

MetroPlan Orlando Board

DATE & TIME:

Wednesday, May 14, 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/AGENDA REVIEW	Mr. Gary Huttman
IV.	AGENCY REPORTS: <ul style="list-style-type: none"> Kissimmee Gateway Airport FDOT 	Mr. Shaun Germolus Secretary John Tyler
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	COMMITTEE REPORTS: <ul style="list-style-type: none"> Municipal Advisory Committee Community Advisory Committee Technical Advisory Committee Transportation System Management & Operations Advisory Committee 	Mayor John Dowless Ms. Nilisa Council Mr. Lenny Barden Ms. Lee Pulham
VII.	PUBLIC COMMENTS ON ACTION ITEMS Comments on <i>Action Items</i> can be made in two ways: <ol style="list-style-type: none"> In person at the meeting location listed at the top of this agenda. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak. How to comment: <ol style="list-style-type: none"> Complete an electronic speaker card at 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. 	

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.

VIII. CONSENT AGENDA **Tab 1**

- A. Minutes of the March 12, 2025 Board Meeting – page #5
- B. Approval of Financial Report for February & March 2025 – page #11
- C. Approval of the Travel Report for February & March 2025 – page #15
- D. Approval of Budget Amendment #2 FY 2025 – page #18
- E. Approval of the Annual Investment Report – page #48
- F. Approval and appointment of new Community Advisory Committee member – page #50

IX. OTHER ACTION ITEMS

- A. No Additional Action Items

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM) **Tab 2**

- A. Executive Directors Report – page #52
- B. FDOT Monthly Construction Status Report- February and April 2025 – page #54
- C. Bicycle & Pedestrian Report – page #98
- D. Air Quality Report – page #101
- E. Letter of Support – LYNX Bus Acquisition – page #104
- F. Letter of Support – LYNX Bus Shelter Program – page #105
- G. Letter of Support – LYNX Digital Signage Program 2026 – page #106
- H. Letter of Support – St. Cloud Bollard Barricades – page #107
- I. FDOT District 5 Compass Points Newsletter– page #108
- J. Robocist Press Release-City of Altamonte Springs– page #112
- K. What’s Killing so many Pedestrians- Governing, April 14, 2025, Alan Ehrenhalt– page #114
- L. Follow-up Memo from Edgewood City Planner to public comments received at February 28, 2025 TSMO Meeting – page #124

XI. OTHER BUSINESS & PRESENTATIONS		Tab 3
A.	Update on the 2050 MTP – Tab 3	Ms. Taylor Laurent MetroPlan Orlando
B.	Report on the 2025 Legislative Session	Mr. Ryan Mathews Gray Robinson
C.	Lake-to-Lake Trail Link to Lake-to-Lake story map: https://arcg.is/OezSaT0	Mr. Dale Allen Florida Greenways & Trails Foundation

XII. PUBLIC COMMENTS (GENERAL)

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

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

How to comment:

1. Complete an electronic speaker card at [MetroPlanOrlando.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.

XIII. BOARD MEMBER COMMENTS

XIV. NEXT MEETING: June 11, 2025

Chairman Dallari

XV. ADJOURNMENT

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

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

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, March 12, 2025

TIME: 9:00 a.m.

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

Commissioner Bob Dallari, Chair, Presided

Members in attendance were:

Mr. Ralph Martinez for Hon. Brandon Arrington, Central Florida Expressway Authority
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
Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Nicole Wilson, Orange County
Mr. Carson Good for Tim Weisheyer, GOAA

MetroPlan Orlando
Board Minutes March 12, 2025
Page 1

Members/Advisors attending the meeting via the Zoom Platform:

Hon. Angela Eady for Jackie Espinosa, City of Kissimmee
Mayor Art Woodruff, City of Sanford

Advisors in Attendance

Mr. Shaun Germolus, Kissimmee Gateway 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. Mayor Jerry Demings, Orange County
Hon. Mayor Buddy Dyer, City of Orlando
Hon. Michael Sott, Orange County
Hon. Kelly Semrad, Orange County
Secretary John Tyler, FDOT District 5

Others in Attendance:

Mr. Jonathan Scarfe, FDOT District 5

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. Mr. Stephen Smith, Sanford Orlando Airport, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Mayor Bates reported on the February 13th Transportation Disadvantaged Local Coordinating Board Meeting. Councilman Gilbert reported on the February 14th Central Florida MPO Alliance Meeting. Commissioner Janer reported on the February 27th Central Florida Commuter Rail Commission Meeting. Commissioner Uribe reported on the February 27th MPOAC Meeting. She also announced that Ms. Amanda Carpenter has been selected as the new Executive Director of the MPOAC. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting March as Florida's Bicycle Safety Awareness Month.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS

Mr. Huttman welcomed alternates in attendance Mr. Ralph Martinez, representing CFX; Vice-Mayor Angela Eady representing the City of Kissimmee, attending virtually, and Mr. Carson Good representing GOAA. He acknowledged City of Sanford Mayor Art Woodruff, who attended virtually. Mr. Huttman welcomed Ms. Nilisa Council as the new Chair of the Community Advisory Committee and thanked former Chair Dr. Dan Stephens for 17 years of volunteer service with MetroPlan Orlando. He announced the commencement of the 60-day legislative session which began on March 4th and he provided an overview of the MPO Planning Process that will lead to the adoption of the 2050 MTP in December. He announced the April 9th 2050 MTP Board and Committee Workshop to be held at the Lake Mary Events Center. Mr. Huttman mentioned the I-4 Dynamic Tolling began on February 24th and noted Mr. Jim Stroz from FDOT was present for Board Member questions. Mr. Huttman called attention to the information provided in the supplemental folders.

IV. FDOT REPORT

None.

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.

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 February 12, 2025 Board Meeting
- B. Approval of Financial Report for January 2025
- C. Approval of the Travel Report for January 2025
- D. Approval and appointment of new Community Advisory Committee members
- E. Certification of TDLCB Membership

MOTION: Commissioner Viviana Janer moved to approve the Consent Agenda Items A through E. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

X. OTHER ACTION ITEMS

- A. Approval/Acceptance of FDOT/MetroPlan Orlando Joint Certification - FDOT

Mr. Jonathan Scarfe, FDOT staff, presented FDOT's report on the Annual State Certification Review of MetroPlan Orlando. Mr. Scarfe told Board members that the certification review is conducted annually and provided some highlights of the certification review. He reported that MetroPlan Orlando exhibits good financial practices and as a result was awarded a low-risk rating.

MOTION: Commissioner Mayra Uribe moved to approve the FDOT Joint Certification. Commissioner Viviana Janer seconded the motion. Motion carried unanimously.

XI. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report – January 2025
- C. FDOT District Five Safety Central Newsletter
- D. FDOT Sand Lake Road Resurfacing
- E. Osceola County Nova Road Widening Project
- F. FDOT US 192 Resurfacing Project
- G. CFX SR 515 Northeast Connector Expressway PD&E
- H. FDOT I-4 Dynamic Tolling Fact Sheet
- I. BLINK EV Charging Stations Info-Graphic
- J. Michigan Avenue Safety Improvements Government Partner Letter

MOTION: Commissioner Viviana Janer moved approval of the Information Items for Acknowledgement: Items A through J. Commissioner Cheryl Grieb seconded the motion. Motion carried unanimously.

XII. OTHER BUSINESS/PRESENTATIONS.

A. Update on the 2050 MTP

Ms. Taylor Laurent, MetroPlan Orlando, discussed the development of funding scenarios for the 2050 MTP, emphasizing the need for completed needs assessment, prioritization methodology, and budgetary control totals. Ms. Laurent outlined the public feedback received on the 2050 MTP, including the importance of multimodal travel and dedicated funding for safety and transit. Taylor Laurent explains the current funding policy, which divides MPO funds across four categories: complete streets, transit, capital, bicycle and pedestrian improvements, and technology projects. The funding policy allows for a greater number of projects to be funded due to a maximum funding limit of \$4 million per project phase. Ms. Laurent discussed the need to revisit the funding policy to ensure it fits with the region's goals and objectives for the next 25 years. The MAC members discussed the importance of maintaining the policy against using MPO funds for widening projects and the need for a local agency match requirement.

B. Tracking the Trends Program

Mr. Slade Downs, MetroPlan Orlando, provided an update on the Tracking the Trends program, which includes an area profile, data library, systems performance dashboard, and accessibility hub. The area profile and transportation highlights section provide an overview of the region's characteristics and key transportation metrics. The system's performance dashboard tracks federally mandated performance measures and includes interactive maps to visualize data across the region. She encouraged MAC members to visit the Tracking the Trends section on the MetroPlan Orlando website: [Tracking the Trends | MetroPlan Orlando](#)

C. Update on the Electric Vehicle Readiness Study

Mr. Eric Hill, MetroPlan Orlando, presented the final findings of the EV Readiness Study. Mr. Hill reiterated that the study assessed electric vehicle supply and equipment, conducted topic-specific workshops, and analyzed charging infrastructure. He explained that the study identified gaps in charging infrastructure, particularly in disadvantaged communities, and highlighted the need for consistent permitting and data sharing. The study also discussed the importance of understanding the demand for electric vehicles and the need for resilient charging facilities. Mr. Hill noted that the report and fact sheets will be available on the Metro plan Orlando website to provide resources for jurisdictions and the traveling public.

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.

Dr. Eunice Jernigan, St. Cloud, spoke concerning Canoe Creek Road traffic congestion and circulation.

XIV. BOARD MEMBER COMMENTS

Mr. Shaun Germolus, Kissimmee Airport, announced the traveling Vietnam Veteran's Wall will be at the Kissimmee Airport until Sunday, March 16th.

Commissioner Constantine announced the passing of Mr. Hugh Harling, former Executive Director of the East Central Florida Regional Planning Council.

XV. NEXT MEETING: Wednesday, May 14, 2025, 9:00 a.m.

XVI. ADJOURN BOARD MEETING

There being no further business. The meeting was adjourned at 10:40 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 14th day of May 2025.

Commissioner Bob Dallari, Chair

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 02/28/2025

ASSETS

Operating Cash in Bank	\$	773,431.51
Petty Cash	\$	125.00
SBA Investment Account	\$	2,000,556.35
FL CLASS Investment Account	\$	1,907,535.90
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,344.54
Assessments Receivable	\$	231,304.00
Accounts Receivable - Grants	\$	422,449.63
Capital Assets - Net	\$	755,064.14

TOTAL ASSETS:

\$ 6,112,811.07

LIABILITIES

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

TOTAL LIABILITIES:

\$ 1,077,578.49

EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	2,344.54
Deposits	\$	20,000.00

Unassigned:	\$	5,012,888.04
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TOTAL EQUITY:

\$ 5,035,232.58

TOTAL LIABILITIES & EQUITY:

\$ 6,112,811.07

Net difference to be reconciled:

