D5 Office of Safety was on hand promoting pedestrian and bicycle safety.



## City of Holly Hill Police Department Neighborhood Watch

FDOT Project Development Supervisor Joseph Fontanelli recently attended the City of Holly Hill Police Department's Neighborhood Watch meeting. He sought community input from Holly Hill residents on how they use the LPGA corridor and gathered additional feedback about their local roadways.





# Seeds of Success: Grant & Grant Writing Opportunities

## SCHOOL GRANTS FOR SAFER STUDENTS

The Florida Bicycle Association is opening a new round of funding for the Safer Students grant program, which pays schools to use free, online educational modules to improve bicycle and roadway safety.



High schools use lessons focused on motorists and adult bicyclists, while elementary schools use child bicyclist safety

modules for third through fifth graders. The grant awards schools up to \$500 to assign and use the free, online Florida Bicycle Safety Quiz between Nov. 2024 and Sept. 2025. School leaders and teachers can apply for the funding via a simple form that can be found here. Applications will be accepted on a rolling basis.

## Grant Writing Training Opportunities

These are courses that you can purchase. Additionally, the Florida Department of State Grants System has a calendar with important dates.

- Florida Department of State Grants System ([dosgrants.com](https://dosgrants.com))
- A to Z Grantwriting from University of North Florida ([ed2go.com](https://ed2go.com))
- Online Professional Grant Writing from Broward College
- Online Professional Grant Writing from College of Central Florida ([cf.edu](https://cf.edu))
- Grantwriting - Grantsmanship Training Program from Florida Association of Nonprofits ([fano.org](https://fano.org))

## Grant Writing Training Opportunities and Courses in the U.S

- ABOUT - Federal Grants Training
  - Click on events grant writing training opportunities.
- Workshops - Grant Writing USA
  - Provides information about in-person and virtual workshops across the states.

# Could you pass Florida's Drivers Knowledge Test?

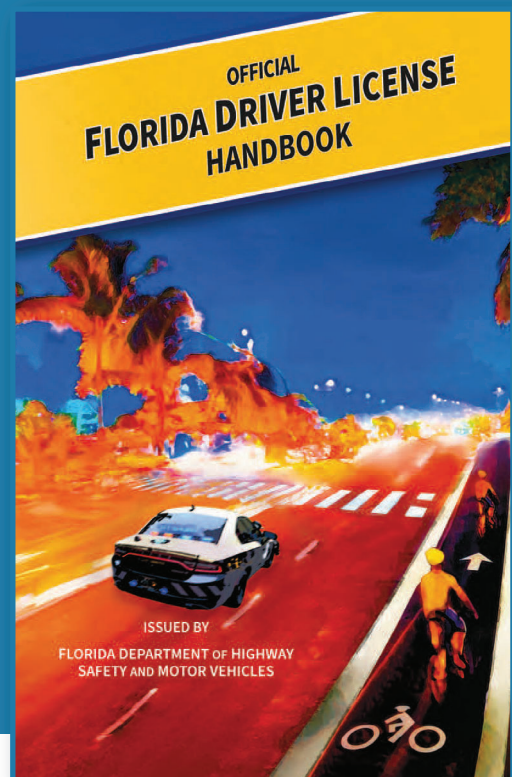
To gain your Class E drivers license in the State of Florida, one must pass the Class E Knowledge Exam. The exam covers Florida traffic laws, traffic controls, and safe driving practices. You are required to get a score of at least 80 percent (40 out of 50 questions correct) to pass.

## So, do you think you could pass the test?

Here's a question from the Florida Department of Highway Safety and Motor Vehicles' study guide:

***What is the minimum distance a motorist must give when traveling next to a cyclist??***

Go to Page 25 of the newsletter for the correct answer.



# CERTIFIED BICYCLE HELMET FITTER TRAINING

Celebrate Florida Bike Month by becoming a certified helmet fitter! If you want to attend, please complete the registration form [here](#) for each attendee (including separate emails). This will ensure there is enough equipment, and certificates are received in a timely manner.

Parking is available for all meeting participants in front of the main/administrative building; overflow parking is on the east side of Kepler Road and use of the pedestrian overpass is required. **If you need further assistance regarding the class, please contact Stephanie Phillips at 386-943-5734.**



**Date: Friday, March 7, 2025**

**Time: 2 - 4:30 p.m.**

**Location: FDOT DeLand Operations Center – Sailfish Conference Room  
1650 N. Kepler Rd., DeLand, FL 32724**

**Space is limited!**

**If you register and then are unable to attend, please notify Shelby Villatoro at [lcishelby@gmail.com](mailto:lcishelby@gmail.com).**

## Semi Wrap



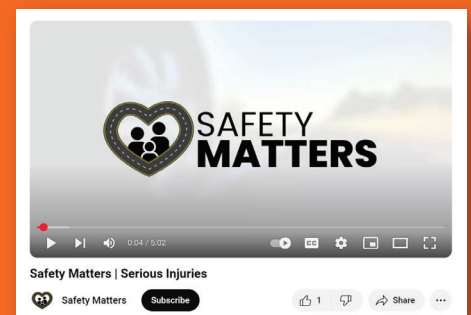
**Congratulations to FDOT D5 Orlando Operations on their sleek new semi wrap, promoting the importance of safe driving! Safety on the road starts with awareness, and this eye-catching design delivers the message loud and clear.**

## Marion County: Safety Matters!

The Ocala Marion Transportation Planning Organization (TPO) and key stakeholders throughout Marion County are collaborating to produce 10 videos over the next six months that will teach motorists about the importance of driving safely.

Unfortunately, in the last five years, there has been an increase in traffic deaths in Marion County.

"Around 95 to 100 people unfortunately are losing their lives every year," said TPO director Rob Balmes. "We see this as an important time to amplify a message of safety in our community because of this growing trend of fatalities."



The first video highlights the damaging impact of serious injuries caused by car crashes. Other videos will focus on bicycle and pedestrian safety, school safety, aggressive driving, seatbelts, stopping for red lights, the Move Over Law that protects first responders, and motorcycle safety.

**Click [here](#) to view the Safety Matters Series.**

# 2024 DISTRICT FIVE OFFICE OF SAFETY YEAR IN REVIEW



Programmed **8** HSIP funded safety projects totaling **\$12.8M** in construction costs. Improvements included Pedestrian Safety, PHB's, new left turn lanes, Access Management, Traffic Signal upgrades/Ped improvements and off-system lane departure mitigation/paved shoulders.



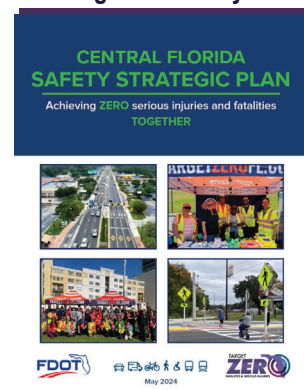
Created and Distributed  
**4**  
Safety Central Newsletters

Distributed to  
**7,258**  
Community Partners



Distributed  
**51,155**  
Safety Materials

Central Florida Safety Summit and Release of the Central Florida Safety Strategic Plan - May 2024



Development of [www.fdot.gov/d5safety](http://www.fdot.gov/d5safety) Website





# CERTIFIED HELMET FITTER CLASS

## Friday, March 7th, 2025

2 - 4:30 pm

FDOT DeLand Operations Center  
- Sailfish Conference Room  
1650 N. Kepler Rd.  
DeLand, FL 32724



**REGISTER NOW**

<http://bit.ly/40iRUH2>





### TRAINING OPPORTUNITIES

- Shifting Narratives to Prevent Bicyclist & Pedestrian Death
- FDOT Safety Training Website
- FLORIDA LTAP CENTER Training Calendar
- Transportation Symposium Webinars 2023
- Pavement Preservation History 101 and Asphalt Emulsions Milestones
- APWA - Strategic Leadership - Strategy, Culture, Change, and Values Roundtable
- The ACES Trajectory - Florida and Beyond
- LTAP Intersection Safety

### RESOURCES FOR TRAINING AND SAFETY INFORMATION

- Traffic Records Coordinating Committee
- Florida Impaired Driving Coalition
- Motorcycle Safety Coalition
- Florida Occupant Protection Coalition
- Florida Teen Safe Driving Coalition
- Safe Mobility for Life Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- FLHSMV Share the Road
- U.S. Department of Transportation
- The National Road Safety Foundation
- Governors Highway Safety Association
- America Driver & Traffic Safety Education Association Drivers Education Resources
- National Safety Council
- National Highway Traffic Safety Administration
- Target Zero



# UP NEXT

## What's Coming Up for D5?

[Click to View](#)

#### FEBRUARY

Hit and Run Awareness Month

- 2/13 Volusia County Fact Fair Deltona Middle School
- 2/22 Ride it Down: Titusville Chamber of Commerce Bike Event
- 2/22 Lake Mary's 8th Annual Run With a Hero 3K Fun Run/Walk

#### MARCH

Florida Bicycle Month

- 3/2 - 3/8 Women in Construction Week
- 3/7 Certified Bicycle Helmet Fitter Training [REGISTER HERE](#)
- 3/8 Children's Safety Village Touch-a-Truck Event

3/14 FDOT Pi Day



3/29 Marion County Day

**STUDY GUIDE ANSWER:** Florida law requires that you give bicyclists a minimum of three feet of clearance and use caution/slow speed when driving next to or passing them.

# COMING UP

## Calendar Of Events

FEBRUARY			
Hit and Run Awareness Month		7	Florida Bike Month 2025 Helmet Fit Certification Class
Black History Month		8	Children's Safety Village Touch-a-Truck Event
1	Seminole County Emergency Management Touch-a-Truck	12	Osceola County CTST Meeting
1	MeStrong 5K	13	Marion County CTST Meeting
3	NHTSA: Super Bowl LVIII - "Fans Don't Let Fans Drive Drunk"	14	FDOT Pi Day
6	East & West Volusia CTST Meeting	16-22	National Surveyors Week
7	Crossing Guard Appreciation Day	17-21	Florida Government Finance Professionals Week
4	Flagler County CTST Meeting	17	St. Patrick's Day Impaired Driving Awareness: "Buzzed Driving is Drunk Driving"
13	Marion County CTST Meeting	17	Sumter County CTST Meeting
14	Valentine's Day	18	Orange County CTST Meeting
12	Osceola County CTST Meeting	20	Lake County CTST Meeting
13	Volusia County FACT Fair at Deltona Middle School	26	Brevard County CTST Meeting
20	Lake County CTST Meeting	25	Seminole County CTST Meeting
16-22	National Engineers Week	29	Marion County Day
17	Sumter County CTST Meeting	APRIL	
19	Presidents Day	Distracted Driving Awareness Month	
18	Orange County CTST Meeting	1	Flagler County CTST Meeting
22	Ride it Down: Titusville Chamber of Commerce Bike Event	3	East & West Volusia CTST Meeting
22	Lake Mary's 8th Annual Run with a Hero 3K Fun Run/Walk	9	Osceola County CTST Meeting
25	Seminole County CTST Meeting	10	Marion County CTST Meeting
26	Brevard County CTST Meeting	21	Sumter County CTST Meeting
MARCH		15	Orange County CTST Meeting
Florida Bicycle Month		17	Lake County CTST Meeting
2-8	Women in Construction Week	18	FDOT Transportation Safety Night at the Daytona Tortugas
3-9	Vehicles Safety Recalls Week	21-25	National Work Zone Awareness Week
4	Flagler County CTST Meeting	22	Seminole County CTST Meeting
6	East & West Volusia CTST Meeting	23	Brevard County CTST Meeting
		24	Take Your Kid to Work Day

## Special Thanks To Our Contributors

### FDOT D5 STAFF

- Loreen Bobo, P.E., CPM, Safety Administrator
- Anthony R. Nosse, P.E., CPM, District Traffic Safety Program Engineer
- Jim Stroz, P.E. District Traffic Operations Engineer
- Stephanie Phillips, CPM, PMP, RSP1, Bicycle and Pedestrian Coordinator
- Ian Gohlke, District Safety and Health Manager
- Joe Steward, Community Traffic Safety Team Program Coordinator
- Cory Caldwell, Traffic Safety Specialist
- Peyton Maki, Safety Outreach Specialist

### COMMUNITY PARTNERS

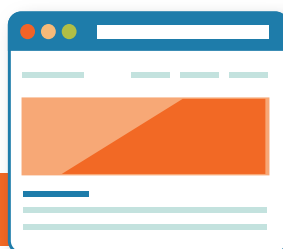
- Biketoberfest
- Bike Walk Central Florida
- City of DeLand
- City of Port Orange
- City of Sanford
- Construction Career Days
- Jordan Smelski Foundation
- Reddick Public Library
- Seminole County Schools
- Volusia County
- Volusia County Schools

### INDUSTRY PARTNERS

- ASHA Planning
- Burgess & Niple
- EXP
- Global-5
- Gresham Smith
- Landis Evans
- Quest Marketing and Communications

Visit the D5 Office of Safety Website where you can find resources, volunteer opportunities and more.

Click to View



[www.fdot.gov/d5safety](http://www.fdot.gov/d5safety)



[facebook.com/myFDOTCFL](https://facebook.com/myFDOTCFL)

127



[@myFDOT\\_CFL](https://www.instagram.com/myFDOT_CFL)



[@myFDOT\\_CFL](https://www.twitter.com/myFDOT_CFL)



# Sand Lake Road (S.R. 482) Resurfacing

From East of Orange Blossom Trail (U.S. 441) to  
South Orange Avenue (S.R. 527)

Orange County

Financial Project Identification (FPID) Number: 450638-1



## Project Description

The Florida Department of Transportation (FDOT) is planning a maintenance resurfacing project on Sand Lake Road (State Road (S.R.) 482) from east of Orange Blossom Trail (U.S. 441) to South Orange Avenue (S.R. 527) in Orange County. The purpose of the project is to maintain a safe and reliable roadway surface for drivers.