\$ -

MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 02/28/2025

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 8,793,887.00	\$ 422,449.63	\$ 3,619,512.57	\$ 5,174,374.43	41.16%
State Revenue	\$ 116,281.00	\$ -	\$ 45,076.74	\$ 71,204.26	38.77%
Local Revenue	\$ 1,334,509.00	\$ 231,304.00	\$ 1,334,509.00	\$ -	100.00%
Interest Income	\$ 125,000.00	\$ 13,435.99	\$ 108,548.60	\$ 16,451.40	86.84%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 380,655.00	\$ -	\$ -	\$ 380,655.00	0.00%
Other	\$ 13,250.00	\$ 165.78	\$ 18,115.78	\$ (4,865.78)	136.72%
Local Funds Transfer	\$ 208,517.00	\$ -	\$ 93,867.99	\$ 114,649.01	45.02%
Total Revenues	\$ 10,997,099.00	\$ 667,355.40	\$ 5,244,630.68	\$ 5,752,468.32	47.69%
Expenditures					
Audit Fees	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 26,191.00	\$ 152.24	\$ 7,272.07	\$ 18,918.93	27.77%
Community relations & advertising	\$ 141,750.00	\$ 5,465.43	\$ 115,820.18	\$ 25,929.82	81.71%
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	0.00%
Consultants	\$ 5,770,723.00	\$ 287,186.28	\$ 2,205,662.75	\$ 3,565,060.25	38.22%
Contingency	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	0.00%
Contractual/Temporary Services	\$ 5,920.00	\$ 253.00	\$ 3,508.40	\$ 2,411.60	59.26%
Depreciation/Amortization	\$ -	\$ 6,637.60	\$ 54,789.56	\$ (54,789.56)	0.00%
Equipment & Furniture	\$ 70,000.00	\$ -	\$ 22,537.84	\$ 47,462.16	32.20%
Indirect Costs	\$ 551,353.00	\$ 56,051.41	\$ 390,232.76	\$ 161,120.24	70.78%
Legal Fees	\$ 30,000.00	\$ -	\$ 9,067.50	\$ 20,932.50	30.23%
Office Supplies	\$ 10,985.00	\$ 489.98	\$ 5,342.13	\$ 5,642.87	48.63%
Operating Supplies	\$ 45,948.00	\$ 1,240.24	\$ 10,995.08	\$ 34,952.92	23.93%
Operating Transfers Out	\$ 208,517.00	\$ -	\$ 93,867.99	\$ 114,649.01	45.02%
Other Misc. Expense	\$ 3,700.00	\$ 104.90	\$ 2,862.74	\$ 837.26	77.37%
Pass-Through Expenses	\$ 533,250.00	\$ 63,875.89	\$ 145,310.98	\$ 387,939.02	27.25%
Postage and Freight	\$ 3,700.00	\$ 55.52	\$ 1,082.97	\$ 2,617.03	29.27%
Printing and Binding	\$ 14,850.00	\$ 103.17	\$ 1,338.91	\$ 13,511.09	9.02%
Repair and Maintenance	\$ 7,500.00	\$ 17.25	\$ 3,336.39	\$ 4,163.61	44.49%
Salaries and benefits	\$ 3,395,114.00	\$ 204,172.76	\$ 1,822,368.12	\$ 1,572,745.88	53.68%
Training	\$ 39,345.00	\$ 55.00	\$ 8,425.46	\$ 30,919.54	21.41%
Travel and Per Diem	\$ 55,753.00	\$ 3,995.67	\$ 21,097.23	\$ 34,655.77	37.84%
Total Expenditures	\$ 10,997,099.00	\$ 629,856.34	\$ 4,949,919.06	\$ 6,047,179.94	45.01%
Agency Balance	\$ -	\$ 37,499.06	\$ 294,711.62		

MetroPlan Orlando
Agencywide
Balance Sheet
For Period Ending 03/31/2025

ASSETS

Operating Cash in Bank	\$	740,295.38
Petty Cash	\$	125.00
SBA Investment Account	\$	2,008,213.86
FL CLASS Investment Account	\$	1,914,674.70
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,318.71
Accounts Receivable - Grants	\$	744,058.30
Capital Assets - Net	\$	748,517.75

TOTAL ASSETS:	\$	6,178,203.70
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LIABILITIES

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

TOTAL LIABILITIES:	\$	1,077,578.49
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	2,318.71
Deposits	\$	20,000.00
Unassigned:	\$	5,078,306.50

TOTAL EQUITY:	\$	5,100,625.21
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TOTAL LIABILITIES & EQUITY:	\$	6,178,203.70
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Net difference to be reconciled:	\$	-
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MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 03/31/2025

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 8,793,887.00	\$ 721,519.93	\$ 4,341,032.50	\$ 4,452,854.50	49.36%
State Revenue	\$ 116,281.00	\$ 22,538.37	\$ 67,615.11	\$ 48,665.89	58.15%
Local Revenue	\$ 1,334,509.00	\$ -	\$ 1,334,509.00	\$ -	100.00%
Interest Income	\$ 125,000.00	\$ 14,796.31	\$ 123,344.91	\$ 1,655.09	98.68%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 380,655.00	\$ -	\$ -	\$ 380,655.00	0.00%
Other	\$ 13,250.00	\$ -	\$ 18,115.78	\$ (4,865.78)	136.72%
Local Funds Transfer	\$ 208,517.00	\$ 39,783.74	\$ 133,651.73	\$ 74,865.27	64.10%
Total Revenues	\$ 10,997,099.00	\$ 798,638.35	\$ 6,043,269.03	\$ 4,953,829.97	54.95%
Expenditures					
Audit Fees	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 26,191.00	\$ 2,432.24	\$ 9,704.31	\$ 16,486.69	37.05%
Community relations & advertising	\$ 141,750.00	\$ 1,451.36	\$ 117,271.54	\$ 24,478.46	82.73%
Computer Software	\$ 2,500.00	\$ 950.00	\$ 950.00	\$ 1,550.00	38.00%
Consultants	\$ 5,770,723.00	\$ 328,413.25	\$ 2,534,076.00	\$ 3,236,647.00	43.91%
Contingency	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	0.00%
Contractual/Temporary Services	\$ 5,920.00	\$ 253.00	\$ 3,761.40	\$ 2,158.60	63.54%
Depreciation/Amortization	\$ -	\$ 6,546.39	\$ 61,335.95	\$ (61,335.95)	0.00%
Equipment & Furniture	\$ 70,000.00	\$ -	\$ 22,537.84	\$ 47,462.16	32.20%
Indirect Costs	\$ 551,353.00	\$ 58,460.97	\$ 448,693.73	\$ 102,659.27	81.38%
Legal Fees	\$ 30,000.00	\$ 2,242.50	\$ 11,310.00	\$ 18,690.00	37.70%
Office Supplies	\$ 10,985.00	\$ 512.98	\$ 5,855.11	\$ 5,129.89	53.30%
Operating Supplies	\$ 45,948.00	\$ 1,929.76	\$ 12,924.84	\$ 33,023.16	28.13%
Operating Transfers Out	\$ 208,517.00	\$ 39,783.74	\$ 133,651.73	\$ 74,865.27	64.10%
Other Misc. Expense	\$ 3,700.00	\$ 94.94	\$ 2,957.68	\$ 742.32	79.94%
Pass-Through Expenses	\$ 533,250.00	\$ 81,639.57	\$ 226,950.55	\$ 306,299.45	42.56%
Postage and Freight	\$ 3,700.00	\$ 25.83	\$ 1,108.80	\$ 2,591.20	29.97%
Printing and Binding	\$ 14,850.00	\$ -	\$ 1,338.91	\$ 13,511.09	9.02%
Repair and Maintenance	\$ 7,500.00	\$ 2,220.00	\$ 5,556.39	\$ 1,943.61	74.09%
Salaries and benefits	\$ 3,395,114.00	\$ 204,864.61	\$ 2,027,232.73	\$ 1,367,881.27	59.71%
Training	\$ 39,345.00	\$ 155.19	\$ 8,580.65	\$ 30,764.35	21.81%
Travel and Per Diem	\$ 55,753.00	\$ 1,269.39	\$ 22,366.62	\$ 33,386.38	40.12%
Total Expenditures	\$ 10,997,099.00	\$ 733,245.72	\$ 5,683,164.78	\$ 5,313,934.22	51.68%
Agency Balance	\$ -	\$ 65,392.63	\$ 360,104.25		

Travel Summary - February 2025

Traveler: Hill, Eric
Dates: January 22-23, 2025
Destination: Washington, D.C.
Purpose of Trip: TRB Panel Meeting
Cost: \$737.54
Paid By: Other Source

Traveler: Huttman, Gary
Dates: February 4-5, 2025
Destination: Venice, FL
Purpose of Trip: Florida Greenway's & Trails Summit
Cost: \$393.36
Paid By: MetroPlan Orlando Funds

Traveler: Rodriguez, Adriana
Dates: February 6-8, 2025
Destination: West Palm Beach, FL
Purpose of Trip: Safe Streets Summit
Cost: \$1,422.85
Paid By: MetroPlan Orlando Funds

Traveler: Larsen, Sarah
Dates: September 22-25, 2024

Destination: West Palm Beach, FL

Purpose of Trip: FPTA/CTD Annual Conference

Cost: \$1,227.47

Paid By: MetroPlan Orlando Funds

Traveler: Rodriguez, Adriana

Dates: February 13, 2025

Destination: Tampa, FL

Purpose of Trip: Gulf Coast Safe Streets Summit

Cost: \$215.58

Paid By: MetroPlan Orlando Funds

Traveler: Huttman, Gary

Dates: February 11, 2025

Destination: Tallahassee, FL

Purpose of Trip: Senate Transportation Committee

Cost: \$258.45

Paid By: MetroPlan Orlando Funds

Travel Summary - March 2025

No travel was paid in March 2025



Board Action Fact Sheet

Meeting Date: May 14, 2025

Agenda Item: VIII. D. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of FY'25 Budget Amendment #2

Reason: This budget amendment updates FY'25 consultant budgets by UPWP task to align with FY'26 anticipated carry forward needs. The amendment will also update TD budgeted revenue to actual revenue and reallocate staff salary by UPWP task. Text within the UPWP has also been updated based on USDOT guidance and for scrivener's errors.

Summary/Key Information: FY'25 (UPWP Year 1) PL and SU funds can be spent in FY'26 (UPWP Year 2). This budget amendment moves FY'25 consultant budgets that will carry over to FY'26 to the correct UPWP tasks. Staff salary has also been reallocated to UPWP tasks to better align with actual charges.

MetroPlan Budget Impact: Increased TD revenue by \$2,342.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: The budget amendment document, updated agencywide budget, and changed UPWP pages are available under tab 1.

FINANCE USE ONLY:

Approved Bd Mtg: 5/14/2025
 Agenda Item #: VIII.D.

Entered:

FY 2025
 B E No. : 2
 FDOT No. : A2

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 4/24/2025

(WHOLE DOLLARS ONLY)

GrantName	TaskName	UPWPTask	AclarianCode	AclarianAccount	AMOUNT	
					REVENUES	EXPENDITURES
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	512000	Salaries		(\$7,500)
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	599002	Fringe Benefits		(\$4,500)
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	599004	Indirect Costs		(\$2,000)
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	512000	Salaries		\$34,500
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	531000	Consultants		(\$37,708)
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	599002	Fringe Benefits		\$19,500
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	599004	Indirect Costs		\$9,000
FY 2025 & 2026 PL Funds (CPG)	140-Regional Activities	140	531000	Consultants		\$37,708
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	512000	Salaries		(\$27,000)
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	599002	Fringe Benefits		(\$15,000)
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	599004	Indirect Costs		(\$7,000)
FY 2025 & 2026 SU Funds	150-Transportation Systems Management	150	531000	Consultants		(\$50,000)
FY 2025 & 2026 SU Funds	180-Multimodal Systems Planning	180	531000	Consultants		\$50,000
FY25 Local Funds	170-Special Studies	170	531000	Consultants		\$135,459
FY25 Local Funds	180-Multimodal Systems Planning	180	531000	Consultants		(\$135,459)
TD - Transportation Disadvantaged	100-Administration & Management	100	531002	Contractual/Temporary Services		\$495
TD - Transportation Disadvantaged	100-Administration & Management	100	549001	Advertising/Public Notice		\$1,197
TD - Transportation Disadvantaged	100-Administration & Management	100	545001	Insurance - Direct (TD Grant)		\$650
TD - Transportation Disadvantaged	TD Revenue	000	334490	State Grant Revenue - TD Funds	(\$2,342)	
Total				0	(\$2,342)	\$2,342

REASON(S):

To reconcile PL/SU consultant budgets for year-end; to update TD revenue from budget to actual; to reallocate salary by UPWP tasks

Finance Director's Signature:

Jason S. Loschiavo

Date:

Executive Director's Signature:

Gary D. Huttman

Date:

REMARKS:

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2025

REVENUES

Account Name	BE1	BE2	Change
PL Planning Funds (FHWA) CPG - Consolidated Planning G	\$ 4,069,263	\$ 4,069,263	\$ -
SU Funds (Surface Transportation Program Funds)	\$ 3,856,435	\$ 3,856,435	\$ -
VECTOR Grant - USF - CUTR	\$ 34,122	\$ 34,122	\$ -
SS4A	\$ 834,067	\$ 834,067	\$ -
Transportation Disadvantaged (TD)	\$ 116,281	\$ 118,623	\$ 2,342
Orange County Assessment	\$ 553,835	\$ 553,835	\$ -
Osceola County Assessment	\$ 147,257	\$ 147,257	\$ -
Seminole County Assessment	\$ 187,456	\$ 187,456	\$ -
Altamonte Springs Assessment	\$ 23,710	\$ 23,710	\$ -
Kissimmee Assessment	\$ 41,357	\$ 41,357	\$ -
Orlando Assessment	\$ 163,494	\$ 163,494	\$ -
Sanford Assessment	\$ 32,254	\$ 32,254	\$ -
Apopka Assessment Assessment	\$ 29,147	\$ 29,147	\$ -
Central Florida Expy Auth. Assessment	\$ 25,000	\$ 25,000	\$ -
Sanford Airport Auth. Assessment	\$ 25,000	\$ 25,000	\$ -
Greater Orl Aviation Auth Assessment	\$ 25,000	\$ 25,000	\$ -
LYNX (CFRTA) Assessment	\$ 25,000	\$ 25,000	\$ -
Belle Isle Assessment	\$ 574	\$ 574	\$ -
Eatonville Assessment	\$ 188	\$ 188	\$ -
Edgewood Assessment	\$ 209	\$ 209	\$ -
Maitland Assessment	\$ 1,584	\$ 1,584	\$ -
Oakland Assessment	\$ 429	\$ 429	\$ -
Ocoee Assessment	\$ 3,945	\$ 3,945	\$ -
Windermere Assessment	\$ 241	\$ 241	\$ -
Winter Garden Assessment	\$ 4,031	\$ 4,031	\$ -
Winter Park Assessment	\$ 2,437	\$ 2,437	\$ -
St. Cloud Assessment	\$ 30,999	\$ 30,999	\$ -
Casselberry Assessment	\$ 2,385	\$ 2,385	\$ -
Lake Mary Assessment	\$ 1,378	\$ 1,378	\$ -
Longwood Assessment	\$ 1,302	\$ 1,302	\$ -
Oviedo Assessment	\$ 3,195	\$ 3,195	\$ -
Winter Springs Assessment	\$ 3,102	\$ 3,102	\$ -
Interest Income	\$ 125,000	\$ 125,000	\$ -
Reimbursement Of Claims & Expenses	\$ 13,250	\$ 13,250	\$ -
CFMPOA Assessments	\$ 25,000	\$ 25,000	\$ -
Cash Carryforward	\$ 380,655	\$ 380,655	\$ -
Inter-Fund Group Transfers In (SS4A)	\$ 208,517	\$ 208,517	\$ -
	\$ 10,997,099	\$ 10,999,441	\$ 2,342

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2025

Expenditures

Account Name	BE1	BE2	Change
Executive Salary	295,909	295,909	0
Salaries	1,915,586	1,915,586	0
Fringe FICA - Employer	169,181	169,181	0
Fringe Pension - 401A - Employer	221,152	221,152	0
Fringe 457 Executive Director - Employer	27,000	27,000	0
Fringe Health Insurance - Employer	404,071	404,071	0
Fringe HSA/FSA Annual Contribution Employer	16,250	16,250	0
Fringe Dental - Employer	7,598	7,598	0
Fringe Vision Insurance - Employer	1,171	1,171	0
Fringe Life Insurance - Employer	1,680	1,680	0
Fringe Long-Term Disability - Employer	3,023	3,023	0
Fringe Workers' Compensation	4,200	4,200	0
Fringe Unemployment Compensation	10,000	10,000	0
Fringe Leave Costs	317,273	317,273	0
Consultants	5,770,723	5,770,723	0
Legal Fees	30,000	30,000	0
Contractual/Temporary Services	5,920	6,415	495
Audit Fees	25,000	25,000	0
Other Misc. Expense	3,700	3,700	0
Travel and Per Diem	55,753	55,753	0
Computer Operations - Indirect	124,848	124,848	0
Small Tools/Equipment	4,000	4,000	0
Telephone - Indirect	3,820	3,820	0
Postage And Freight	3,700	3,700	0
Rentals and Leases - Parking Validations	16,000	16,000	0
Rentals and Leases - Offsite Meetings	12,574	12,574	0
Rentals and Leases - Equipment Rentals - Indirect	950	950	0
Rentals and Leases - Building Operating Expenses - Indire	36,000	36,000	0
Rentals and Leases - Staff Parking - Indirect	31,920	31,920	0
Insurance - Indirect	42,250	42,250	0
Insurance - Direct (TD Grant)	0	650	650
Repair & Maintenance	7,500	7,500	0
Equipment Maintenance - Indirect	15,000	15,000	0
Printing And Binding	14,850	14,850	0
Promotional Activities	10,000	10,000	0
Contingency	55,000	55,000	0
Advertising/Public Notice	20,700	21,897	1,197
Educational Reimbursement	1,020	1,020	0
Community Relations Sponsorships	10,500	10,500	0
Office Supplies	10,985	10,985	0
Computer Software	2,500	2,500	0
Office Meeting/Marketing Expenses	13,374	13,374	0
Dues & Memberships	19,397	19,397	0
Books, Publications, And Subscriptions	6,794	6,794	0
Training	39,345	39,345	0
Equipment & Furniture	70,000	70,000	0
Principal - Leased Assets - Indirect	274,039	274,039	0
Interest - Leased Assets - Indirect	22,526	22,526	0
Pass-Through Expenses	533,250	533,250	0
Contributions	100,550	100,550	0
Operating Transfers Out	208,517	208,517	0
	\$ 10,997,099	\$ 10,999,441	\$ 2,342

2. Reliability & Performance: Leverage innovative solutions to optimize system performance.

Rapidly developing technological innovations have the potential to disrupt the way we think about transportation systems. These changes range from improvements to existing technologies including Intelligent Transportation Systems (ITS), shared mobility, traveler information tools, and connected or automated vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region plans and designs roadways and other transportation infrastructure.

3. Access & Connectivity: Enhance communities and lives through improved access to opportunities.

Transportation plays an integral role in supporting vibrant, prosperous communities and enabling individuals and families to access jobs, essential services, education, as well as other social, cultural, and recreational opportunities. MetroPlan Orlando will continue to work to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves. The region's economy depends on a robust and resilient transportation system that connects people to places and efficiently moves freight and goods.

4. Health & Environment: Protect and preserve our region's public health and environmentally sensitive areas.

The region's outstanding natural environment is a key element for economic progress and public health. Abundant natural resources, a beautiful setting, and vibrant communities make every industry more competitive in a global economy. Maintaining this advantage depends on a healthy, natural, and built environment with clean industries, good jobs, managed growth, and lively centers. MetroPlan Orlando will continue to enhance the planning process to give greater emphasis to public health, ~~equity~~, land use, and other emerging issues.

5. Investment & Economy: Support economic prosperity through strategic transportation investment.

A safe and efficient transportation system serves as the backbone of the economy, and a healthy economy is vital to creating and maintaining a high standard of living and quality of life for residents of and visitors to Central Florida. To support stable and lasting prosperity, the 2045 Plan will focus on connecting businesses, people, and places. A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work optimally. Strong regional growth requires continuous coordination to ensure that the region's quality of life remains an economic asset in the future.

Planning Emphasis Areas

The Planning Emphasis Areas for the MetroPlan Orlando Planning Area are a combination of Federal and State emphasis areas.

United States Department of Transportation

~~In 2021, the~~ Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning ~~have jointly~~ issued updated federal Planning Emphasis Areas. Federal emphasis areas include:

- ~~• Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future~~
- ~~• Equity/Justice40 in Transportation Planning~~
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/ U.S. Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Florida Department of Transportation

The Florida Department of Transportation (FDOT) Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. Florida MPOs must also consider Safety, Equity, Resilience, and Emerging Mobility when updating their UPWP.

Federal and State Planning Factors / Emphasis Areas Matrix

The UPWP Task Matrix below documents how MetroPlan Orlando proposes to address the twelve (12) federal and state planning emphasis areas through the UPWP and the metropolitan transportation planning process. Those UPWP tasks that directly apply to specific emphasis areas have been identified in the matrix. Additional detail relating to specific MPO activities and products supporting federal/state emphasis areas are described in each task.

UPWP Task:	100	110	120	130	140	150	160	170	180	200
Federal and State Planning Emphasis Areas:										
Complete Streets	✓	✓	✓	✓		✓	✓	✓	✓	✓
Public Involvement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Strategic Highway Network (STRAHNET)/ U.S. Department of Defense (DOD) Coordination	✓			✓	✓	✓	✓		✓	
Federal Land Management Agency (FLMA) Coordination	✓		✓	✓	✓	✓	✓		✓	
Planning and Environment Linkages (PEL)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Data in Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safety (State PEA)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Equity (State PEA)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Resilience (PEA)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Emerging Mobility (PEA)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Commented [AT1]: Federal Planning Emphasis Areas updated in this table, consistent with 4/24/25 letter from USDOT to all federal funding recipients.

Resolution Statement

The Resolution dated May 8, 2024, signed by MetroPlan Orlando Chair Cheryl Grieb is available in **Appendix A**.

Agreements

MetroPlan Orlando maintains agreements with each of its member governments and agencies, through an Interlocal Agreement (525-010-01), which was created June 1, 2000, and amended from time to time. Signatory governments and agencies are Orange, Osceola and Seminole Counties, the Cities of Altamonte Springs, Apopka, Kissimmee, Orlando, Sanford, and St. Cloud, the Central Florida Expressway Authority, the Central Florida Regional Transportation Authority (LYNX), the Greater Orlando Aviation Authority, and the Sanford Airport Authority. Memorandums of agreement for funding transportation planning activities described in the UPWP are also maintained with the Florida Department of Transportation. The agreement for the provision of FHWA Section 112 PL funds is a two-year agreement coinciding with the two-year UPWP. MetroPlan Orlando also maintains an Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (525-010-03) (ICAR) with the East Central Florida Regional Planning Council, the Central Florida Regional Transportation Authority d/b/a LYNX, the Greater Orlando Aviation Authority, the Sanford Airport Authority, the Central Florida Expressway Authority, and the Florida Department of Transportation. This ICAR, last updated in 2021, is a five-year agreement which automatically renews.

Certification

A certification review of the transportation planning process is conducted every four years by the Federal Highway Administration and the Federal Transit Administration, with the most recent review being conducted in March 2023. The Federal Review Team recognized seven (7) noteworthy practices, identified no corrective actions, and offered no recommendations the MPO should consider for improving their planning processes. During the intervening years between the Federal Certification Review, FDOT conducts a review. There were no corrective actions in the last FDOT certification review, completed in February ~~2023~~2025.

Required Forms, Certification and Assurances

See **Appendix B** for required forms, certifications, and assurances.

See **Appendix C** for Cost Allocation Plan, Certificate and Approved Indirect Cost Rate utilized by MetroPlan Orlando.

Operation Procedures and Bylaws

MetroPlan Orlando's role and responsibilities were established by Title 23, United States Code and Chapter 339, Florida Statutes. MetroPlan Orlando conducts its operations through an adopted set of Rules, established as Chapter 35 I-1, Florida Administrative Code as well as approved Internal Operating Procedures. The most recent version of the Internal Operating Procedures of MetroPlan Orlando was approved on the agenda of the September 13, 2023 Board Meeting.

MetroPlan Orlando has adopted a Continuity of Operations Plan (updated in May 2020 including a Pandemic Influenza supplement) to ensure that MetroPlan Orlando is able to continue to perform its essential business functions in the event of disruption to normal working conditions. Such events could include emergencies resulting from fire, storms, natural disasters, terrorist activities, power outages, pandemic influenza, or other short or long-term disruptions to the physical environment in which employees operate.