Pedestrian curb ramps will be evaluated and updated as needed to meet current Americans with Disabilities Act (ADA) standards. Any necessary updates to existing pavement markings and signage along the corridor will also be included.



### Contact Information:

Ryan Frazier, PE  
FDOT Project Manager  
386-943-5591  
[Ryan.Frazier@dot.state.fl.us](mailto:Ryan.Frazier@dot.state.fl.us)

**CFLRoads.com**

### Project Status & Estimated Costs\*

Design:	Ongoing - completion fall 2025	\$ 591,000
Right of Way:	Within existing	\$ —
Construction:	Funded - early 2026	\$ 6.2 Million

*\*subject to change*

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Melissa McKinney, FDOT District Five Title VI Coordinator, at [Melissa.McKinney@dot.state.fl.us](mailto:Melissa.McKinney@dot.state.fl.us).



# NOVA ROAD WIDENING

## PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

From U.S. 192 to the future Sunbridge Parkway

**Project Number:** PS-22-12996-MM

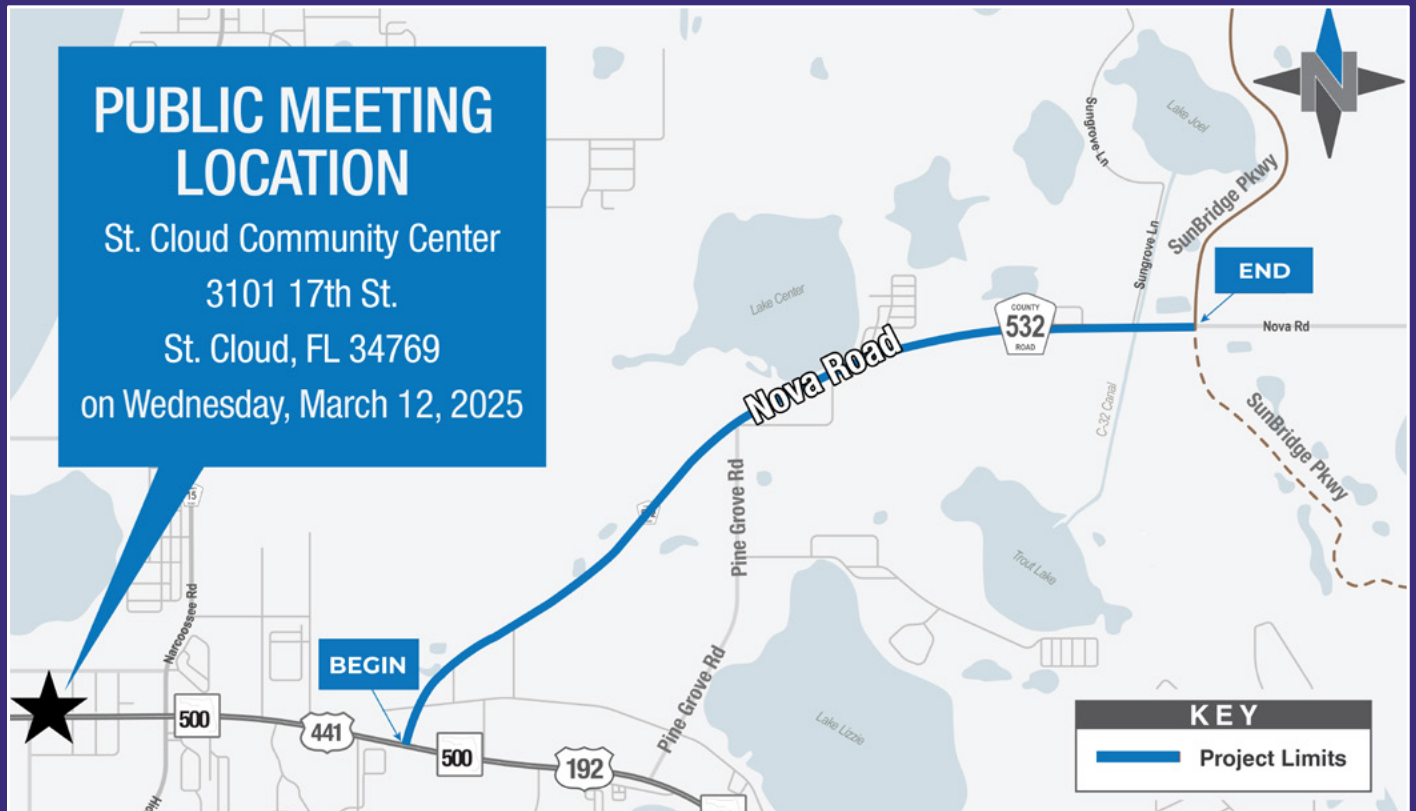
### YOU ARE INVITED TO A PUBLIC MEETING!

Osceola County is holding a virtual public meeting on **Tuesday, March 11, 2025, from 5:30 p.m. to 6:30 p.m.**, and an in-person meeting on **Wednesday, March 12, 2025, from 5:30 p.m. to 7:30 p.m.**, regarding the Nova Road Widening Project Development & Environment (PD&E) Study.

The purpose of this Study is to evaluate the two-lane to four-lane widening of Nova Road and add bicycle and pedestrian features throughout the corridor. The public meeting is being held to present information and receive community feedback.

The PD&E Study involves a range of engineering assessments, environmental analysis, and public involvement with the goal of developing transportation solutions that meet the project need while minimizing impacts to the surrounding environment.

**A project location map, depicting the study limits, is shown below.**



Scan QR Code  
to visit the  
project website

<https://www.one.Osceola.org/novaroad>



Find us on Facebook at:  
[Fb.com/OsceolaCountyfl](https://www.facebook.com/OsceolaCountyfl)



Follow us at:  
[@osceolacountyfl](https://www.instagram.com/osceolacountyfl)



Tweet us at:  
[@osceolacountyfl](https://www.twitter.com/osceolacountyfl)

# NOVA ROAD WIDENING

## PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

From U.S. 192 to the future Sunbridge Parkway

**Project Number:** PS-22-12996-MM

**The County is offering multiple ways to participate in the meeting. All participants will receive the same information regardless of which option they choose.**



**In-Person Option:** The community is invited to attend an open house at the **St. Cloud Community Center, Magnolia Room, 3101 17th Street, St. Cloud, FL, 34769** on Wednesday, March 12, 2025. Attendees will have an opportunity to come anytime between 5:30 p.m. and 7:30 p.m. to view a looping presentation and project displays, speak with project team members, and provide comments.



**Virtual Meeting (Online) Option:** Interested persons may participate in a Virtual Public Meeting on Tuesday, March 11, 2025, from a computer, tablet, or mobile device via **GoToWebinar at <https://attendee.gotowebinar.com/register/4763863270601203544>**. The meeting will run from 5:30 p.m. to 6:30 p.m. and will include the same presentation offered at the in-person open house. Attendees in the virtual meeting will have an opportunity to download project displays and provide comments or ask questions.



**Phone-In Option (Listen Only):** Persons may also call into the virtual meeting by dialing 631-992-3221 and entering the passcode 902-189-621 when prompted. Persons choosing this option are encouraged to provide comments or ask questions after the virtual meeting by contacting Osceola County Project Manager Stephanie Underwood, P.E.



### Quick Facts

#### Public Meeting:

*Virtual Option: Tuesday,  
March 11, 2025 from 5:30 p.m. to 6:30 p.m.*

*In-Person Option: Wednesday,  
March 12, 2025 from 5:30 p.m. to 7:30 p.m.*



### For more information

#### Stephanie Underwood, P.E.

*Osceola County Project Manager  
Transportation & Transit Dept.*

*1 Courthouse Square,  
Suite 3100*

*Kissimmee, FL 34741*

*407-742-0565*

**[Stephanie.Underwood@osceola.org](mailto:Stephanie.Underwood@osceola.org)**



### Scan QR Code

to register for  
the virtual meeting



While comments are welcomed throughout the project, all comments received by **March 26, 2025** will become part of the record for this meeting.



*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to compliance with Title VI or persons with disabilities who require accommodations under the Americans with Disabilities Act or require translation services (free of charge) should contact Brenda Hernandez, Osceola County Title VI Coordinator, at 407-742-1208 (TTD: 800-953-8771) or email at [Brenda.Hernandez@osceola.org](mailto:Brenda.Hernandez@osceola.org) at least 7 days before the meeting.*



**TRANSPORTATION  
AND TRANSIT  
DEPARTMENT**O: 407.742.0565  
F: 407.742.0560Christina N. Colón, PE  
Executive DirectorRene LaPorte  
ConstructionGary Yeager  
Traffic Operations

February 14, 2025

**Subject: Public Meeting**  
**Nova Road Widening Project Development & Environment Study**  
From U.S. 192 to the future Sunbridge Parkway  
Osceola County  
Project No.: PS-22-12996-MM

Dear Stakeholder/Interested Party:

Osceola County invites you to a Public Meeting regarding the Nova Road Widening Project Development & Environment (PD&E) Study, virtually via GoToWebinar on Tuesday, March 11, from 5:30 p.m. to 6:30 p.m., or in-person on Wednesday, March 12, from 5:30 p.m. to 7:30 p.m.

The purpose of this Study is to evaluate the two-lane to four-lane widening of Nova Road and add bicycle and pedestrian features throughout the corridor. The public meeting is being held to present information and receive community feedback.

The County is offering multiple ways to participate in the meeting. All participants will receive the same information regardless of which option they choose.

- **In-Person Option:** The community is invited to attend an open house at the St. Cloud Community Center, Magnolia Room, 3101 17<sup>th</sup> Street, St. Cloud, Florida 34769 on Wednesday, March 12, 2025. Attendees will have an opportunity to come anytime between 5:30 p.m. and 7:30 p.m. to view a looping presentation and project displays, speak with project team members, and provide comments.
- **Virtual Meeting (Online) Option:** Interested persons may participate in a Virtual Public Meeting from a computer, tablet, or mobile device via GoToWebinar at <https://attendee.gotowebinar.com/register/4763863270601203544> (link is case sensitive) on Tuesday, March 11, 2025. The meeting will run from 5:30 p.m. to 6:30 p.m. and will include the same presentation offered at the in-person open house. Attendees in the virtual meeting will have an opportunity to download project displays and provide written comments or questions.
- **Phone-In Option (Listen Only):** Persons may also call into the virtual meeting by dialing 631-992-3221 and entering the passcode 902-189-621 when prompted. Persons choosing this option are encouraged to provide comments or ask questions after the meeting by contacting Osceola County Project Manager Stephanie Underwood.



All meeting materials will be available on the project's website at <https://one.osceola.org/novaroad> before the meeting. A link to a recording of the virtual meeting will be posted after the meeting.

While comments are welcomed throughout the project, all comments received by March 26, 2025, will become a part of the record for this meeting. For more information, please contact Project Manager Stephanie Underwood at 407-742-0565 or [Stephanie.Underwood@osceola.org](mailto:Stephanie.Underwood@osceola.org).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to compliance with Title VI or persons with disabilities who require accommodations under the Americans with Disabilities Act or require translation services (free of charge) should contact Brenda Hernandez, Osceola County Title VI Coordinator, at 407-742-1208 (TTD: 800-955-8771) or email at [Brendai.Hernandez@osceola.org](mailto:Brendai.Hernandez@osceola.org) at least 7 days before the meeting.

Sincerely,

Christina N. Colón  
Executive Director



# U.S. 192 (West Irlo Bronson Memorial Highway/S.R. 530) Resurfacing

From West of S.R. 429 to the Reedy Creek Bridge



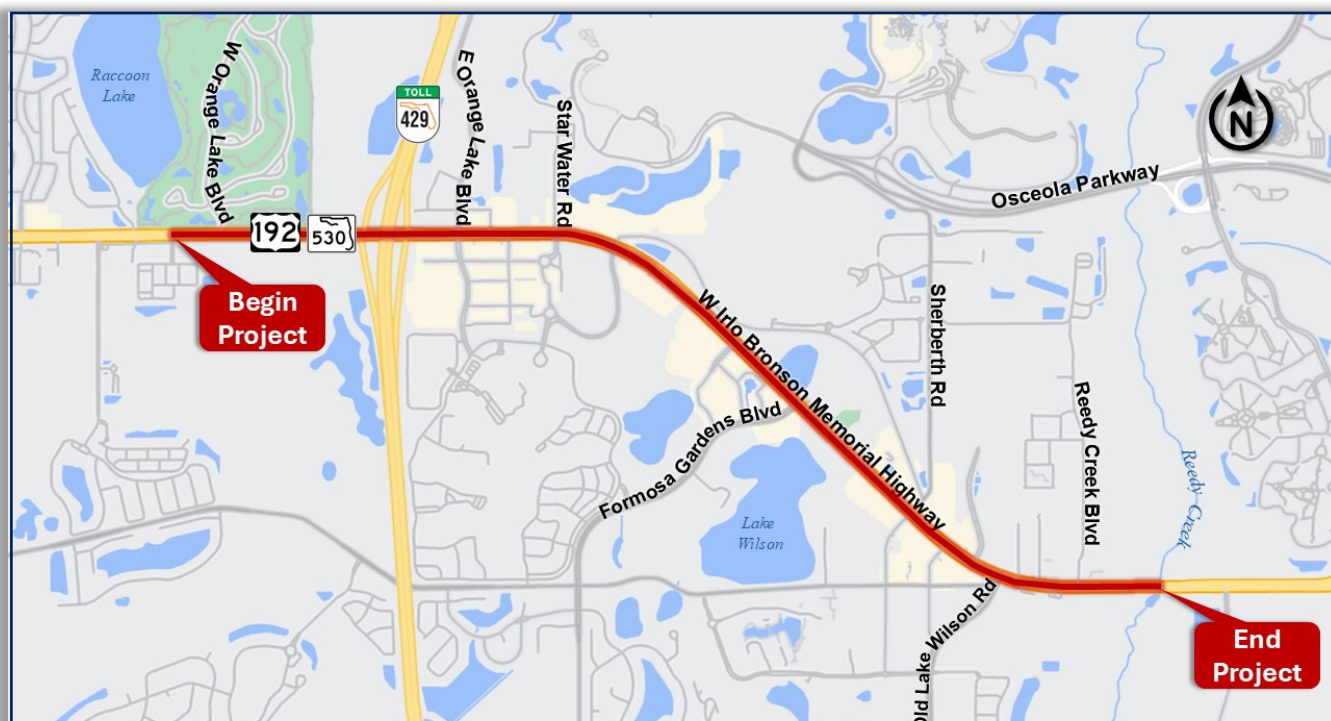
## Osceola County

Financial Project Identification (FPID) Number: 450953-1

### Project Description

The Florida Department of Transportation (FDOT) is proposing to resurface a section of U.S. 192 (West Irlo Bronson Memorial Highway/State Road (S.R.) 530) from west of S.R. 429 to the Reedy Creek Bridge in Osceola County.