Required Activities and Products

Activities and Products	Milestone / Target Date
General office support	Ongoing / June 2026
Management and administration of MetroPlan Orlando personnel including recruitment, retention, training, and benefits	Ongoing / June 2026
Daily operations and continued upkeep of the physical office	Ongoing / June 2026
Implementation of the Strategic Business Plan	Ongoing / June 2026
Continuity of Operations Plan (COOP)	Updated as needed/Tested Annually / June 2026
Purchases including supplies and capital and lease of equipment	Ongoing / June 2026
Legal and legislative assistance	Ongoing / June 2026
Federal and State Certifications	State – Annual Federal – Every four years
Other activities include inventorying equipment, scheduling appointments, making travel arrangements, document sales and general customer service	Ongoing / June 2026
Support of all MetroPlan Orlando Board and Committees including Transportation Disadvantaged Local Coordinating Board	Ongoing / June 2026
Annual audit of MetroPlan Orlando to determine compliance with federal and state regulations regarding the management and expenditure of FHWA Section 112, FTA and FDOT funds	November 2024-2025 November 2025 2026
Draft UPWP and Budgeting	March 2026
Final UPWP and Budgeting	May 2026
UPWP amendments	Ongoing, as needed / June 2026
Grant invoicing	Monthly / June 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

Responsible MPO Staff

- Executive Director
- Director of Transportation Planning
- Director of Finance and Administration
- Director of Regional Partnerships

Task 100 (Administration and Management) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	TD Funds	Total
Personnel (salary and benefits)	\$ 570,794	\$ 1,083,064	\$ 24,306	\$ 1,678,164
Consultant Services	\$ 60,000	-	-	\$ 60,000
Pass Through	-	-	-	-
Travel Expenses	\$ 53,253	-	\$ 2,500	\$ 55,753
Indirect Expenses	\$ 76,949	\$ 178,141	\$ 3,751	\$ 258,841
Supplies	\$ 14,985	-	-	\$ 14,985
Equipment	\$ 70,000	-	-	\$ 70,000
Audit Fees	-	\$ 25,000	-	\$ 25,000
Other Direct Expenses	\$ 380,705	-	\$ 8,0665,724	\$ 386,429388,771
Total:	\$ 1,226,686	\$ 1,286,205	\$ 36,28138,623	\$ 2,551,51449,172

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	TD Funds	Total
Personnel (salary and benefits)	\$ 587,150	\$ 1,166,454	\$ 25,649	\$ 1,779,253
Consultant Services	\$ 60,000	-	-	\$ 60,000
Pass Through	-	-	-	-
Travel Expenses	\$ 56,026	-	\$ 2,500	\$ 58,526
Indirect Expenses	\$ 82,214	\$ 198,606	\$ 4,112	\$ 284,932
Supplies	\$ 15,000	-	-	\$ 15,000
Equipment	\$ 51,500	-	-	\$ 51,500
Audit Fees	-	\$ 26,000	-	\$ 26,000
Other Direct Expenses	\$ 187,538	-	\$ 6,241	\$ 193,779
Total:	\$ 1,039,428	\$ 1,391,060	\$ 38,502	\$ 2,468,990

Responsible MPO Staff

- Director of Regional Partnerships
- Public Information Manager
- Community Outreach Strategist
- Communication Coordinator

Task 110 (Public Outreach) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	Total
Personnel (salary and benefits)	-	\$ 357,636345,636	\$ 357,636345,636
Consultant Services	\$ 90,000	-	\$ 90,000
Pass Through	-	-	-
Travel Expenses	-	-	-
Indirect Expenses	-	\$ 586,824	\$ 568,824
Supplies	-	-	-
Equipment	-	-	-
Other Direct Expenses	\$ 33,500	-	\$ 33,500
Total:	\$ 123,500	\$ 416,460402,460	\$ 525,96039,960

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	Total
Personnel (salary and benefits)	-	\$ 377,489	\$ 377,489
Consultant Services	\$ 190,000	-	\$ 190,000
Pass Through	-	-	-
Travel Expenses	-	-	-
Indirect Expenses	-	\$ 64,273	\$ 64,273
Supplies	-	-	-
Equipment	-	-	-
Other Direct Expenses	\$ 33,500	-	\$ 33,500
Total:	\$ 223,500	\$ 441,762	\$ 665,262

Task 120 – Transportation Improvement Program

Purpose

Maintain a current five-year Transportation Improvement Program (TIP) consistent with long-range planning activities and with statutory requirements. The TIP is a multiyear, multimodal investment plan of transportation improvement projects for the metropolitan planning area developed pursuant to 23 Code of Federal Regulations part 450, and consistent with the requirements established in Title 23 USC 134(h) and Section 339.175 of the Florida statutes.

Previous Work

Work Item	Activity Date / Status
FY 2022/2023– FY 2026/2027 TIP FY 2023/2024 – FY 2027/2028 TIP	July 2022 July 2023
2022 Prioritized Project List (PPL) 2023 Prioritized Project List (PPL)	July 2022 July 2023
Annual list of projects and funding plan for MetroPlan Orlando TMA funds	July 2022 July 2023
Annual list of projects for which federal funds were obligated in the preceding fiscal year	October 2022 October 2023

Required Activities and Products

Activities and Products	Milestone / Target Date
Develop five-year TIP using projects drawn from adopted MTP and process TIP amendments as needed	July 2024 2025 July 2025 2026
Maintain web-based interactive TIP	Ongoing - TIP Amendments
Update Prioritized Project List addressing performance-based planning targets for incorporation into the FDOT tentative work program's next fifth year.	July 2024 2025 July 2025 2026
Prepare a list of projects for programing of MetroPlan Orlando TMA funds	July 2024 2025 July 2025 2026
Prepare a list of projects for which federal funds have been obligated in the preceding fiscal year in order to meet federal requirements	October 2024 2025 October 2025 2026
Coordinate with FDOT on TIP Amendments and TMA funds	Ongoing – monthly coordination
Initiate the Efficient Transportation Decision Making (ETDM) Planning Screen review of major capacity projects	Ongoing – as needed
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

Task 130 (Metropolitan Transportation Plan) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	SU Funds	Total
Personnel (salary and benefits)	-	\$ 261,749,315,749	-	\$ 261,749,315,749
Consultant Services	-	\$ 91,776,429,484	\$ 1,007,084	\$ 1,098,860,136,568
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 52,052,43,052	-	\$ 52,052,43,052
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	-	-	-	-
Total:	-	\$ 459,577,34,285	\$ 1,007,084	\$ 1,464,661,1,369

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	SU Funds	Total
Personnel (salary and benefits)	-	\$ 267,848	-	\$ 267,848
Consultant Services	-	-	\$ 310,000	\$ 310,000
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 45,605	-	\$ 45,605
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	\$ 450	-	-	\$ 450
Total:	\$ 450	\$ 313,453	\$ 310,000	\$ 623,903

Activities and Products	Milestone / Target Date
Attendance of State groups and committees (model task force, metropolitan planning partnership, MPO Advisory Council, etc.)	Ongoing – as needed
Attendance and participation with national groups and committees (TRB, NCHRP, AMPO, NARC, etc.)	Ongoing – as needed
CFMPOA Regional Priority Project List	July 2024 2025 July 2025 2026
CFMPOA Regional Indicators Report	April-June 2025 April-June 2025 2026
CFMPOA continued coordination amongst regional MPO partners	Quarterly meetings/Ongoing
CFMPOA Regional LRTP Summary	April-June 2025 April-June 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

Responsible MPO Staff

- Director of Transportation Planning
- Director of Regional Partnerships
- Director of Transportation Systems Management & Operations
- Manager of Transportation Planning
- Senior Transportation Planner
- Senior Transportation Engineer
- Transportation Planner

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Task 140 (Regional Activities) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	CFMPOA	FHWA (PL)	Total
Personnel (salary and benefits)	\$ 225,266	\$ 24,218	-	\$ 249,484
Consultant Services	-	-	\$ 70,000107,708	\$ 70,000107,708
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	\$ 37,053	\$ 3,982	-	\$ 41,035
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	-	\$ 1,800	-	\$ 1,800
Total:	\$ 262,319	\$ 30,000	\$ 70,000107,708	\$ 362,319400,027

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	CFMPOA	FHWA (PL)	Total
Personnel (salary and benefits)	\$ 238,976	\$ 24,098	-	\$ 263,074
Consultant Services	-	-	\$ 8,500	\$ 8,500
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	\$ 40,690	\$ 4,102	-	\$ 44,792
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	-	\$ 1,800	-	\$ 1,800
Total:	\$ 279,666	\$ 30,000	\$ 8,500	\$ 318,166

All Regional Accounting (CFMPOA Activities) Tables

Estimated Budget Detail for FY 2026

Funding Source	Agency	Amount	Incoming / Outgoing Funds
Local	MetroPlan Orlando	\$ 5,000	Outgoing Funds
PL	Lake-Sumter MPO	\$ 5,000	Incoming Funds
PL	Ocala-Marion TPO	\$ 5,000	Incoming Funds
PL	Polk	\$ 5,000	Incoming Funds
PL	River to Sea TPO	\$ 5,000	Incoming Funds
PL	Space Coast TPO	\$ 5,000	Incoming Funds
Total Regional Funding		\$ 30,000	

Estimated Budget Detail for FY 2026

Funding Source	Agency	Amount	Incoming / Outgoing Funds
Local	MetroPlan Orlando	\$ 5,000	Outgoing Funds
PL	Lake-Sumter MPO	\$ 5,000	Incoming Funds
PL	Ocala-Marion TPO	\$ 5,000	Incoming Funds
PL	Polk	\$ 5,000	Incoming Funds
PL	River to Sea TPO	\$ 5,000	Incoming Funds
PL	Space Coast TPO	\$ 5,000	Incoming Funds
Total Regional Funding		\$ 30,000	

Activities and Products	Milestone / Target Date
Work with regional partners to develop concepts for state and federal grant opportunities involving information, communication and technology applications in transportation.	Ongoing
Visual-Enhanced Cooperative Traffic Operations (VECTOR) System – As a sub-recipient of the Center for Urban Transportation Research (CUTR) for the use of Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy (EERE) Vehicle Technologies Office, Fiscal Year 2021 Research Funding opportunity MetroPlan Orlando will coordinate with seven MPOs in the Central Florida Mega Region to provide support on evaluation of and feedback on the proposed technologies; facilitate use of planning models in the region to evaluate the benefits, impacts and potential applications of these technologies beyond the research. The research team will also bridge the proposed technologies with previous Cooperative Driving Automation (CDA) program and expand this to all stakeholders.	Ongoing (December 2025)
EV Charging Readiness Study: Staff is managing consultant services to complete an EV Charging Readiness Study. It provides a regional approach for supporting current and future EV drivers traveling within the MetroPlan Orlando planning area. This Study identifies gaps where public infrastructure is not currently available in the region to support EV drivers and recommends charging station installations in key locations (i.e., venues) to establish a comprehensive charging network. In addition to more charging stations, this Study also outlines critical implementation barriers for charging station installations or EV adoption and recommends strategies (i.e., codes, ordinances, regulations) for addressing them.	Ongoing-Complete (September-March 2024-2025)
Transportation Demand Management (TDM) Plan - Staff will manage consultant services to complete a TDM Plan. The principles and strategies of TDM encourage people to use sustainable modes of transportation through education and incentives, thereby reducing the number of vehicles on the roadway. This TDM Plan will outline the region's commute mode share, set goals for sustainable transportation, and identify TDM strategies and amenities to identify projects and/or opportunities to collaborate with local and agency partners to reduce congestion and advance sustainable transportation goals.	May 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

Responsible MPO Staff

- Director of Transportation Systems Management & Operations
- Senior Transportation Engineer
- Director of Transportation Planning
- Transportation Planner

Task 150 (TSM&O) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	SU Funds	VECTOR	Total
Personnel (salary and benefits)	-	\$ 215,521	-	\$ 28,918	\$ 244,439
Consultant Services	-	-	\$ 1,680,216,630,216	-	\$ 1,680,216,630,216
Pass Through	-	-	-	-	-
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	\$ 35,449	-	\$ 5,204	\$ 40,653
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	-	\$ 250,970	\$ 1,680,216,630,216	\$ 34,122	\$ 1,915,308,65,308

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	SU Funds	VECTOR	Total
Personnel (salary and benefits)	-	\$ 243,111	-	\$ 21,669	\$ 264,780
Consultant Services	-	-	\$ 1,490,000	-	\$ 1,490,000
Pass Through	-	-	-	-	-
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	\$ 41,393	-	\$ 3,900	\$ 45,293
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	-	\$ 284,504	\$ 1,490,000	\$ 25,569	\$ 1,800,073

Task 160 – Data Development

Purpose

To collect and maintain an up-to-date inventory of planning data which includes, but is not limited to land use, travel patterns, travel mode, location-based service & connected vehicle data, transit ridership, socio-economic information and demographics for use in the MetroPlan Orlando's Geographic Information System (GIS) and travel demand forecasting databases. The MPO's data collection and analysis efforts are directly linked to the development of the MTP, Performance based project prioritization and Performance Measure monitoring and reporting.

Previous Work

Work Item	Activity Date / Status
Highway system data provided by the FDOT and our partnering counties and cities was collected and maintained	Annually
Aviation activity data is routinely collected from the Greater Orlando Aviation Authority, the Sanford Airport Authority, and Kissimmee Gateway Airport	Annually
Location Based Service (LBS) and Connected Vehicle (CV) data for travel time performance monitoring and Transportation Planning Studies	Ongoing
Crash data indexing for safety performance monitoring	Ongoing
Bicycle and pedestrian exposure data for safety performance monitoring	Weekly Counts
Accessibility to essential services using Land Overlaid on Transportation Information System	June 2021
GIS Technical Support for MTP implementation and Priority List	June 2022

Required Activities and Products

Activities and Products	Milestone / Target Date
Travel Time, Safety, Pavement, Bridge and Transit Assists data for annual performance report – Tracking the Trends	April 2024 2025 April 2025 2026
Traffic counts, crash statistics, air quality, facility inventories and other data that describes the operation of the existing transportation system and can be used to develop the annual performance monitoring report and the Metropolitan Transportation Plan	Ongoing
Collect bicycle and pedestrian counts monthly at locations with high active transportation usage	Ongoing
Congestion Management Plan Visualization & Dashboard	Ongoing

Activities and Products	Milestone / Target Date
Provide value added services with traveler attribute and location-based service and connected vehicle data for Local Government Transportation Planning	January-June 2024 2025 January-June 2025 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

Responsible MPO Staff

- Director of Transportation Planning
- Director of Transportation Systems Management & Operations
- Manager of Transportation Planning
- Senior Transportation Engineer
- Senior Transportation Planner
- Transportation Planner

Task 160 (Data Development) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	SU Funds	Total
Personnel (salary and benefits)	-	\$ 98,160	-	\$ 98,160
Consultant Services	-	\$ 336,761	\$ 274,739	\$ 611,500
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 16,145	-	\$ 16,145
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	-	-	-	-
Total:	-	\$ 451,066	\$ 274,739	\$ 725,805

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	SU Funds	Total
Personnel (salary and benefits)	-	\$ 102,794	-	\$ 102,794
Consultant Services	-	\$ 138,137	\$ 214,265	\$ 352,402
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 17,502	-	\$ 17,502
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	-	-	-	-
Total:	-	\$ 258,433	\$ 214,265	\$ 472,698

Task 170 (Special Studies) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	SU Funds	SS4A (FY 2024)	Total
Personnel (salary and benefits)	-	-	-	-	-
Consultant Services	\$ 135,459-	-	\$ 331,750	\$ 1,042,584	\$ 1,374,334
Pass Through	-	-	-	-	-
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	-	-	-	-
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	\$ 135,459-	-	\$ 331,750	\$ 1,042,584	\$ 1,374,334

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	SU Funds	SS4A (FY 2024)	Total
Personnel (salary and benefits)	-	-	-	-	-
Consultant Services	-	-	\$ 80,000	\$ 100,000	\$ 180,000
Pass Through	-	-	-	-	-
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	-	-	-	-
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	-	-	\$ 80,000	\$ 100,000	\$ 180,000

Required Activities and Products

Activities and Products	Milestone / Target Date
Implementation of and updates to MetroPlan Orlando's Complete Streets policy and project prioritization process *	Annual / Ongoing
Participation and Coordination in the development of the Florida Transportation Plan & Freight and Goods Movement Plan	Annual / Ongoing
Coordination on Transit Planning activities with LYNX and FDOT – to improve access and increase public transportation ridership *	Annual / Ongoing
Facilitate the TDLCB annual evaluation of the CTC	June 2024 2025 June 2025 2026
Staff support and regional oversight of Best Food Forward Program – to improve safety of bicyclists and pedestrians *	Annual / Ongoing
Coordination on regional trail, bicycle and pedestrian planning and implementation with local partners – to create a network of active transportation facilities *	Annual / Ongoing
Staff will continue to participate in the community health planning efforts led by the health departments in Orange, Osceola, and Seminole counties – to create a network of active transportation facilities and improve access to public transportation *	Annual / Ongoing
Air Quality Reports for Orange, Osceola and Seminole Counties	Annual / Ongoing
Feasibility Studies for Critical Sidewalk Bundles – to improve safety of bicyclists and pedestrians and access to public transportation *	June 2024 2025 June 2025 2026
Corridor and Areawide Concept Planning / Safety Studies – to safety connect neighborhoods with destinations while addressing regional travel demand and capacity constraints *	June 2024 2025 June 2025 2026
Vision Zero Regional Safety Action Plan: Implementation Supplemental Planning Efforts *	June 2024 2025 June 2025 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

* Planning Activity achieves the requirements for Complete Streets planning as described in Section 11206, Increasing Safe and Accessible Transportation Options of the Infrastructure Investment and Jobs Act [§ 11206].

Responsible MPO Staff

- Director of Transportation Planning
- Director of Regional Partnerships
- Manager of Transportation Planning
- Senior Transportation Planner
- Senior Transportation Engineer
- Transportation Planner

Task 180 (Multimodal Systems Planning) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)*	SU Funds	Total
Personnel (salary and benefits)	-	\$ 507,109465,109	-	\$ 507,109465,109
Consultant Services	- \$ 135,459	-	\$ 562,646612,646	\$ 698,105612,646
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 83,40976,409	-	\$ 83,40976,409
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	\$ 100,000	-	-	\$ 100,000
Total:	\$ 235,459100,000	\$ 590,518541,518	\$ 562,646612,646	\$ 1,388,6231,254,164

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)*	SU Funds	Total
Personnel (salary and benefits)	-	\$ 534,920	-	\$ 534,920
Consultant Services	\$ 69,265	-	\$ 155,735	\$ 225,000
Pass Through	-	-	-	-
Travel Expenses	-	-	-	-
Indirect Expenses	-	\$ 91,078	-	\$ 91,078
Supplies	-	-	-	-
Equipment	-	-	-	-
Other Direct Expenses	\$ 100,000	-	-	\$ 100,000
Total:	\$ 169,265	\$ 625,998	\$ 155,735	\$ 950,998

* These funds satisfy the requirements for the minimum 2.5% PL set aside for Complete Streets planning [§ 11206(b)]. The total amount of funds estimated to be used by the MetroPlan Orlando for Complete Streets planning for FY 24/25 is \$100,000 of \$3,722,721 PL (2.69% of FY 24/25 PL allocation), and for FY 25/26, is \$100,000 of \$3,788,598 PL (2.64% of FY 25/26 PL allocation).

Task 200 – LYNX Planning Activities

Purpose

To conduct basic planning studies needed to assist in further implementation of transit service development in the Metropolitan Planning Area, using FTA Section 5305, 5307, 5309 and 5339 funds with local match and CTD funds.

Previous Work

Work Item	Activity Date / Status
Monthly coordination meetings with LYNX, FDOT, and MPO staff	Ongoing
Transit Monitoring Reports	Annually
LYNX Origin & Destination Studies (Annual)	Annually
Transit Asset Management (TAM) Plan	Annually
LYNX Transportation Disadvantaged Service Plan	Annually
LYNX Transit Development Plan	Annually
LYNX Origin & Destination Studies (Annual)	Annually
Bus Stop Design Guide	Ongoing
ADA Transition Plan	Ongoing
LYNX Sustainability and Resilience Plans	Ongoing
Human Service Transportation Plan (HSTP)	Ongoing
Southern Operations Base: Title VI Assessment	Complete (April 2024)

Required Activities and Products

Activities and Products	Milestone / Target Date
Monthly coordination meetings with LYNX, FDOT, and MPO staff	Ongoing (June 2026)
Bus Stop Design Guide	September 2024
Pine Hills Transfer Center: Service Change & Public Outreach	August 2024 – December 2024
County Transit Plans (for Orange County)	June 2026
Customer Satisfaction Survey (Systemwide)	July 2024 – April 2025June 2026
Human Service Transportation Plan (HSTP)	February 2025
Facility and Real Estate Planning	June 2026
ITS and Sustainability Planning	June 2026
ADA Transition Plan	June 2025
LYNX Sustainability and Resilience Plans	June 2025
Intermodal Transit Planning	July 2025 – June 2026
See Appendix H for Consultant Scope of Services and Schedule for support activities identified in this task.	

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Responsible MPO Staff

- Director of Transportation Planning
- Director of Regional Partnerships
- Transportation Planner
- Senior Board Services Coordinator

This task also includes the active participation and responsibility of LYNX staff for Transportation Disadvantaged (TD), FTA (5307/5309) and FHWA (PL) Consolidated Planning Grant funds.

Task 200 (LYNX Planning Activities) Budget Tables

Estimated Budget Detail for FY 2025

Budget Category / Description	Local	FHWA (PL)	TD Funds	LYNX 5307/5309	Total
Personnel (salary and benefits)	-	-	-	-	-
Consultant Services	-	-	-	-	-
Pass Through	-	\$ 453,250	\$ 80,000	-	\$ 533,250
LYNX Budget	-	-	-	\$ 900,000	\$ 900,000
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	-	-	-	-
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	-	\$ 453,250	\$ 80,000	\$ 900,000	\$ 1,433,250

Estimated Budget Detail for FY 2026

Budget Category / Description	Local	FHWA (PL)	TD Funds	LYNX 5307/5309	Total
Personnel (salary and benefits)	-	-	-	-	-
Consultant Services	-	-	-	-	-
Pass Through	-	\$ 350,000	\$ 80,000	-	\$ 430,000
LYNX Budget	-	-	-	\$ 1,200,000	\$ 1,200,000
Travel Expenses	-	-	-	-	-
Indirect Expenses	-	-	-	-	-
Supplies	-	-	-	-	-
Equipment	-	-	-	-	-
Other Direct Expenses	-	-	-	-	-
Total:	-	\$ 350,000	\$ 80,000	\$ 1,200,000	\$ 1,630,000

Commented [AT2]: Update PL mix - add PL for consultant services, less pass-thru.