The purpose of this project is to extend the service life of the existing roadway by repaving all travel lanes on U.S. 192 within the project limits. The project also includes updating existing pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards, along with any necessary updates to existing pavement markings and signage along the corridor.



### Contact Information:

Will Isidort, P.E.  
FDOT Project Manager  
386-943-5415  
Will.Isidort@dot.state.fl.us

**CFLRoads.com**

### Project Status & Estimated Costs\*

Design:	Ongoing - completion late 2025	\$ 913,000
Right of Way:	Within Existing	—
Construction:	Funded - summer 2026	\$ 11.6 Million

\*subject to change

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Melissa McKinney, FDOT District Five Title VI Coordinator, at [Melissa.McKinney@dot.state.fl.us](mailto:Melissa.McKinney@dot.state.fl.us).

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

February 11, 2025

Subject: **Public Information Meeting – March 6 & 12, 2025**  
State Road 515 Northeast Connector Expressway Phase 2  
Project Development & Environment (PD&E) Study  
CFX Project Number: 599-247

Dear Government Partner:

The Central Florida Expressway Authority (CFX) is holding a Public Information Meeting for the State Road 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study.

This meeting will allow community members to review the alternatives being considered for an approximately 15-20-mile expressway connection from Florida's Turnpike (SR 91) northeast to US 192 and north to SR 534 in Osceola County.

The Public Information Meeting is being held both in-person on Thursday, March 6, 2025, and virtually on Wednesday, March 12, 2025. Both the in-person and virtual meetings will present identical information and allow for questions with the study team. Please see below for details on how to participate:

## In-person meeting

- Thursday, March 6, 2025
- 5:30 p.m. – 7:30 p.m.
- Harmony High School  
3601 Arthur J Gallagher Blvd.  
St. Cloud, FL 34771

## Online/Virtual meeting

- Wednesday, March 12, 2025
- 6 p.m. – 7:30 p.m.
- Scan the QR code to pre-register



The in-person meeting will be held in an open-house format and community members may come at any point during the meeting time to view the exhibits, ask questions and provide comments to study team representatives. A continuous, pre-recorded audiovisual presentation providing an overview of the study will be available for viewing throughout the meeting. Attendees of the virtual public meeting will be able to view the same presentation as well as submit questions and comments regarding the study.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Nick Lulli as noted below at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

For questions or to be added to the project contact database, contact Nick Lulli, Public Involvement Coordinator, by phone at 407-885-4743, or by email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Pressimone". The signature is fluid and cursive, with the first name "Glenn" being more prominent than the last name "Pressimone".

Glenn Pressimone, P.E.  
Chief of Infrastructure  
Central Florida Expressway Authority





# SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 - PD&E STUDY

## FLORIDA'S TURNPIKE TO US 192 AND SR 534

(407) 505-5594

Projectstudies@CFXway.com

www.CFXway.com

@CFXway

JANUARY 2025

### STUDY DESCRIPTION

The Central Florida Expressway Authority (CFX) is evaluating the SR 515 Northeast Connector Expressway Phase 2. This new 15-20-mile corridor would extend from Florida's Turnpike (State Road 91) northeast to US 192 and continue north toward the planned State Road 534.

The Project Development and Environment (PD&E) Study aims to further evaluate corridor alternatives deemed to be feasible in the earlier Northeast Connector Expressway Concept, Feasibility, and Mobility (CF&M) Study and other previous studies. The PD&E Study will conduct a more detailed environmental and engineering analysis on the corridor alternatives. The findings of the study will present various alignments, as well as a Preferred Alternative, which will be reviewed for feedback by environmental agencies, stakeholders and the public.

### PROJECT SCHEDULE

(Subject to Change)



The Central Florida Expressway Authority (CFX) is an independent agency of the State of Florida that operates and maintains a regional network of expressways for 3 million residents of Brevard, Lake, Orange, Osceola, and Seminole counties and more than 75 million annual visitors to Central Florida. CFX's 125-centerline mile, user-funded system includes 73 interchanges, 14 mainline toll plazas, 5 mainline gantries, 76 ramp toll plazas and 369 bridges. On average, more than 1.5 million toll transactions are recorded daily, nearly 90 percent of them electronically. CFX operates E-PASS, the first electronic toll collection system in Florida, with more than one million E-PASS accounts. For more information, visit [CFXway.com](http://CFXway.com).

# SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 - PD&E STUDY

## FLORIDA'S TURNPIKE TO US 192 AND SR 534

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

### ★ STUDY GOALS

- Provide additional east-west routes within the project area.
- Promote regional connectivity.
- Maintain consistency with long-range transportation plans.
- Enhance mobility of the area's growing population and economy.
- Provide for incorporation of transit options.
- Support planned economic development within the study area.
- Enhance safety, evacuations and emergency services response.

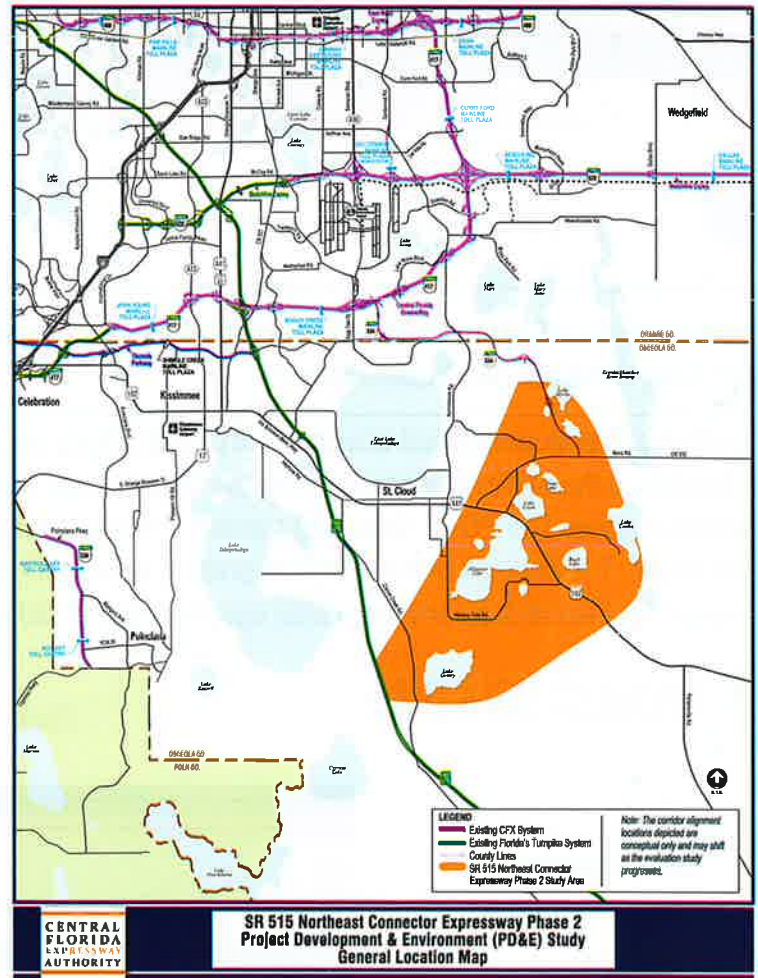
### 💡 STUDY PARTICIPATION

We value your input. Public engagement and interagency coordination are an integral part of the study, and opportunities for public participation will be provided. CFX will hold a Public Information Meeting in March 2025, an Alternatives Public Workshop and a Public Hearing as part of this study.

For questions or to be added to the project database, call (407) 505-5594 or email [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com). For the latest information on this project scan the QR code or visit the project webpage at [bit.ly/3YGknak](https://bit.ly/3YGknak).

Para más información en español comuníquese con Tiany Sousa al (407) 505-5594 o por correo electrónico a [Tiany.Sousa@qcausa.com](mailto:Tiany.Sousa@qcausa.com).

### 📍 STUDY MAP



SCAN HERE



# Dynamic Tolling on I-4 Express

## I-4 EXPRESS IS THERE WHEN YOU NEED IT.

The Florida Department of Transportation (FDOT) oversees dynamic tolling on the I-4 Express lanes. Dynamic tolling is a proven approach to maintaining reliable travel times as usage of I-4 Express increases. With dynamic tolling, tolls are continually adjusted according to traffic conditions in the express lanes.



- Overhead electronic signs display the current toll. Rates are adjusted throughout the day as needed, by travel segment.
- I-4 Express users pay only for the distance they drive. Travel data indicates tolls are not expected to rise significantly upon transitioning to dynamic tolling.
- Drivers are most likely to see a small increase on the busiest segments near downtown Orlando during peak hours of 6-9 a.m. and 3-7 p.m. weekdays.
- Drivers should review the signs before entering I-4 Express and during their trip to help decide whether to exit or continue on I-4 Express. Drivers will never be charged more than the toll that was shown on the sign when they passed it. If the toll changes after passing the sign, drivers will pay the lower amount.
- Motorists who choose I-4 Express must have an active, properly mounted SunPass, E-Pass, E-ZPass, LeeWay, Peach Pass, NC Quick Pass, K-TAG, TollTag, or PIKEPASS transponder. Only two-axle vehicles or buses may use I-4 Express.



I-4 Express is designed to operate with dynamic tolls which prevent congestion and maintain reliable travel times — making it convenient for motorists trying to get to their destination more reliably.

The use of dynamic tolling has been successful on other managed lanes in Florida, including 95 Express in South Florida. Dynamic tolling, combined with limited entrances and exits and a prohibition on larger vehicles and trailers, makes I-4 Express a better travel option.

Since opening, I-4 Express has grown to be a popular and easy-to-use travel option for motorists in Central Florida. It took less than 3 years for I-4 Express to record 50 million trips, and nearly 60,000 more trips are added daily. Drivers on I-4 Express are eligible for Florida's Toll Relief Program, which reduces toll expenses for the state's frequent travelers, helping to alleviate the cost of commuting.



## EXPRESS LANE BENEFITS



**Provides  
Travel Options**



**Offers  
Reliable Travel Time**



**Manages  
Congestion**



**Improves  
Safety**



**Easy  
to Use**

Traffic data shows both safety and efficiency:

- Vehicle crashes decreased 42% since the lanes opened.
- In addition to the benefits for express lane users, travel times have improved in the general use lanes. The average motorist saves 4 or more minutes on their trip — adding up to 2 hours a month for a regular commuter.
- Travel speeds in the general use lanes have increased by 5 mph on average in the morning and 8 mph on average in the afternoon.
- Lane-blocking incidents on I-4 dropped 58% over the three years.

**You can travel with confidence knowing that I-4 Express is there when you need it.**



**FLORIDA EXPRESS LANES**

# EV Charging Stations

Blink electric vehicle charging stations are located in the **Lower Level of the Parking Garage near the Church Street Exit/Entrance.**

## Sign Up with Blink Charging

- 1 Visit the App Store and download the Blink Charging Mobile App.



Scan Here to Download

- 2 Log in or sign up for a Blink Charging account.
- 3 There are two ways to Request Private Access at our location.
  - a Search for our Location using the Search Bar. Select our location, then tap the Request Private Access.
  - b Or begin with your Account. Select Account > Membership > Private Access Organization. Tap the Invitation Code button, then enter the Invitation Code below.
- 4 Once you click Submit, an email will be sent to management requesting access. Once management approves, you will be able to charge with your Blink account.

You will need  
this Invitation Cod  
to charge:

PIED1691





**TRANSPORTATION  
AND TRANSIT  
DEPARTMENT**O: 407.742.0565  
F: 407.742.0560

February 27, 2025

**Subject: Public Meeting**  
**Michigan Avenue Safety Improvements Project**  
From U.S. 192 to Osceola Parkway  
FPID 450974-1-58-01 (PS-24-14137-MM)

Dear Government Partner/Stakeholder:

Osceola County invites you to a Public Meeting regarding the Michigan Avenue Safety Improvements Project, in-person on Tuesday, March 25, 2025, from 5:30 p.m. to 7:30 p.m., or virtually on Thursday, March 27, 2025, from 5:30 p.m. to 6:30 p.m.

Christina N. Colón, PE  
Executive DirectorRene LaPorte  
ConstructionGary Yeager  
Traffic Operations

The purpose of this project is to enhance safety and operations for all modes of transportation along Michigan Avenue. Osceola County is proposing improvements along Michigan Avenue, at several intersections along the corridor, to include:

- Install a new mid-block crosswalk with a pedestrian activated Pedestrian Hybrid Beacon (PHB) at Boulder Drive.
- Install a new pedestrian activated PHB, as well as improve existing pavement markings, at the existing mid-block crosswalk at Garden Street.
- Remove the free flow right turn lane at E. Carroll Street.
- Add a crosswalk and pedestrian signals on the north leg of the intersection at E. Donegan Avenue.
- Extend the existing concrete separator on the north leg of the intersection at U.S. 192 to increase safety by preventing through and left turn movements from Lehigh Street, and the shopping plaza in the northeast quadrant.
- Separate shared curb ramps into individual curb ramps at the signalized intersections at U.S. 192, Mill Slough Road, E. Donegan Avenue and E. Carroll Street.
- Relocate pedestrian detectors, and add sidewalk, to make pedestrian detectors ADA compliant at all locations.
- Mill and resurface in areas where the roadway, pedestrian ramps, and pavement markings are being modified.

The County is offering multiple ways to participate in the meeting. All participants will receive the same information regardless of which option they choose.

- **In-Person Option:** The community is invited to attend an open house at the Kissimmee Civic Center, 201 E. Dakin Avenue, Kissimmee, Florida 34741 on Tuesday, March 25, 2025. Attendees will have an opportunity to come anytime between 5:30 p.m. and 7:30 p.m. to view a looping presentation and project displays, speak with project team members, and provide comments.

- **Virtual Meeting (Online) Option:** Interested persons may participate in a Virtual Public Meeting from a computer, tablet, or mobile device via GoToWebinar at <https://register.gotowebinar.com/register/5157378482314433113> (link is case sensitive) on Thursday, March 27, 2025. The meeting will run from 5:30 p.m. to 6:30 p.m. and will include the same presentation offered at the in-person open house. Attendees in the virtual meeting will have an opportunity to download project displays and provide written comments or questions.
- **Phone-In Option (Listen Only):** Persons may also call into the meeting by dialing (562) 247-8422 and entering the passcode 409-900-013 when prompted. Persons choosing this option are encouraged to provide comments or ask questions after the meeting by contacting Osceola County Project Manager, Laura Campos.

All meeting materials will be available on the project's website at <https://one.osceola.org/michiganavenue> a few days before the meeting. A link to a recording of the virtual meeting will be posted after the meeting.

While comments are welcomed throughout the project, all comments received by Tuesday, April 9, 2025, will become a part of the record for this meeting. For more information, please contact Osceola County Project Manager, Laura Campos 407-742-0565 or [Laura.Campos1@osceola.org](mailto:Laura.Campos1@osceola.org).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to compliance with Title VI or persons with disabilities who require accommodations under the Americans with Disabilities Act or require translation services (free of charge) should contact Brenda Hernandez, Osceola County Title VI Coordinator, at 407-742-1208 (TTD: 800-955-8771) or email at [Brendai.Hernandez@osceola.org](mailto:Brendai.Hernandez@osceola.org) at least 7 days before the meeting.

Sincerely,



Christina N. Colón, P.E.  
Executive Director Transportation & Transit

**TAB 4**





## 2050 MTP Status Report | February 2025

### WHAT IS THE 2050 MTP?

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



### ONGOING WORK AND PROGRESS TO DATE

#### BACKGROUND & EXISTING CONDITIONS

- Reviewing the final technical report.
- Compiling source contributions to the Data Source Guide.

#### GOALS & OBJECTIVES

- Refinement of final reports underway.

#### TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions on the strategy master list for the housing coordination process underway.
- The high-level wetlands assessment is currently in production
- Review of draft resilience strategies technical report completed.
- Final refinement of Financial Resources technical memo underway.

#### NEEDS ASSESSMENTS & INVESTMENT SCENARIO PLANNING

- Completed needs assessment and candidate project lists.
- Modal needs assessment summary reports are under development.
- Second review of the final freight chapter is underway
- Project cost estimation methodology has been finalized and is being applied to the list of projects identified through the needs assessment. A consolidated report detailing the methodology is in progress.
- Finalized project prioritization methodology and applying the approved methodology to the completed needs assessment candidate project lists.





## 2050 MTP SCHEDULE

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

## UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
April 9, 2025 at 9:00am	2050 MTP Summit	Lake Mary Event Center 260 N Country Club Rd, Lake Mary, FL 32746
April 10, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom <a href="https://metroplanorlando.gov/calendar/">https://metroplanorlando.gov/calendar/</a>
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom <a href="https://metroplanorlando.gov/calendar/">https://metroplanorlando.gov/calendar/</a>
August 14, 2025	2050 MTP Technical Workshop	Virtual / Zoom <a href="https://metroplanorlando.gov/calendar/">https://metroplanorlando.gov/calendar/</a>

*For more information on the 2050 MTP, contact:*

**Taylor Laurent**

2050 MTP Project Manager

[MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)

(407) 481-5672

*Para obtener más información, contacte:*

**Mary Ann Horne**

2050 MTP Public Information Manager

[MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)

(407) 481-5672

[MetroPlanOrlando.gov/2050](https://MetroPlanOrlando.gov/2050)





# Lake Nona Middle School STEAM Fair

January 15, 2025

Surveys Completed: 6/ Event Attendance: 200

Emails Added to Mailing List: 1

Location: **ORANGE**/ 2050 Plan Community Event

## MTP 2050 Goal Ranking

**CONNECTIVITY**

**PROSPERITY**

**RELIABILITY**

**COMMUNITY**

**SAFETY**



## 3 Transportation System Changes

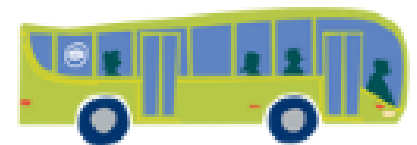
More "smart" traffic signals and sensors



More physically separated bicycling lanes



More frequent public transportation that goes to more places



## Funding

If \$100 could make transportation better in Central Florida, how would you spend it?

Distribute the \$100 to one or more of the improvement types.

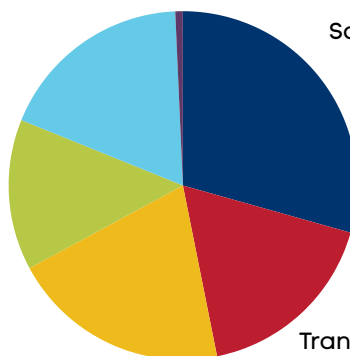
Active Transportation  
26

Safety  
42

Complete Streets  
20

Transit  
25

TSMO  
29



## Demographics



### ETHNICITIES:

- 60% White
- 40% hispanic

### GENERATIONS:

- 60% Born 1965-1980
- 40% Born 1981-1996

# Aerospace & Aviation Day 2025

January 25, 2025

Surveys Completed: 19/ Event Attendance: 5,000

Emails Added to Mailing List: 3

Location: **SEMINOLE/ 2050 Plan Community Event**

## MTP 2050 Goal Ranking

**COMMUNITY**

**RELIABILITY**

**CONNECTIVITY**

**SAFETY**

**PROSPERITY**



## 3 Transportation System Changes

Better connections between public transportation and final destination



More bus stops with features like shade, seating and lighting



Improvements to sidewalk conditions



More roadway lighting



More frequent public transportation that goes to more places



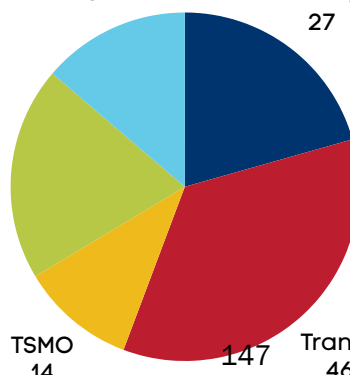
## Funding

If \$100 could make transportation better in Central Florida, how would you spend it? Distribute the \$100 to one or more of the improvement types.

Complete Streets  
26

Active Transportation  
18

Safety  
27



TSMO  
14

147

Transit  
46

## Demographics



### ETHNICITIES:

- 12% American Indian or Alaska Native
- 25% Asian
- 12.5% Black or African American
- 25% Hispanic
- 37.5% White

### GENERATIONS:

- 6.25% Born 1946-1964
- 12.5% Born 1965-1980
-



# 2050 Metropolitan Transportation Plan Status Update

February/March 2025



# Setting the Stage

## Funding Scenarios



### Needs Assessment

Regional transportation issues documented and solutions identified



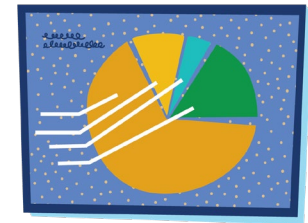
### Project Prioritization

Projects evaluated comparatively using a data informed process



### Revenue Forecasts

Reasonably available transportation revenues projected



### Funding Policy

Guide to spending the limited funding programmatically



# Funding Scenarios

## Purpose

- Evaluate how changes in funding allocations change the transportation projects that are funded
- Review tangible comparisons between funding scenarios
- Build consensus on a preferred funding scenario





# Transportation Funding

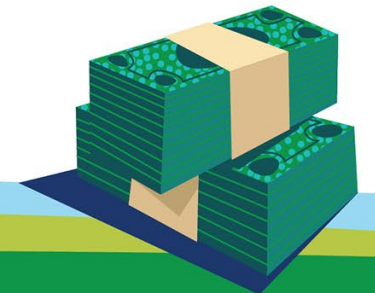
Determining how and what we can plan and implement

**Federal**

**State**

**Local**

**Tolls**



# Transportation Funding

## Types of Federal Funds

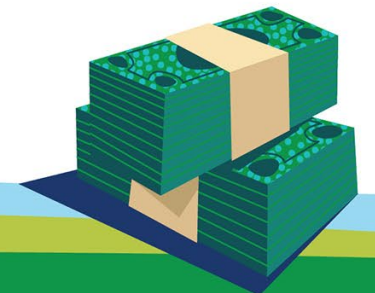
### Federal

Federal – State & Non-Urban Attributable Funds

Federal – MPO / Urban Attributable (TMA) Funds\*

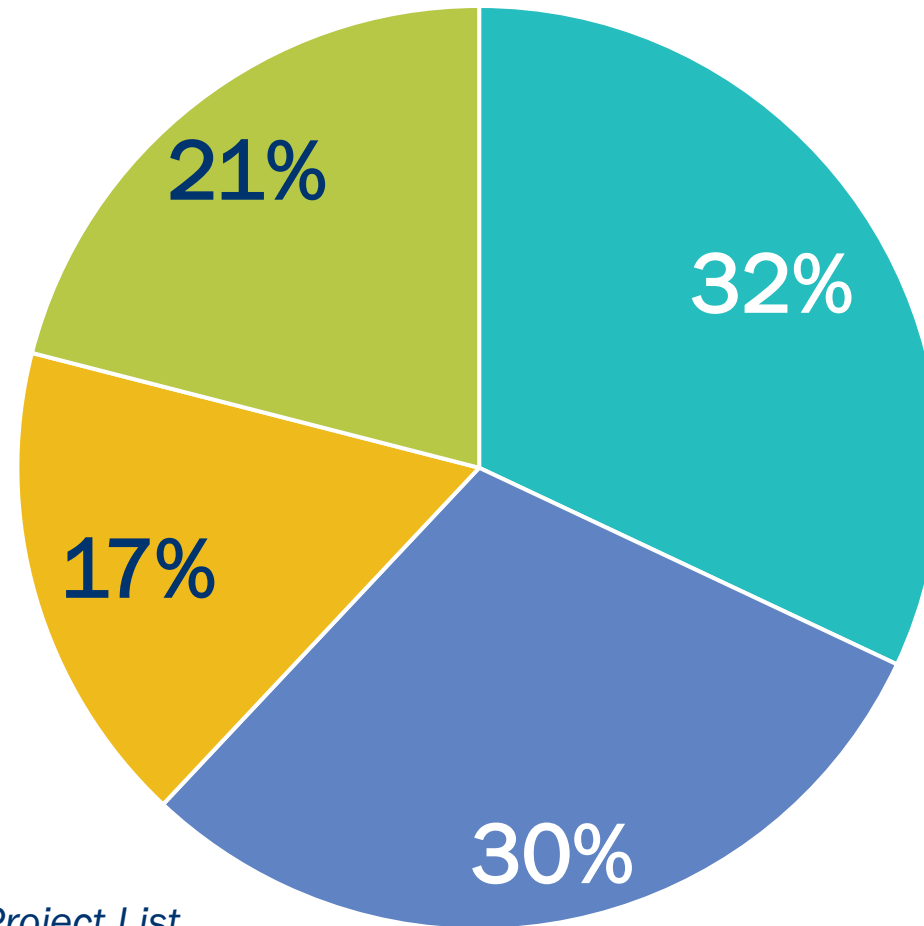
\* Prioritized by MetroPlan Orlando and administered via FDOT's Local Agency Program (LAP)

TMA: Transportation Management Area; an urbanized area with a population > 200,000 people.