Commented [AT3R2]: FY26: total PL = \$350k

PL for Consultant services = \$330k

PL for pass-thru to Lynx = \$20k

QFY 2024/25 and ~~Tentative~~ FY 2025/26 | Consultant Scope of Services

Task	Consultant Service	Description
100	Legislative Services	<p>Purpose: Monitor and educate on legislative activities impacting metropolitan planning organizations and issues affecting transportation.</p> <p>Key Tasks: Coordination and outreach with elected and appointed officials; Monitoring and reporting on legislative session activities.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$120,000 (FY24/25: \$60,000 + FY 25/26: \$60,000)</p> <p>Fund Source: Local</p>
110	Public Participation Plan Implementation Support	<p>Purpose: Implementation and monitoring support for organizational Public Participation Plan (PPP); ensuring all federal and state requirements are addressed using meaningful best practices.</p> <p>Key Tasks: Staffing support for community outreach and speaker series events; preparation of communication materials (infographics, videos, flyers, social media posts, etc.); survey researching and; establishing relationships with community groups; outreach documentation/reporting.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$20145,000 (FY24/25: \$10,000 + FY 25/26: \$40135,000)</p> <p>Fund Source: Local + <u>SU</u></p>
110	Graphic Design Support	<p>Purpose: Graphic design of visually appealing printed and digital communication materials to provide visualization of complex transportation planning concepts.</p> <p>Key Tasks: Concept development; art direction; creation of illustrations; photography; layout; design; print management.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$25,000 (FY24/25: \$15,000 + FY 25/26: \$10,000)</p> <p>Fund Source: Local</p>
110	Videographer Support	<p>Purpose: Video production to convey transportation planning concepts to the public in plain language, appealing visualization.</p> <p>Key Tasks: Storyboarding; script writing; concept development; video production; post-production/editing; animation.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$30,000 (FY24/25: \$15,000 + FY 25/26: \$15,000)</p> <p>Fund Source: Local</p>
110	Public Opinion Survey (2026)	<p>Purpose: Survey research to understand the transportation needs of those who travel in our three-county region, and to track shifts in public opinion trends on key issues over time.</p> <p>Key Tasks: Survey design and programming; Data collection; Data analysis and reporting; Present key findings and recommendations.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$105,000 (FY 25/26: \$105,000)</p> <p>Fund Source: Local</p>

Task	Consultant Service	Description
120	Online Transportation Improvement Program (TIP) Support	<p>Purpose: Improve public access and visualization of TIP.</p> <p>Key Tasks: Maintenance and development of an online TIP visualization utilizing built-in database and mapping capabilities; Monthly coordination with MPO staff; TIP data processing and updates to online database and spatial features.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$7095,000 (FY24/25: \$3550,000 + FY25/26: \$3545,000)</p> <p>Fund Source: PL</p>
130	2050 MTP – Public Participation, Multimodal Project Identification, Prioritization, and Investment Policy <i>*Continuation of project/study initiated in FY 23/24 UPWP.</i>	<p>Purpose: Develop a 2050 MTP/LRTP consistent with federal/state requirements in collaboration with local and regional agency partners.</p> <p>Key Tasks: Engage with the public, local governments, transportation partners, and other interested parties; Analyze and report on key metrics for systems performance; Update the Congestion Management Process; Evaluate future financial resources for federal, state, and local agency funding forecasts; Formulate community and environmental strategies for future growth; Identify regional and local transit-supportive policies and implementation strategies; Prepare inventory of multimodal transportation system assets, conditions, and performance to identify multimodal needs, projects, and improvement strategies; Develop prioritization policy to evaluate the identified multimodal projects and strategies; Refine infrastructure investment policies and compare alternatives; Agency coordination in preparation of socioeconomic (TAZ) data, existing and committed network, etc. to support the update of the Central Florida Regional Planning Model in cooperation with FDOT.</p> <p>Schedule: July 2024 through June 2025</p> <p>Est. Cost: \$1,136,568,098,861 (FY24/25)</p> <p>Fund Source: SU + PL</p>
130	2050 MTP – Public Participation, Scenario Planning, Investment Element and Cost Feasible Plan Development	<p>Purpose: Develop a 2050 MTP/LRTP consistent with federal/state requirements in collaboration with local and regional agency partners.</p> <p>Key Tasks: Engage with the public, local governments, transportation partners, and other interested parties; Agency coordination in preparation of the Central Florida Regional Planning Model in cooperation with FDOT; Analyze and report on key metrics for system performance; Evaluate future financial resources for federal, state, and local agency funding forecasts; Complete inventory of multimodal transportation system assets, conditions, and performance to identify multimodal needs, projects, and strategies. Develop prioritization policy to evaluate the identified multimodal projects and strategies; Document infrastructure investment policies and compare alternative investment scenarios; Establish a cost feasible plan based upon the preferred infrastructure investment alternative; Adoption of the 2050 MTP; <u>Preparation of final documentation and other technical resources.</u></p> <p>Schedule: July 2025 to June 2026</p> <p>Est. Cost: \$310385,000 (FY25/26)</p> <p>Fund Source: SU</p>

Task	Consultant Service	Description
140	Regional Transportation Systems Management and Operations (RTSMO) Organizational Strategic Plan <i>*Continuation of project/study initiated in FY 23/24 UPWP.</i>	<p>Purpose: To provide a RTSMO Organizational Strategic Plan for the Central Florida region. TSMO is a performance driven approach for solving traffic related problems and minimizing congestion through the utilization of Intelligent Transportation Systems (ITS), signal system control, and other management and operational strategies to locate and correct the causes of congestion. to be taken.</p> <p>Key Tasks: Develop RTSMO Program Vision and Refine Goals and Objectives; Assessment of Regional Strengths and Opportunities; Suggest a Strategic Framework and Regional Initiatives; Provide an Organizational Structure; and Recommend a Strategic Plan.</p> <p>Schedule: July 2024 to December 2024</p> <p>Est. Cost: \$47,000 (FY24/25)</p> <p>Fund Source: PL</p>
<u>140</u>	<u>CFMPOA LRTP Summary and Regional Indicators Report Technical Support</u>	<p>Purpose: To develop a CFMPOA-wide LRTP considering the adopted cost feasible 2050 Plans from each partnering MPO/TPO.</p> <p>Key Tasks: MPO/TPO coordination; Inventory and visualization of key regional transportation indicators, issues, needs and projects; and Prepare reports, presentations, and web-based maps to display findings.</p> <p>Schedule: January 2026 to June 2026</p> <p>Est. Cost: \$60,000 (FY25/26)</p> <p>Fund Source: PL</p>
150	Electric Vehicle (EV) Charging Readiness Study <i>*Continuation of project/study initiated in FY 23/24 UPWP.</i>	<p>Purpose: Provide a regional approach for supporting current and future EV drivers traveling within the MPO planning area. Four key objectives: Provide background information on EV technologies, Assess EV supply equipment, Gap analysis of projected EV supply equipment needs, and Make recommendation on policies and regulations for partner jurisdictions to consider in implementing EV charger sites.</p> <p>Key Tasks: Agency and public participation including topic specific workshops; Assess Electric vehicle supply equipment using a mix of field reconnaissance, survey, or other means of data collection; Analysis and identification of potential of charging infrastructure; Develop implementation and monitoring plan.</p> <p>Schedule: July 2024 through September 2024 <u>March 2025</u></p> <p>Est. Cost: \$37,832 (FY24/25)</p> <p>Fund Source: SU</p>
150	Annual Traffic Signal Retiming	<p>Purpose: Improve corridor/intersection reliability and safety.</p> <p>Key Tasks: Review and document the type, age, condition, capability of the equipment, and existing timing plan at each intersection within the arterial, existing phasing, number of lanes and lane assignments, and the coordinating medium on an agency of FDOT inspection form. Determine the optimum system timing pattern(s) for the optimum cycle length during different times of the day/week. An 8-Hour Turning Movement Count (TMC) shall be taken for those hours encompassing the morning, midday peak and afternoon traffic periods and/or peak periods during which warranting volumes exist in an off-peak period. Collect traffic count data on each approach to the intersection for a minimum period of 24 hours during typical weekday traffic conditions.</p> <p>Schedule: July 2022-2024 through June 2024 <u>2026</u></p> <p>Est. Cost: \$2,400,000 (FY24/25: \$1,200,000 + FY25/26: \$1,200,000)</p> <p>Fund Source: SU</p>

Task	Consultant Service	Description
150	Annual Before/After Study for Signal Retiming (2023) <i>*Continuation of project/study initiated in FY 23/24 UPWP.</i>	<p>Purpose: Assess return on investment for traffic signal retiming program.</p> <p>Key Tasks: Initial setup and scheduling will include coordination of data collection procedures and scheduling of data collection at the specified roadway locations with close coordination between the consultant, MetroPlan Orlando, local agency, Orange, Osceola, and Seminole Counties. Establish the performance measures to be used to evaluate the effectiveness of signal retiming on each corridor. Performance measures may include intersection delay, corridor travel time, or other metrics. The data collection will be unique to each performance measure. Data analysis will be conducted for each corridor according to the selected performance measure. Travel time data will be reduced to the proper format for use in traffic operations and Level of Service (LOS) analysis. The output will summarize data for each corridor which shall include distance traveled, time duration, average speed, roadway class, speed limit of roadway segment and LOS.</p> <p>Schedule: July 2024 through December 2024</p> <p>Est. Cost: \$11,000 (FY24/25)</p> <p>Fund Source: SU</p>
150	Annual Before/After Study for Signal Retiming (2024 and 2025)	<p>Purpose: Assess return on investment for traffic signal retiming program.</p> <p>Key Tasks: Initial setup and scheduling will include coordination of data collection procedures and scheduling of data collection at the specified roadway locations with close coordination between the consultant, MetroPlan Orlando, local agency, Orange, Osceola, and Seminole Counties. Establish the performance measures to be used to evaluate the effectiveness of signal retiming on each corridor. Performance measures may include intersection delay, corridor travel time, or other metrics. The data collection will be unique to each performance measure. Data analysis will be conducted for each corridor according to the selected performance measure. Travel time data will be reduced to the proper format for use in traffic operations and Level of Service (LOS) analysis. The output will summarize data for each corridor which shall include distance traveled, time duration, average speed, roadway class, speed limit of roadway segment and LOS.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$400,000 (FY24/25: \$200,000 + FY25/26: \$200,000)</p> <p>Fund Source: SU</p>
150	Transportation Demand Management (TDM) Plan	<p>Purpose: Encourage use of sustainable modes of transportation through education and incentives.</p> <p>Key Tasks: Agency and public participation; Literature review to identify menu of TDM strategies and best practices; Document existing conditions and programs in the region + cost feasible projects that will support sustainable transportation options; Goal/Objective setting; Identify applicable strategies, funding sources and partners; Identify next steps, performance measures and process for evaluating progress.</p> <p>Schedule: December 2024 through May 2026</p> <p>Est. Cost: \$12570,000 (FY24/25: \$50,000 + FY25/26: \$7520,000)</p> <p>Fund Source: SU</p>

Task	Consultant Service	Description
160	Annual Commercial Travel Data Acquisition	<p>Purpose: Provide travel time reliability data for CMP reporting and to support partner agency travel data needs for local and regional analyses.</p> <p>Key Tasks: Cellular and location-based service data acquired under license agreement using online portal. Data supports: Origin-destination analyses; Network and segment-level performance evaluations; Estimation of bicycle and vehicle traffic counts.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$710968,000 (FY24/25: \$465468,000 + FY25/26: \$245500,000)</p> <p>Fund Source: PL + SU</p>
160	MioVision Counts (Bike/Pedestrian video count/analysis)	<p>Purpose: Using specialized video cameras at temporary locations to count pedestrians and bicyclists along streets and paths. Counts are used to assess effectiveness of projects for mode shift and safety.</p> <p>Key Tasks: Processing, analyzing, and reporting pedestrian and bicyclist counts based on video feed uploaded to online portal.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$80,000 (FY24/25: \$40,000 + FY25/26: \$40,000)</p> <p>Fund Source: SU</p>
160	Annual Congestion Management Reporting with Online Data Visualization Dashboards	<p>Purpose: Enhance public access and visualization of transportation monitoring data while supporting partner agencies through improved data sharing and analytics.</p> <p>Key Tasks: Collection, assembly, and analysis of various data sources; CMP Monitoring and Ongoing Reporting; Updates to Online Data Viewer; Updates to Vision Zero Hub/Dashboards; Updates to Tracking the Trends Story Maps; Maintenance of existing and preparation of new online maps/dashboards.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$70,000 (FY24/25: \$40,000 + FY25/26: \$30,000)</p> <p>Fund Source: SU</p>
160	Signal4 Crash Database Subscription	<p>Purpose: Analyze crash data to perform safety studies and to support partner agency data needs for local and regional analyses.</p> <p>Key Tasks: Crash data and reports under license agreement. Data supports regional studies and network/segment level corridor studies.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$72,000 (FY24/25: \$36,000 + FY25/26: \$36,000)</p> <p>Fund Source: SU</p>
170	<p>Vision Zero Action Planning (Federal SS4A Grant)</p> <p><i>*Continuation of project/study initiated in FY 23/24 UPWP.</i></p>	<p>Purpose: Develop Vision Zero Safety Action Plans, compliant with Safe Streets and Roads for All (SS4A) requirements, to improve safety throughout the transportation system for all participating jurisdictions.</p> <p>Key Tasks: Convene Vision Zero Task Force/Steering Committees; Perform public outreach, engagement, and education activities; Develop Regional and Localized Vision Zero Safety Action Plans; Identify and conduct Demonstration Projects.</p> <p>Schedule: July 2024 through August 2025</p> <p>Est. Cost: \$950,000 (FY24/25 + FY25/26)</p> <p>Fund Source: SS4A Federal Grant (including required local match)</p>