# Current Funding Policy

Federal (STBG) –  
MetroPlan Orlando/  
Urban Attributable  
(TMA) Funds



- Complete Streets
- Eligible Transit Improvements
- Regional Bicycle and Pedestrian Infrastructure
- Systems Management and Operational Solutions

Source: 2045 MTP + Prioritized Project List





# Why is this important?

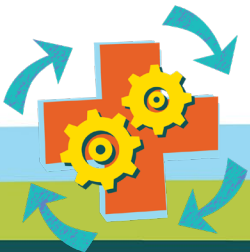
- Funding policy provides structure to the prioritization approach and to annual programming of projects (into the Work Program)
- Current Approach
  - Allows greater number of projects to be implemented
  - Allows a wider variety of projects to be funded
- Projects flow seamlessly through planning process and maintains planning consistency



# 2050 MTP Funding Scenarios

## MetroPlan Orlando Funds

- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations

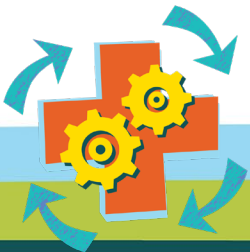
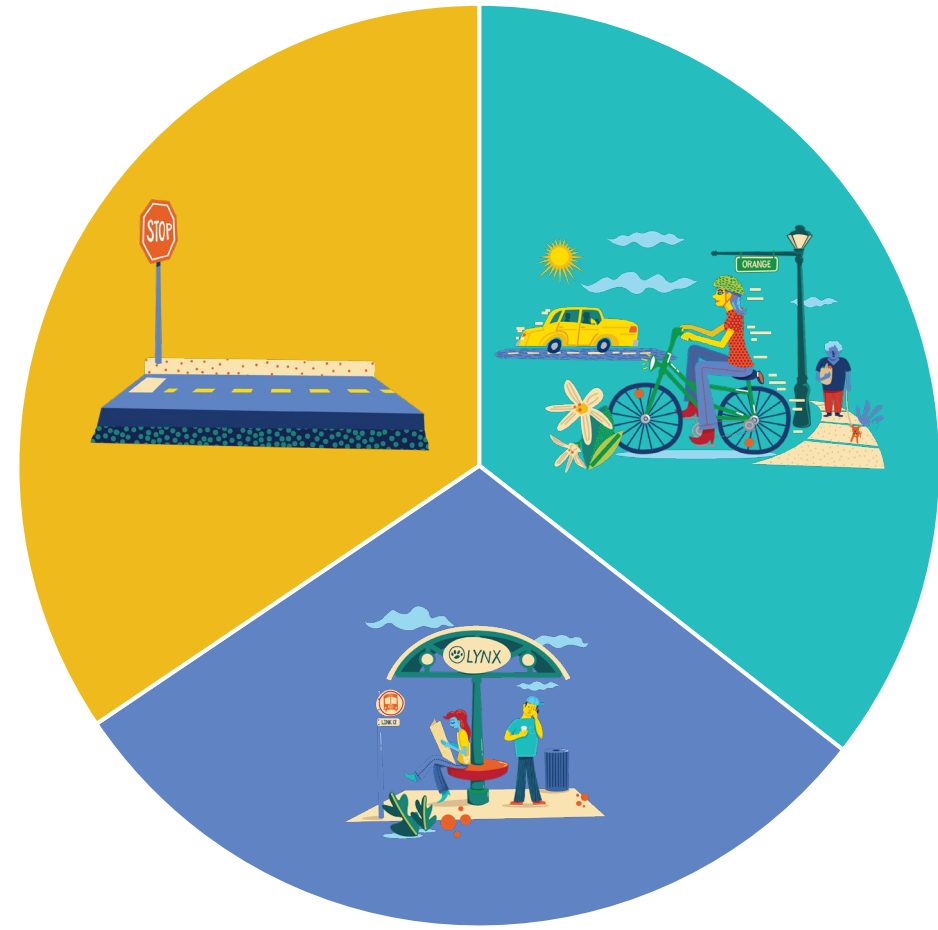




# 2050 MTP Funding Scenarios

## MetroPlan Orlando Funds

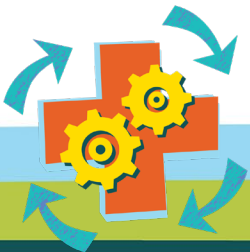
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



# 2050 MTP Funding Scenarios

## MetroPlan Orlando Funds

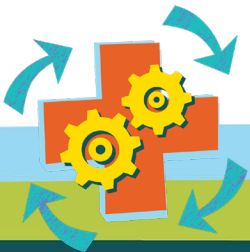
- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



# 2050 MTP Funding Scenarios

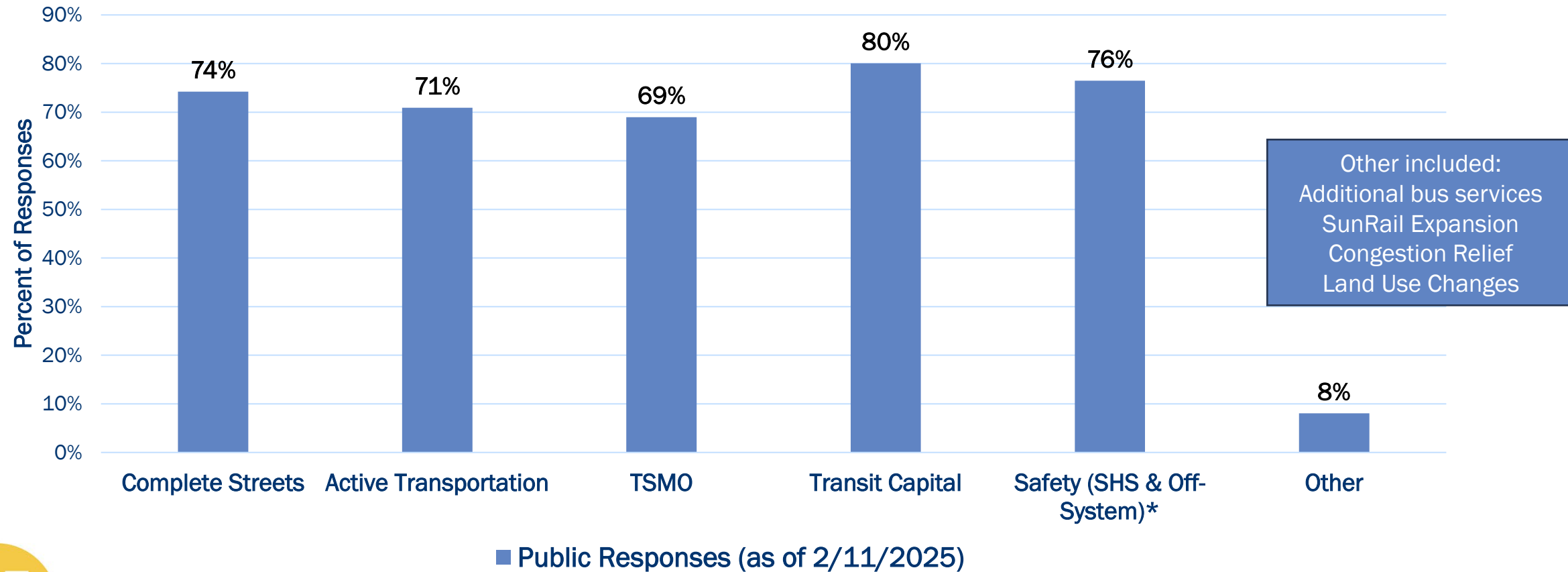
## MetroPlan Orlando Funds

- Modal program categories?
- Funding distribution amongst modal programs?
- Other considerations



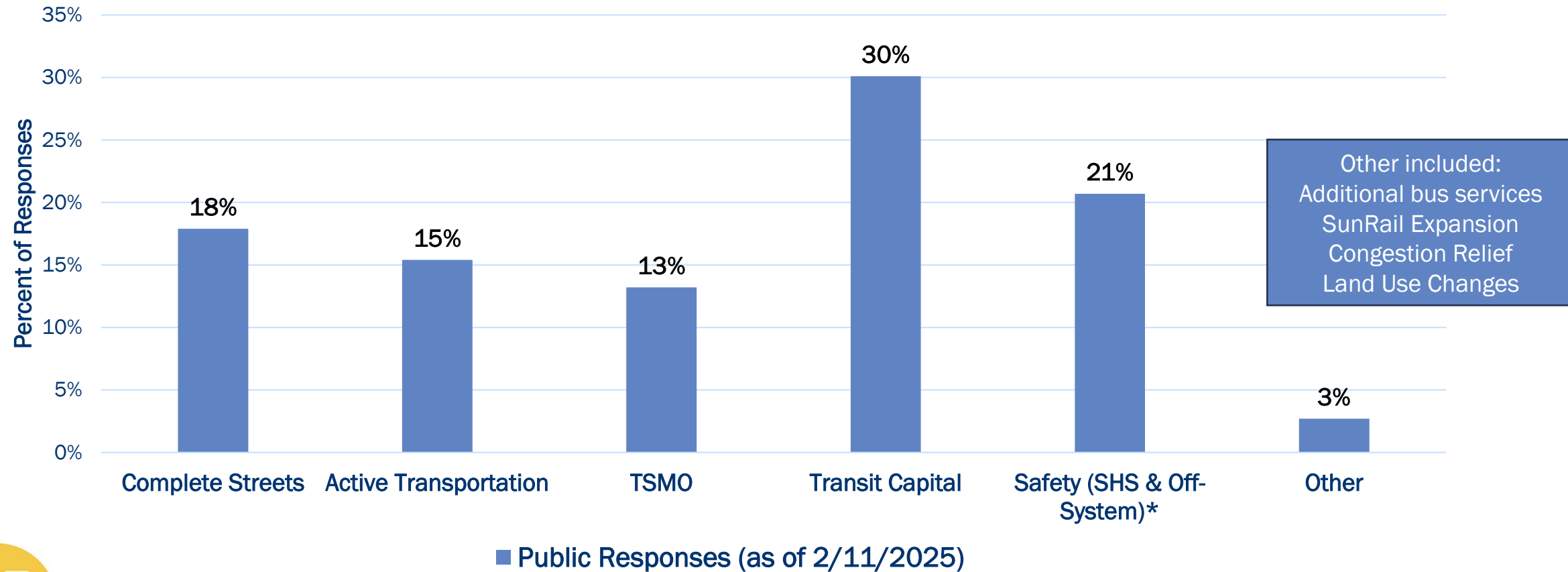
# Public Survey Results

What slices would you include in the pie?



# Public Survey Results

How would you slice the pie?







# Public Survey Results

## Public Feedback Themes

- Emphasis on multimodal travel
- Public saw all funding options as equally important, but preferred more dedicated funding for safety and transit

## Technical Feedback Themes

- Similar focus on multimodal travel
- Emphasized the need for dedicated funding for safety



# Technical Survey Results

- Support to set aside federal MPO/TMA Funding to support local government “goes-with” requests on state road 3R/maintenance projects.
- Support to set aside federal MPO/TMA Funding to support safety improvements, both on SHS and off-system

**83%**  
Support

**76%**  
Support



# Technical Survey Results

- Should the 2050 MTP funding policy allow for federal MPO/TMA funding to support off-system roadway widening projects, if the project includes pedestrian and bicycle features?

**54%**  
Yes

**46%**  
No



# Technical Survey Results

- Unanimous support to increase the federal MPO/TMA funding maximum for project programming.
  - Currently set at \$4 Million per project phase
- Uncertainty on a new maximum limit
  - Settled on a desire to keep the limit as a \$4 Million base and increase for inflation

**100%**  
Support



# Technical Survey Results

- Should the 2050 MTP funding policy include a local agency match requirement to leverage the federal MPO/TMA funding?

**39%**

Yes

**58%**

No

**3%**

Undecided





# Funding Scenario Categories

- Safety
  - 3R/Goes With Program
- Complete Streets
- Active Transportation
- Transit Capital
- Transportation Systems Management & Operations





# Critical Path for 2025

## April 9, 2025, MPO Board & Committee Summit

- Evaluate and discuss initial scenario results
- Submit feedback and recommendations for the next iteration

## April - May Board & Committee Meeting Cycles

- Review feedback from Summit & April Technical Workshop
- Continue discussions and review next iteration of funding scenarios

## June - July Board & Committee Meeting Cycle

- Review feedback from June Technical Workshop
- Continue discussions and build consensus on the recommended funding scenario

## August - September Board & Committee Meeting Cycle

- Preview Draft 2050 MTP Cost Feasible Plan





# 2050 MTP Schedule

*WE ARE HERE*

	2024				2025			
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec
Goals, Objectives, Measures								
Trends, Conditions, Uncertainties								
Multimodal Needs Assessments								
Funding Scenarios								
Develop Cost Feasible Plan								
Seek Board Adoption								Must be adopted by Dec 2025
Agency / Public Participation								



# Thank you!

Taylor Laurent, PE, AICP  
[MetroPlanOrlando.gov/2050](https://MetroPlanOrlando.gov/2050) | 407-481-5672  
[MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)



**TAB 5**





# Tracking the Trends

2025 Updates



# Tracking the Trends (TTT)

- Longstanding program to track historic metrics
- Information for transportation partners and the public

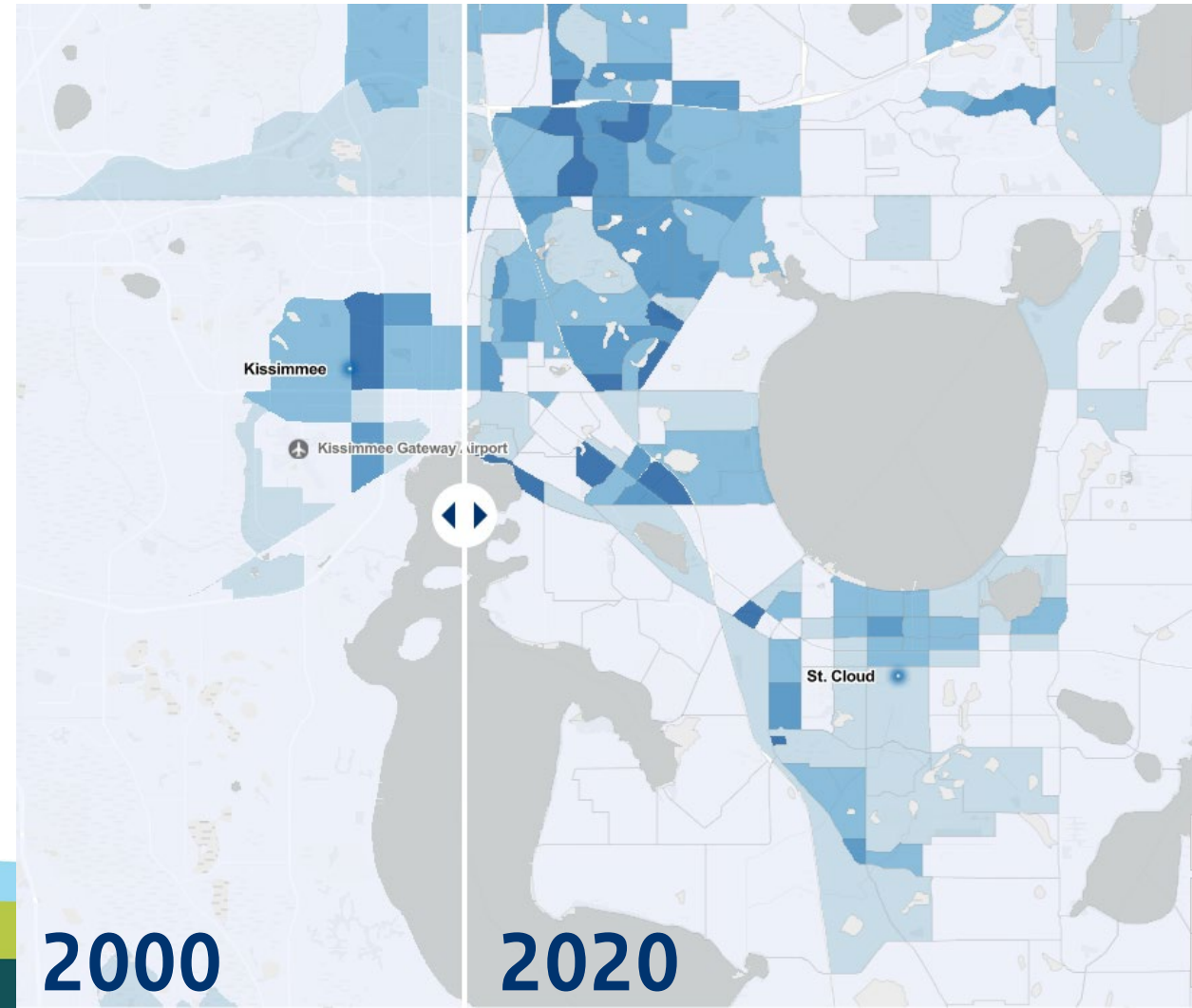
[www.MetroPlanOrlando.gov/maps-tools](http://www.MetroPlanOrlando.gov/maps-tools)



# TTT Area Profile and Transportation Highlights

- Area Profile shows overview of region
- Transportation Highlights shows selected indicators
- A few takeaways from 2023
  - Changes in population
  - Safety numbers improving
  - DVMT returned to pre-Covid levels

[www.MetroPlanOrlando.gov/trends](http://www.MetroPlanOrlando.gov/trends)





# TTT Data Library

- 150 Transportation Metrics
- Deeper dive into the statistics
- Saves time for partners

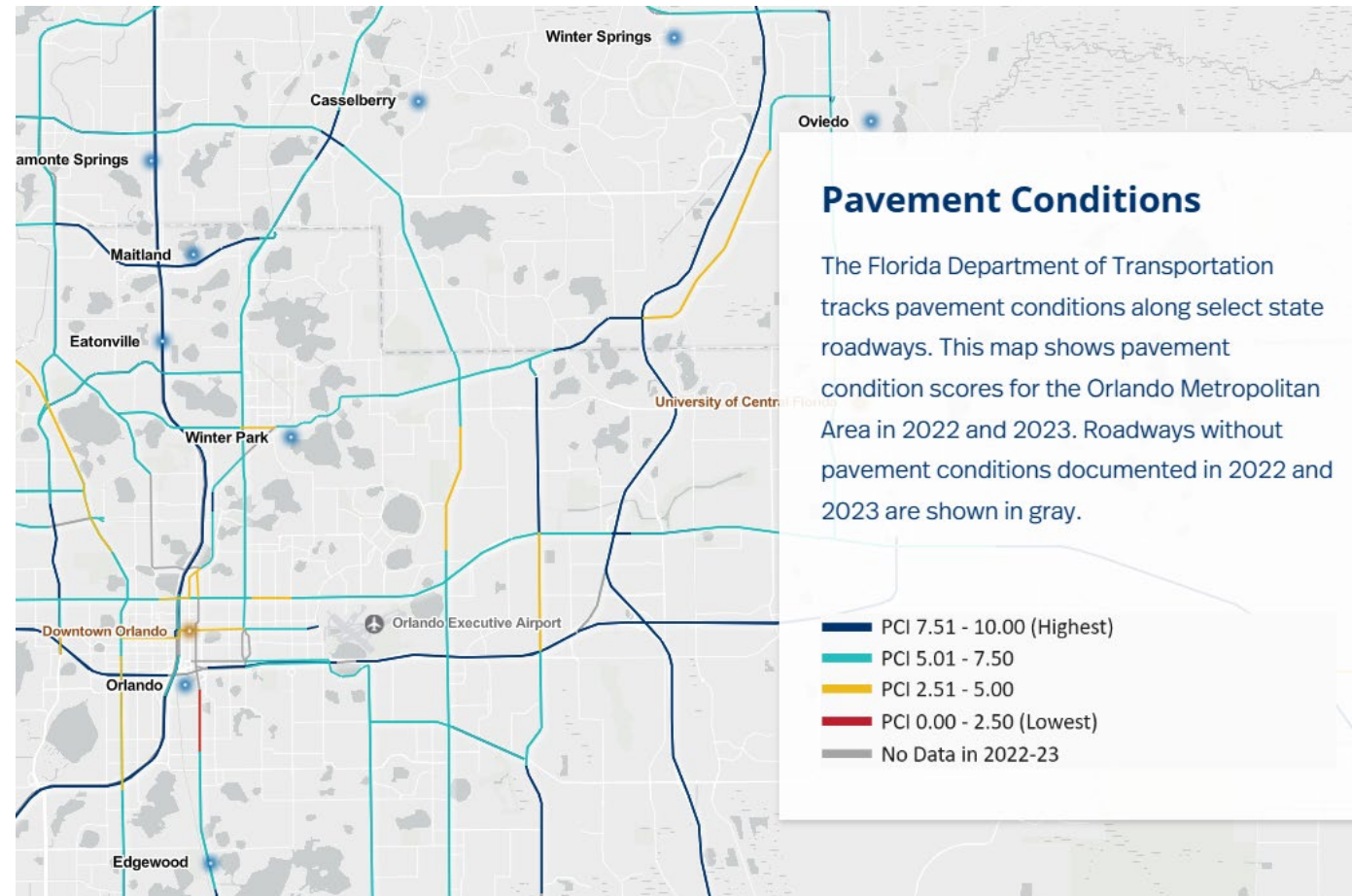
[www.MetroPlanOrlando.gov/maps-tools](http://www.MetroPlanOrlando.gov/maps-tools)



# TTT System Performance Dashboard

- Focus on Federal Performance Measures
- Metrics and Maps
- Mix of technical and granular data with clear explanations

[www.MetroPlanOrlando.gov/SPR](http://www.MetroPlanOrlando.gov/SPR)

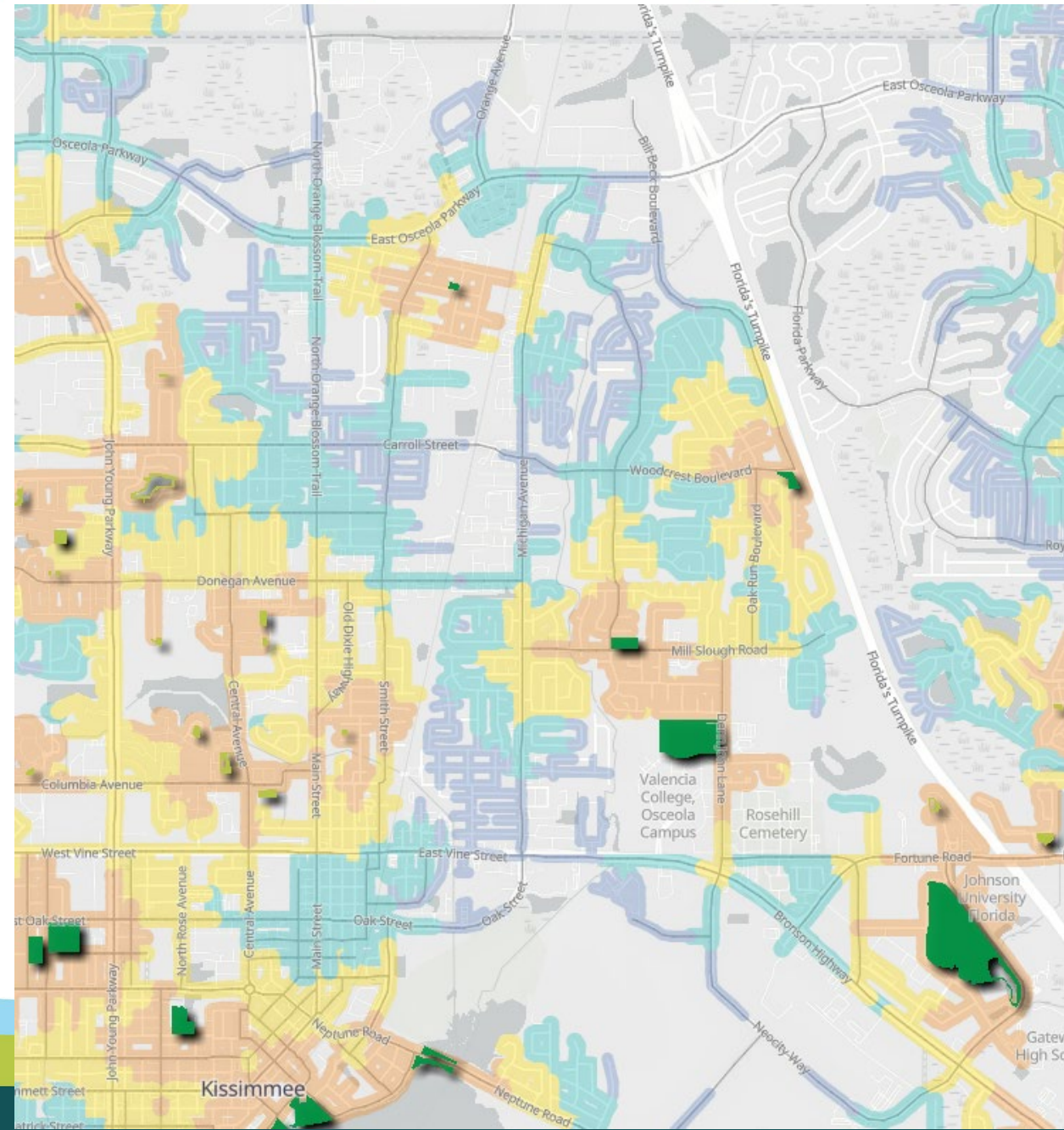




# TTT Accessibility Hub

- Displaying Access to Points of Interest
  - Food
  - Transit
  - Schools
  - Parks
  - Entertainment
  - Municipal Services
  - Healthcare

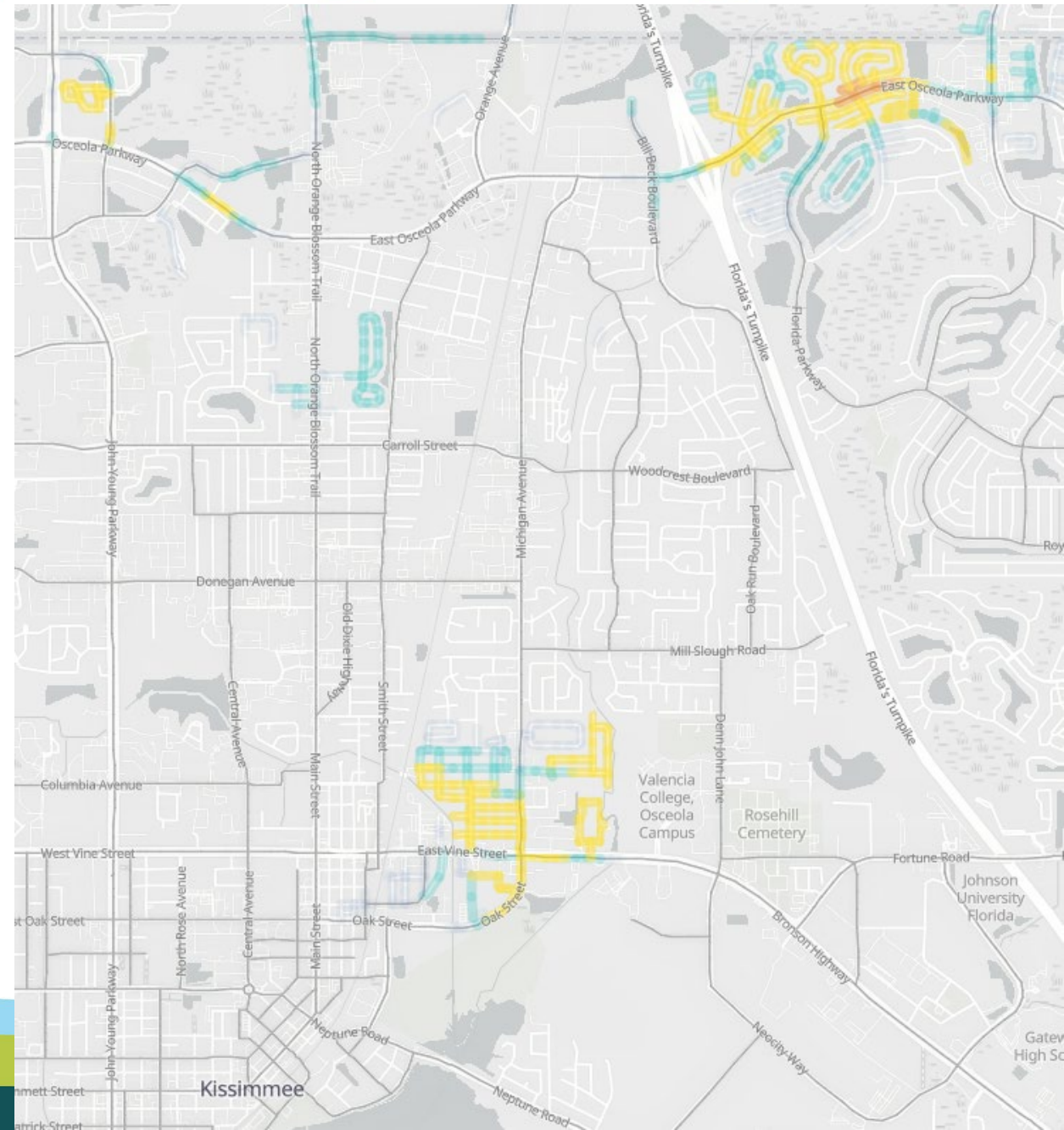
[www.MetroPlanOrlando.gov/AccessHub](http://www.MetroPlanOrlando.gov/AccessHub)