Task	Consultant Service	Description
170	Miscellaneous Planning / On Demand Support	<p>Purpose: Provide MetroPlan Orlando and partner agency support with miscellaneous on-demand technical planning support as needed.</p> <p>Key Tasks: Data collection and analytics; Travel demand model support; Geographic information system (GIS) mapping and analysis; Stakeholder coordination and meeting/event support; Technical support to other transportation agencies; Discretionary Grant application preparation; Review and analysis of planning studies; Developing innovative solutions to address existing and future mobility issues.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$410581,000474 (FY22FY24/2325: \$330311,750,000 + FY23FY25/2426: \$80269,724,000)</p> <p>Fund Source: SU + Local</p>
180	Feasibility Analysis and Concept Planning for Critical Sidewalk Bundles	<p>Purpose: Develop sidewalk bundle concepts and evaluate feasibility in preparation for design phase requirements.</p> <p>Key Tasks: Agency coordination; Document existing conditions; Define design criteria; Develop sidewalk concept plans; Prepare engineer's opinion of probable cost; Document process and findings.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$122,000 (FY24/25: \$22,000 + FY25/26: \$100,000)</p> <p>Fund Source: SU</p>
180	Corridor and Areawide Concept Planning / Safety Studies	<p>Purpose: Develop planning/safety concepts for priority projects and evaluate feasibility in preparation for design phase requirements.</p> <p>Key Tasks: Agency and Public Participation; Data Collection; Needs Assessment; Field Reviews; Alternatives Assessment; Prepared Typical Section/Intersection Alternatives; Planning Level Opinion of Probable Costs; Concept Development and Implementation Plan; Evaluate alternatives' cultural and environmental impacts; Prepare environmental document(s) consistent with design intake requirements.</p> <p>Schedule: July 2024 through June 2026</p> <p>Est. Cost: \$405600,000 (FY22/23: \$350300,000 + FY23/24: \$55300,000)</p> <p>Fund Source: SU</p>
180	Regional Vision Zero Safety Action Plan Implementation – Supplemental Planning Efforts	<p>Purpose: Initiate implementation of key actions and strategies identified in MetroPlan Orlando's regional Vision Zero Safety Action Plan.</p> <p>Key Tasks: Stakeholder and Public Engagement; Prepare Educational Materials; Convene Regional Vision Zero Task Force; Explore Grant and Funding Opportunities; Data Analysis and Visualization; Monitoring and Reporting; Review Policies and Propose Revisions; Conduct Before-After Studies; Conduct Roadway Safety Audits; Formalize target speed setting process; Evaluate education and enforcement efforts; Updates to Regional Vision Zero Safety Action Plan.</p> <p>Schedule: September 2024 through June 20252026</p> <p>Est. Cost: \$329325,000 (FY24/25: \$260115,000 + FY25/26: \$69115,000)</p> <p>Fund Source: SU + Local</p>

Task	Consultant Service	Description
<u>200</u>	<u>LYNX Orange County Transit Plan Update</u>	<p>Purpose: LYNX seeks to update and refine existing transit plans developed for Orange County to support County transportation initiatives, to reflect the changes in the mobility needs, service prioritization, LYNX Board and County Commission priorities, and update cost estimates based on latest available data.</p> <p>Key Tasks: Presentation and Meeting Support; Refinement of Orange County Transit Plan (from 2024); Update the phasing of transit projects and services from the plan; Update the implementation plan for the transit projects and services; Identify cross-county service impacts to Transit Plan to support the subsequent updates to county plans.</p> <p>Schedule: July 2025 – June 2026</p> <p>Est. Cost: \$200,000 (FY25/26)</p> <p>Fund Source: PL</p>
<u>200</u>	<u>LYNX Customer Satisfaction Survey</u>	<p>Purpose: LYNX seeks to conduct a customer satisfaction survey of its passengers. The last survey was completed in 2016/2017. Information collected from this survey will help inform future operating and capital planning for the agency by incorporating the feedback into county transit plans, Transit Development Plans (TDP) and sharing with the local jurisdictions that LYNX serves.</p> <p>Key Tasks: Design and test customer satisfaction survey; administer the survey to LYNX customers; analyze the survey responses and develop a report on the findings.</p> <p>Schedule: July 2025 - June 2026</p> <p>Est. Cost: \$130,000 (FY25/26)</p> <p>Fund Source: PL</p>



Board Action Fact Sheet

Meeting Date: May 14, 2025

Agenda Item: VIII.E. (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Annual Investment Report

Reason: Florida Statutes require periodic reports of investment activity to the Board.

Summary/Key Information: The attached report shows month end and average annual balances of all bank deposits and investment accounts and interest earned thereon for the 12-month period spanning March 2024 through February 2025. All investments are classified as Cash and Cash Equivalents. All funds were invested with 1) the State Board of Administration Local Government Surplus Funds Trust Fund (Florida Prime); 2) the Florida Cooperative Liquid Assets Securities System (FLCLASS) Local Government Investment Pool; 3) non-interest-bearing business checking account; and 4) non-interest-bearing checking account (the Municipal NOW account with SunTrust Bank). The rate applied for fee credit offsets for both checking accounts averaged 0.79% throughout the 12-month period. Total returns were \$171,510.82. The total rate of return was 3.98% compared to the benchmark LGIP30D Index S&P US AAA & AA average rate (weighted 22% cash) of 3.93%.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: Investment Report Summary Document

INVESTMENT ACTIVITIES - MARCH, 2024 - FEBRUARY, 2025					
BANK ACCOUNTS		FEBRUARY 2025		AVERAGE MONTHLY BALANCE	ANNUAL EARNINGS
BUSINESS CHECKING					
Beginning Balance		\$ 26,987.45			
Ending Balance		\$ 153,769.68			
Average Balance		\$ 144,595.00		\$ 228,116.33	
Business Checking Interest Earned		\$ -			\$ -
MUNI NOW ACCOUNT					
Beginning Balance		\$ 549,713.01			
Ending Balance		\$ 619,661.83			
Average Balance		\$ 415,347.00		\$ 698,777.92	
Muni NOW Interest Earned		\$ -			\$ -
Combined Account Analysis Fee Credit Offset		\$ 493.97			\$ 5,959.41
-Not included in actual returns. For informational purposes only					
STATE BOARD OF ADMINISTRATION (SBA) LOCAL GOVERNMENT SURPLUS FUNDS TRUST LGIP					
SBA LGIP-A Beginning		\$ 1,993,620.76			
SBA LGIP-A Ending		\$ 2,000,556.35			
SBA LGIP-A Average		\$ 1,997,088.56		\$ 1,696,767.63	
SBA LGIP-A Interest Earned		\$ 6,935.39			\$ 86,605.71
FLORIDA COOPERATIVE LIQUID ASSETS SECURITIES SYSTEM (FLCLASS) LGIP**					
FLCLASS Beginning		\$ 1,901,035.50			
FLCLASS Ending		\$ 1,907,535.90			
FLCLASS Average		\$ 1,904,496.30		\$ 1,683,878.01	
FLCLASS Interest Earned		\$ 6,500.40			\$ 84,905.11
TOTAL MONTHLY AVERAGE		\$ 4,461,526.86		\$ 4,307,539.88	
TOTAL ACTUAL RETURN		\$ 13,435.79			\$ 171,510.82
Actual Rate of Return Annualized		3.61%			3.98%
Benchmark - LGIP30D Index S&P US AAA & AA*		4.37%			5.01%
Benchmark - Weighted 22% Cash		3.43%			3.93%



Board Action Fact Sheet

Meeting Date: May 14, 2025

Agenda Item: VIII.F (Tab 1)

Roll Call Vote: No

Action Requested: Approval of Recommended Appointment to the Community Advisory Committee (CAC)

Reason: Board approval is needed for an appointment to fill one (1) vacancy on the CAC.

Summary/Key Information: 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.

A Selection Committee was convened on Feb. 19, 2025, as described in the bylaws, and came to consensus on a slate of names from a pool of 35 qualified applicants from throughout the region. Subsequently, an additional appointment was needed. Since the committee had identified an alternate choice, that person was invited to join the committee – and accepted.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

CAC:	Shared verbally on 4/23/25
TSMO:	N/A
TAC:	N/A
MAC:	N/A

Staff Recommendation: Recommend approval of new member Justin Fortune as an Underserved Advocate on the CAC

Supporting Information: None

TAB 2





May 14, 2025

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for February

- I attended the Destination Orlando Tourism Master Plan Steering Committee Meeting on March 13
- I met with Jay Small & Chip Chambliss of Dinsmore Schohl on March 17
- I conducted a MetroPlan Orlando Director's Annual Review on March 18
- I met with Chair Dallari and DeBary City Manager Carmen Rosamonda on March 18 regarding the I-4 St. Johns River Bridge
- I was a panelist at the East Orlando Chamber Transportation Event on March 19
- I attended (virtually) the Senate Transportation Committee meeting on March 19
- I conducted a MetroPlan Orlando Director's Annual Review on March 25
- I met with two members of the UCF Planning Advisory Board on March 25 to discuss membership
- I attended the staff Workshop on 2050 MTP Funding Scenarios on March 25
- I attended (virtually) the Senate Transportation Committee Meeting on March 25
- I attended (virtually) the Senate Appropriations Committee on Transportation, Tourism and Economic Development on March 26
- I participated in a meeting with FDOT on March 27 to discuss FY 29 Candidate Resurfacing Projects
- I met with Seminole County Commissioner Zembower on March 27 to discuss concerns with SR 434 and SR 46
- I hosted a meet & greet with MetroPlan Orlando staff for Lakela Louis, new assistant to Chair Dallari on April 2
- I met with Commissioner Dallari on April 3 in preparation for the Board & Committee Member Summit scheduled for April 9
- I attended the ECFRPC MIRR Policy Committee meeting on April 3
- I attended the UCF Distinguished Lecture Series on April 3
- I attended a dinner on April 3 with Ms. Sophie Callahan, the Project Manager for The Centre for Active Transportation for Toronto, Canada following the UCF Lecture Series
- I attended the 2050 MTP Board & Committee Member Summit on April 9
- I attended the 2050 MTP Technical Workshop on April 10

- I met with FDOT Leadership on April 14
- I attended the Wekiva River Commission Meeting on April 16
- I attended the AMPO Policy Committee Meeting on April 21
- I attended the CAC meeting on April 23
- I chaired the UCF Planning Advisory Board Meeting on April 23
- I attended the MPOAC Directors & Governing Board meeting in Tallahassee on April 24
- I attended the TSMO Committee meeting on April 25
- I attended the TAC meeting on April 25
- I attended the FDOT Workforce Recruitment Event on April 30
- I attended the SMPS Transportation Program on May 1
- I met with Commissioner Dallari on May 8 for the MetroPlan Orlando agenda review
- I met with Commissioner Moore on May 8 for the MetroPlan Orlando agenda review
- I met with Commissioner Uribe on May 8 for the MetroPlan Orlando agenda review
- I met with Commissioner Semrad on May 8 for the MetroPlan Orlando agenda review
- I participated in the Central Florida Public Media's Costly Commute Experience on May 8 at the Art & History Museums of Maitland
- I attended the FDOT District 5 Safety Summit on May 9
- I met with Mayor Demings on May 9 for the MetroPlan Orlando agenda review
- I met with Mayor Espinosa on May 12 for the MetroPlan Orlando agenda review
- I met with Council Member Gilbert on May 12 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