# TTT Accessibility Hub

- Displaying Access to Points of Interest
  - Food
  - Transit
  - Schools
  - Parks
  - Entertainment
  - Municipal Services
  - Healthcare
- Identify Gaps in Access

[www.MetroPlanOrlando.gov/AccessHub](http://www.MetroPlanOrlando.gov/AccessHub)







# Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

Slade Downs, AICP | Transportation Planner

[MetroPlanOrlando.gov/maps-tools](https://MetroPlanOrlando.gov/maps-tools)



**TAB 6**



# Electric Vehicle (EV) Readiness Plan





# Tasks

- I. Electric Vehicle Supply and Equipment (EVSE) Assessment
- II. Topic Specific Workshops
- III. Charging Infrastructure Analysis
- IV. Public Outreach
- V. Next Steps

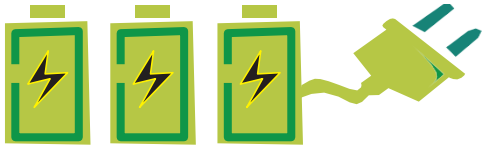
**OUC's Robinson ReCharge Mobility Hub**



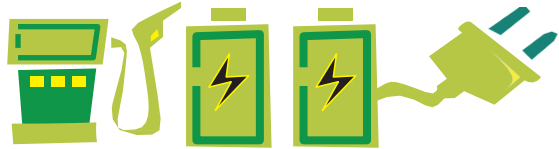


# Task 1: EVSE Assessment

# Electric Vehicles 101



- Battery Electric Vehicles (BEVs)



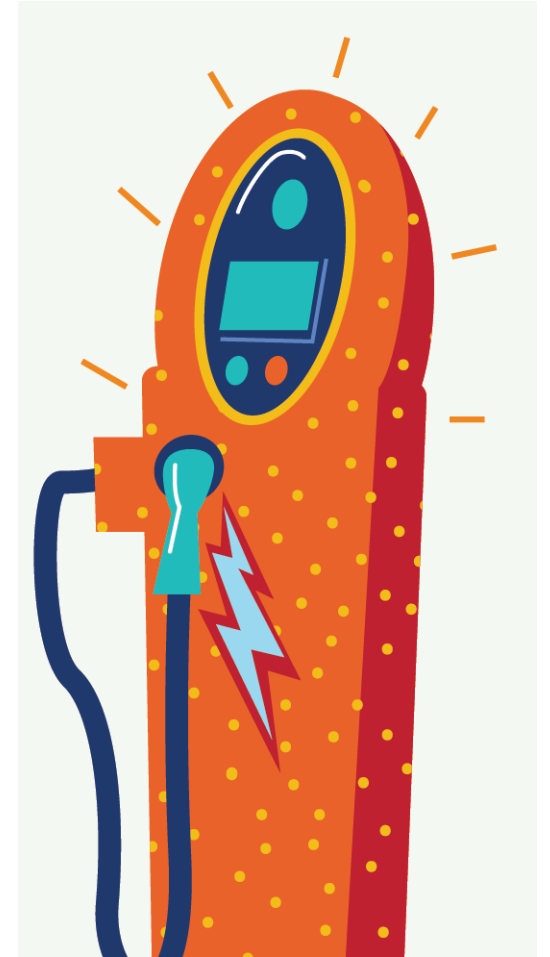
- Plug-in Hybrid Electric Vehicles (PHEVs)



- Hybrid Electric Vehicles (HEVs)

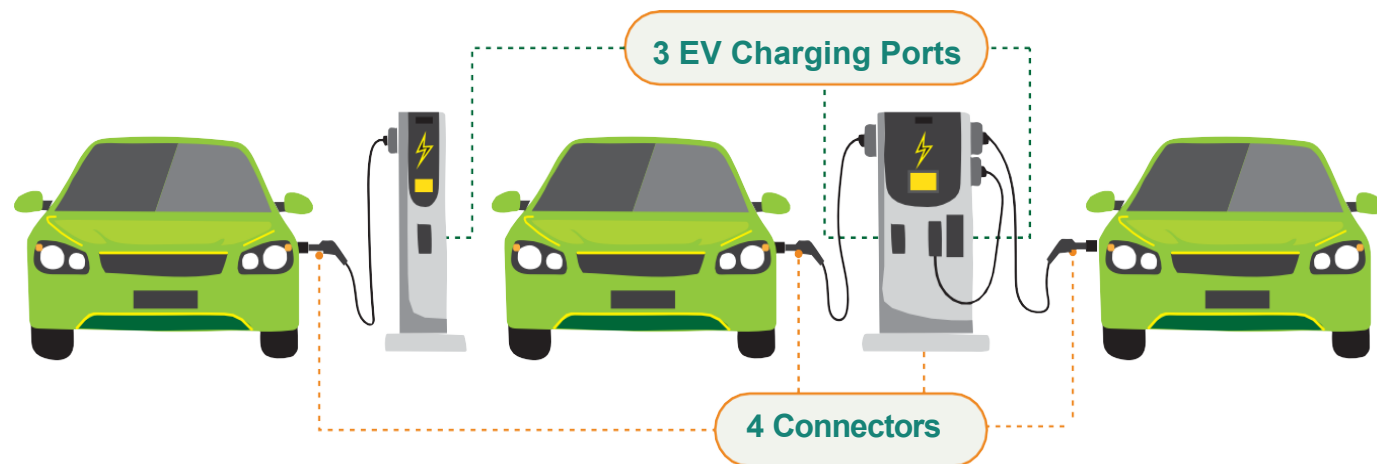


- Fuel Cell Electric Vehicles (FCEVs)

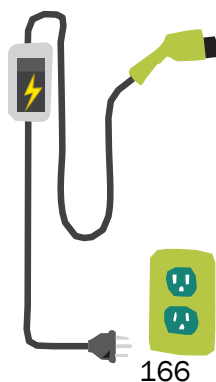


# Charging Infrastructure

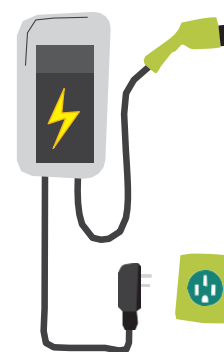
## Electric Vehicle Supply Equipment (EVSE)



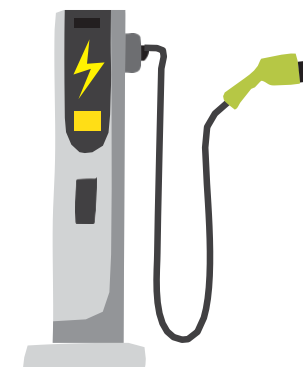
LEVEL 1  
Slow Charge



LEVEL 2  
Moderate Charge



LEVEL 3  
Fast Charge





# Assessment: Key Take Aways



## Planning Context

- National Electric Vehicle Infrastructure (NEVI) Program
- Local Government Plans



## Regional Context

- Land Uses for EVSE
- Travel Patterns
- Existing Ownership



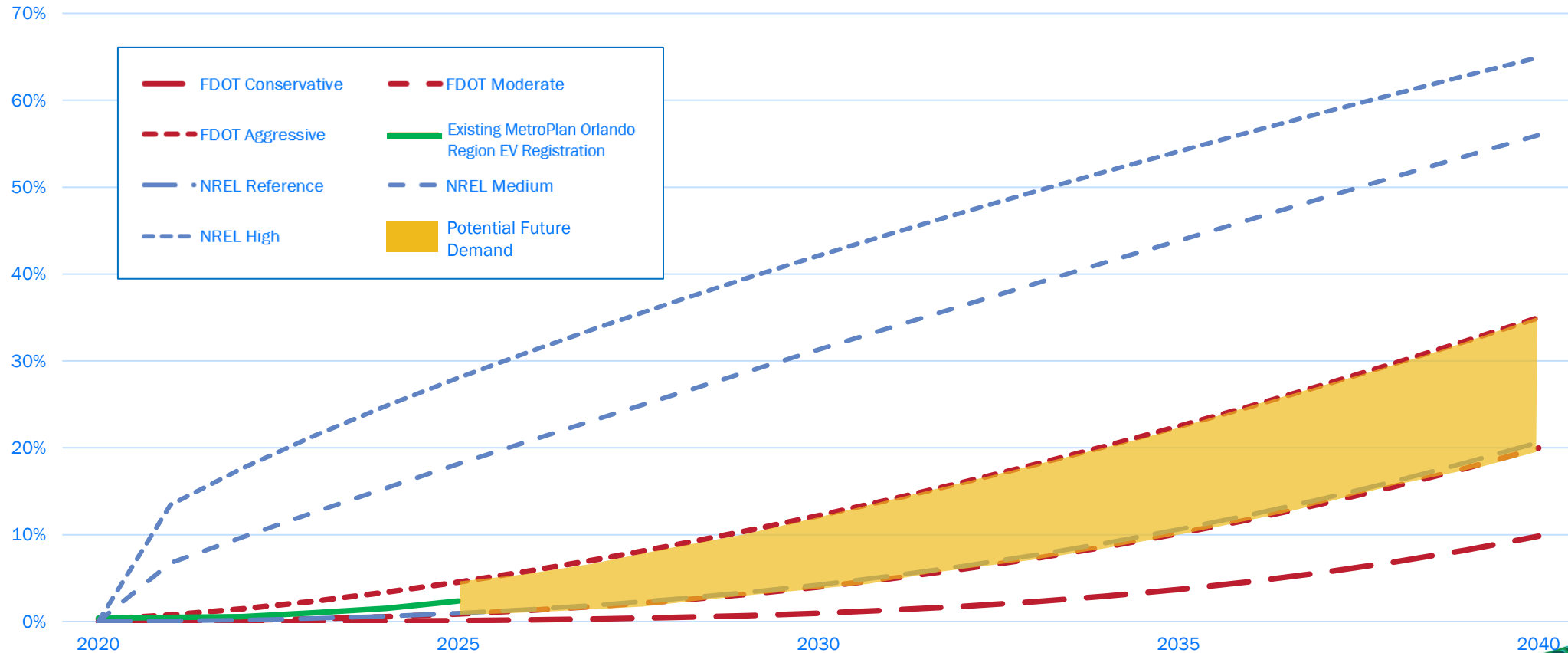
## Infrastructure Context

- Existing Charging Equipment
- Disadvantaged Communities
- EV Policies
- Florida Senate Bill 1084

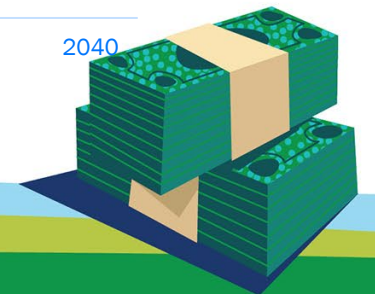
# Future Demand

EV Market Adoption Projections of LD Vehicles by Scenario

Percent of all Passenger Vehicle Registrations



Source: FDOT Florida's EV Infrastructure Deployment Plan (2023), National Renewable Energy Laboratory





## Task 2: Workshops

# Workshops



## Utility

- Need consistent permitting across county lines
- Utilities need control over EV networks
- Concern on lack of communication from NEVI program, interest in multi-utility joint grant application



## Policy

- Comprehensive Plans
- Challenges: parking, maintenance and operations, and tradeoffs between L2 and DCFC



## Charging Infrastructure

- Data sharing and partnerships with utility and charging providers
- Anticipated land use
- Integrating the latest data within the tool



## Investment

- Federal funding has been unprecedented but may not be as readily available in the next few years.
- Role in EVSE
- Typical project budgeting – capital and operations.



## Task 3: Charging Infrastructure Analysis



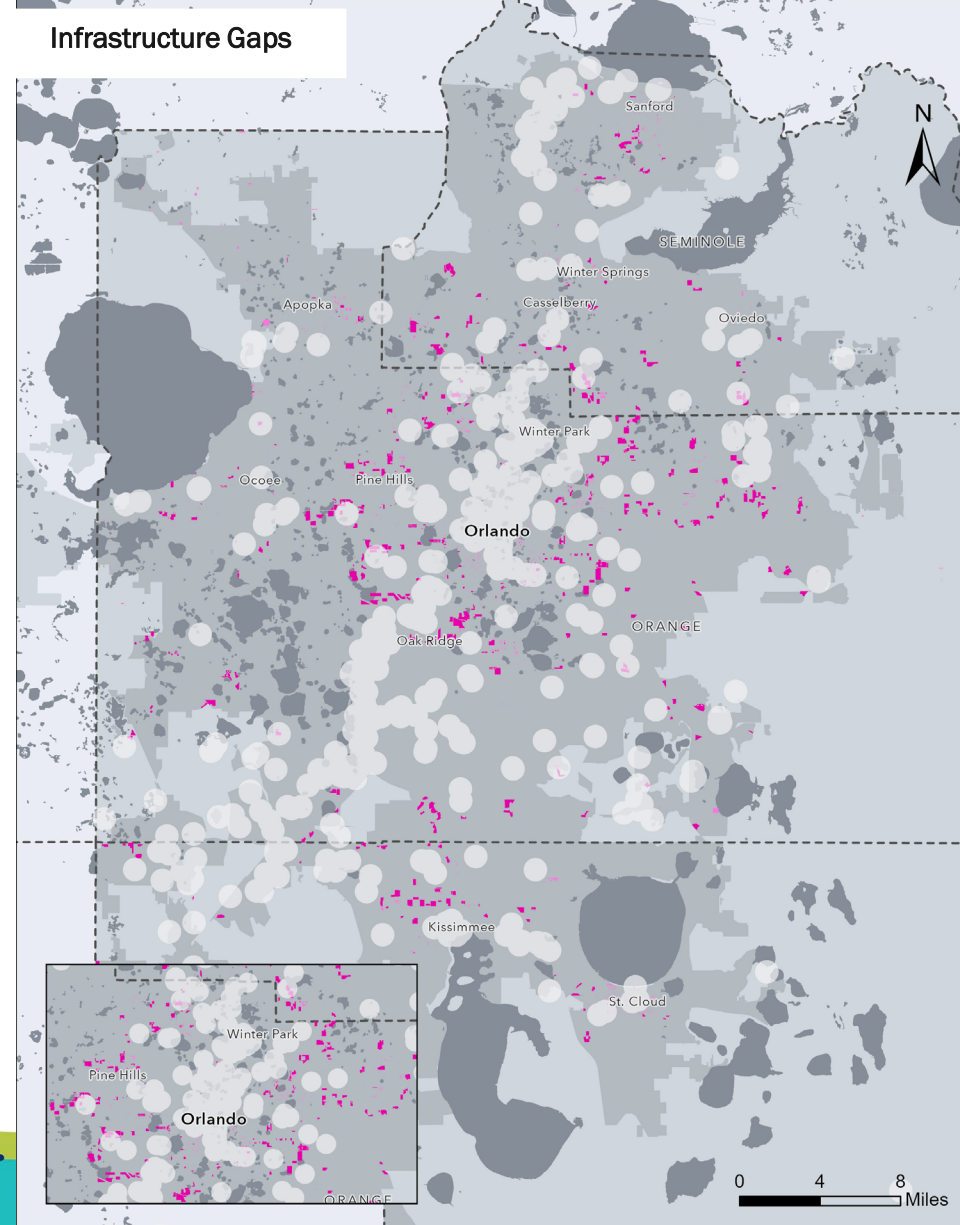
# EV Infrastructure Gaps

**Legend**

- Level 2 Service Buffer
- Multi Family Housing



+



# EV Charging Site Selection Tool

Electricity

Ownership

Resilience

Connectivity

Multi-Modal

Population

## OUC's Robinson ReCharge Mobility Hub



### Location

129 West Robinson Street, Orlando, Florida | Urban

### Key Features



21 Level 3 chargers for  
quick charging  
173



Located close to  
SunRail (regional  
commuter rail)



Accessible to EV  
users living downtown  
or traveling to  
downtown



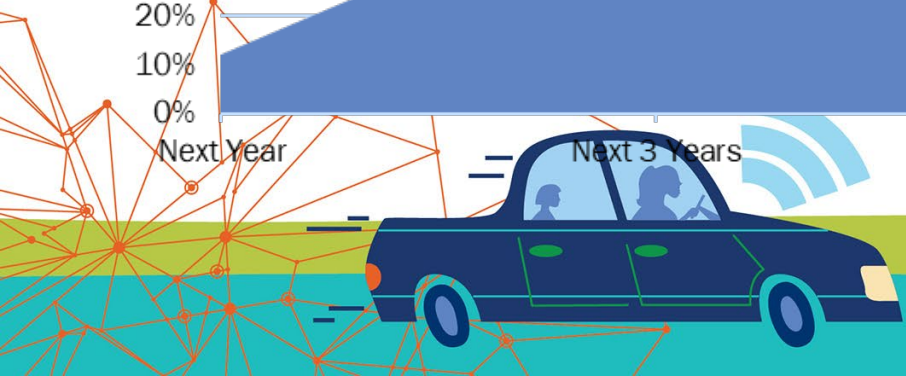
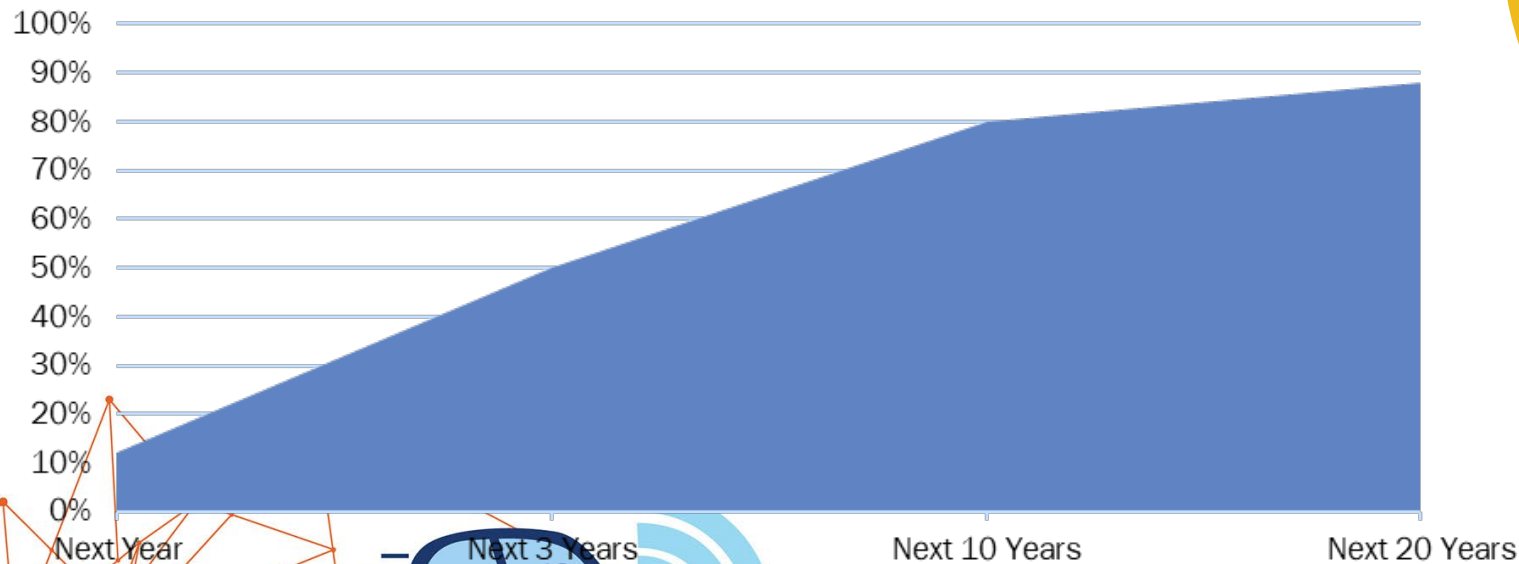
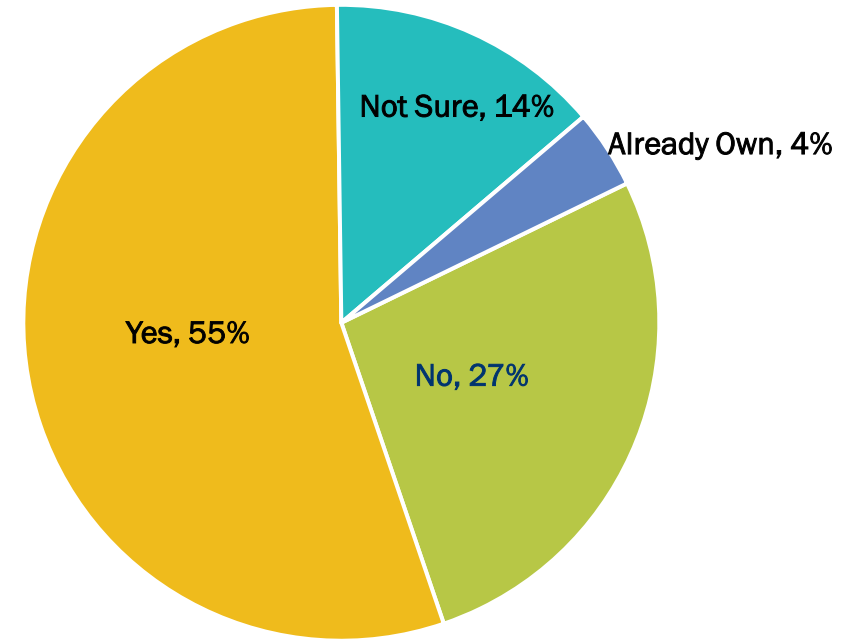
Walking distance to  
businesses and hotels



## Task 4: Public Outreach

# 2024 Regional Transportation Survey

- 3,134 total respondents
- Interest in purchasing an EV
- Timing of purchase







## Task 5: Next Steps



# Planning and Monitoring

- Percent EV Adoption (total EV registrations/total vehicle registrations)
- Number of EVs
- Existing Private Chargers
- Existing Publicly Accessible Level 2 Chargers
- Existing Publicly Accessible DC Fast Chargers
- Existing Non-Single Family Home Chargers



# EVSE Fact Sheets

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## Electric Vehicles 101


**What is an Electric Vehicle?**  
The term "electric vehicle" describes any vehicle powered by one or more electric motors for propulsion. The term covers a range of vehicles that are currently available in the market:

**Battery Electric Vehicles (BEVs):** These vehicles operate only on an electric battery and are also known as "all-electric vehicles". BEVs are powered only by electricity and are charged by an external power source. BEVs have a very large battery and can travel between 150 and 400 miles on a single charge. Some popular models of BEVs include Tesla Model 3, Nissan Leaf, and Rivian delivery vans.

**Plug-In Hybrid Electric Vehicles (PHEVs):** These vehicles have an electric battery that operates an electric motor in addition to a gasoline tank that fuels a gasoline motor. The electric battery can be plugged in to recharge and the gas tank can be refilled. PHEVs consume 14 - 47% less fuel than conventional vehicles when their batteries are fully charged. Using just the battery and electric motor PHEVs can travel between 20 and 40 miles on a single charge, but in the absence of electricity, PHEVs can also operate on gasoline. Some popular models of PHEVs include Chevrolet Volt, Chrysler Pacifica, and Ford Fusion Energi.

**Hybrid Electric Vehicles (HEVs):** These vehicles have an electric battery that operates an electric motor and a gas tank that fuels a gasoline motor. The gas tank can be refilled, but the electric battery cannot be plugged in to charge. Instead, the battery recharges through regenerative braking - converting the kinetic energy of a car into electric energy when braking. The battery is typically smaller than the battery for PHEVs. Some popular models of HEVs include Toyota Prius and Ford Maverick.

**Fuel Cell Electric Vehicles (FCEVs):** These vehicles use hydrogen to power an electric motor. They are not very commonly used as a personal vehicle but are gaining traction for commercial uses such as buses and long-haul trucks. Similar to gasoline powered vehicles, FCEVs have a tank that is filled with hydrogen at a centralized station (similar to a gas station).



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## DESIGNING FOR EVs

Developers, engineers, and planners all have important parts to play in creating opportunities for supportive EV infrastructure. The right charging setup depends on user needs, surrounding land use, and site constraints. Accessibility for people with disabilities is a major component in a well-designed EV charging space.

**MEETING USER NEEDS**  
EV charger user needs will vary depending on land use and whether chargers are for homes, apartments, commercial/industrial areas, or recreational spaces. With any new construction, developers should estimate the current and future demand for EV charging. There are three general readiness levels for EV charging, so that new development can plan for both the current and future demand while minimizing the need to rebuild infrastructure when more demand is necessary:

<b>EV-CAPABLE</b> Sufficient electrical panel capacity and installed conduit for future power.	<b>EV-READY</b> Have all the required hardware in place for future EV equipment.	<b>EV-INSTALLED</b> Sufficient electrical panel capacity and installed conduit for future power.
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**For Residents**  
Most EV drivers charge their cars at home. People who live in single-family homes typically have greater access to at-home charging, since they are more likely to have dedicated parking spaces and plug-in access. To facilitate wider EV adoption, people living in multifamily developments like condos and apartments also need access to at-home charging.



- Install Level 1 and Level 2 chargers near multifamily housing, paying particular attention to supply disadvantaged communities with equitable access to charging infrastructure.

**For Employees**  
Employees who commute to work may need access to charging during the day. It is important to offer chargers where there are high concentrations of employees or large parking lots.

- Provide Level 1 and Level 2 chargers for employees to slowly charge their vehicles while they are parked at work.
- Implement charging management system or policies to prevent charged vehicles from parking too long in charging spaces.

**For Visitors**  
The MetroPlan Orlando area is a top vacation destination and visitors need to have access to charging stations whether they are staying in town or just passing through. Visitors renting cars may be curious about EVs and take the opportunity to try out the technology while they are on vacation.

- Provide DC fast charging stations on corridors with high volumes of through-traffic (Florida's Turnpike, I-4).
- Install Level 2 chargers for retail, recreation, and entertainment area.
- Install a combination of Level 2 and DC fast chargers for hotels and motels.

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## Funding for Electric Vehicle Charging Infrastructure

**IDENTIFY EV FUNDING OPPORTUNITIES**  
Funding opportunities for Electric Vehicle Infrastructure change rapidly, which can make the process of identifying and applying for the proper funding seem daunting. For this reason, the Electrification Coalition created the EV Funding Finder which helps eligible recipients identify available federal funds for transportation. The tool is updated quarterly with current funding opportunities: <https://electrificationcoalition.org/ev-funding-finder/>

**GRANT PROCESS**



**Step 1: Engage with Community Members**  
Community engagement can both help you develop community priorities and increase your competitiveness for grant funding. Many grant programs emphasize an inclusive and representative community process as well as collaboration with the public and relevant stakeholders. To prepare a successful grant application, you should:

- Clearly identify a problem and community need that will be addressed by the project.
- Point to community engagement that has already occurred prior to the grant.
- Consider how this project helps "transportation disadvantaged" communities.

**Step 2: Align Plans and Policies with Grant Program Goals**  
Many of the new grant programs provide funding for both planning and implementation. Your grant application should demonstrate your community's readiness for the project you are applying for by pointing to existing plans, policies, and processes that reflect the goals and objectives of the grant program.

**Step 3: Build Relationships with Potential Grant Partners**  
Collaboration with partner agencies can be an effective strategy for leveraging project funding and developing successful grant proposals. When considering grant teaming partners make sure to:

- Build a well-rounded team with partnerships.
- Pick the right partners, which can involve public/private partnerships as well as new inter-agency partnerships.
- Demonstrate strong, tangible commitment from project partners.



# Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