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 March 5, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the March 5th cutoff. The next cutoff date is April 7, 2025. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

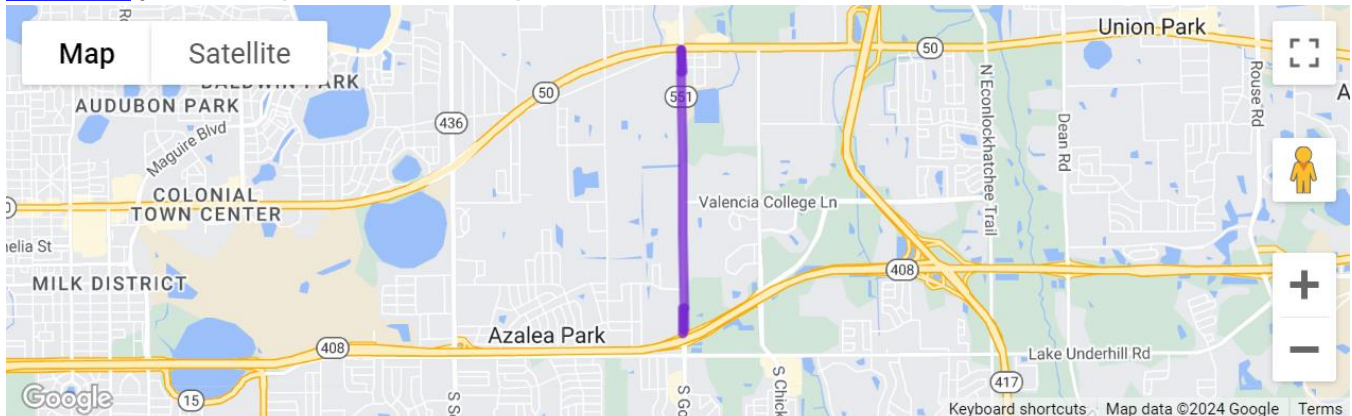
ORANGE COUNTY

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



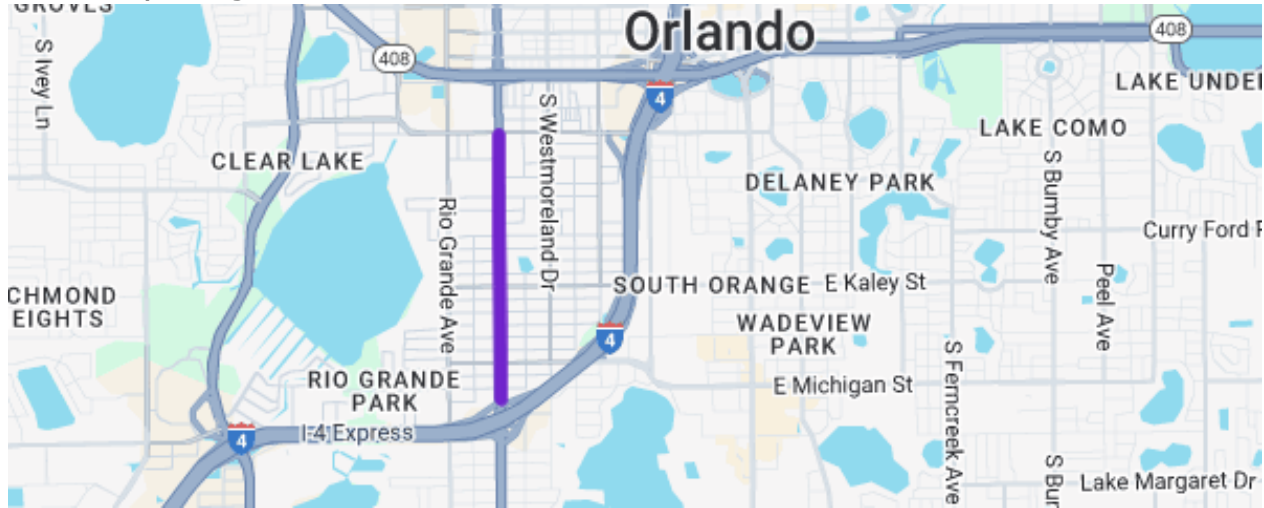
- Contract T5718
- Contractor: Southland Construction, Inc.
- Construction Cost: \$11.9 million
- Project Start: August 2021
- Estimated Completion: Spring 2025
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing and implementing safety improvements on State Road (S.R.) 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 installed signage and hardened centerlines at various median openings along the corridor, helping to curtail wrong-way turns into oncoming traffic. They have also performed concrete repairs to damaged sidewalks and are preparing to demolish and reinforce

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designated driveways along the corridor with structural concrete and rebar. Lastly, the preliminary punch list has been compiled, with work on it expected to commence shortly.

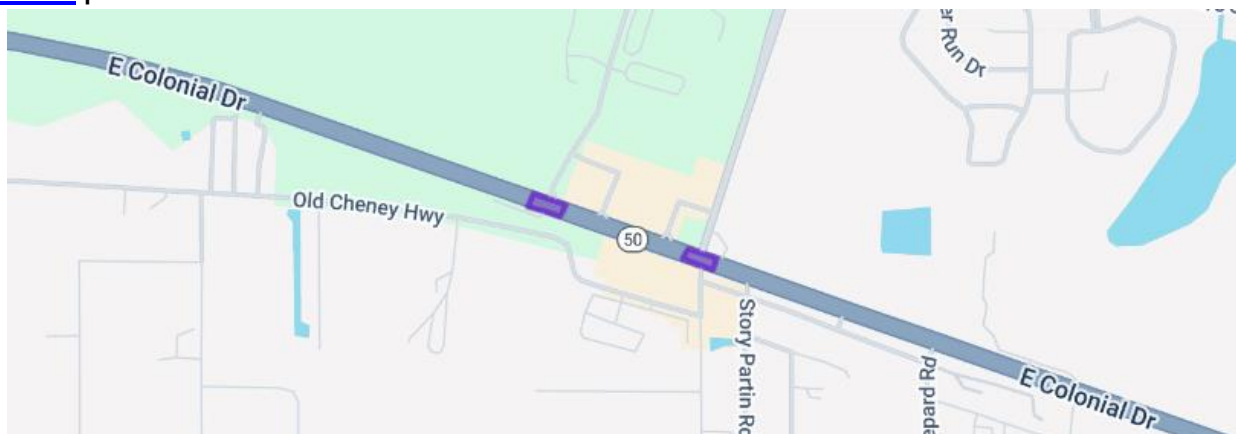
[437575-1](#) | Orange Blossom Trail Phase 2A from 30th Street to Gore Street



- 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: The contractor is installing conduit, pull boxes, and working on directional bore, sidewalk removal and replacement, and exploratory work for pedestrian signals.

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

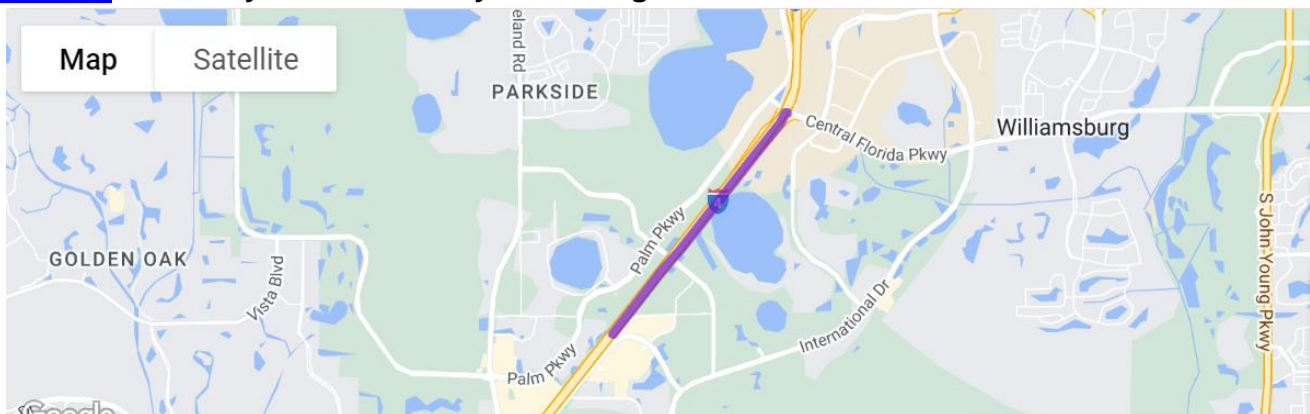


- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Spring 2025
- **Description:** The project incorporates safety improvements at the intersections of Corner School Drive and Chuluota Road with Colonial Drive (State 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.

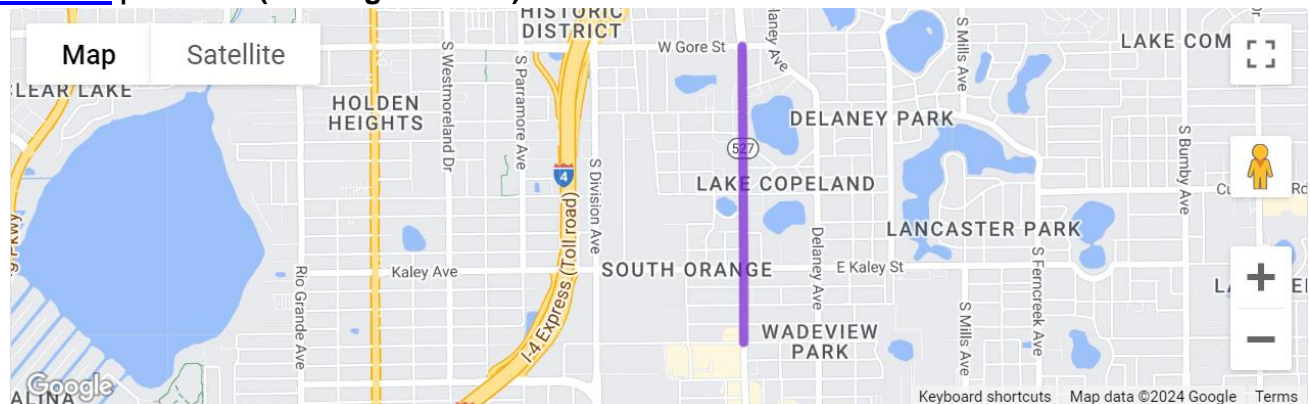
Update: Utility relocation coordination and pedestrian signalization installation are ongoing. Additionally, the contractor has begun sidewalk construction at the intersection of S.R. 50 and Chuluota Road.

441113-1 I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: November 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 mid-March for the diverging diamond interchange (DDI) pattern changeover. Approximately six weeks after the pattern change, the following ramps will open: westbound I-4 exit ramp, eastbound I-4 exit ramp, and eastbound I-4 entrance ramp. Eastbound and westbound I-4 will be closed for overhead signage removal on the night of March 19.

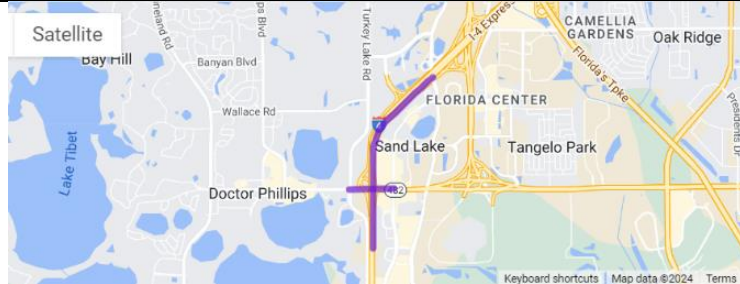
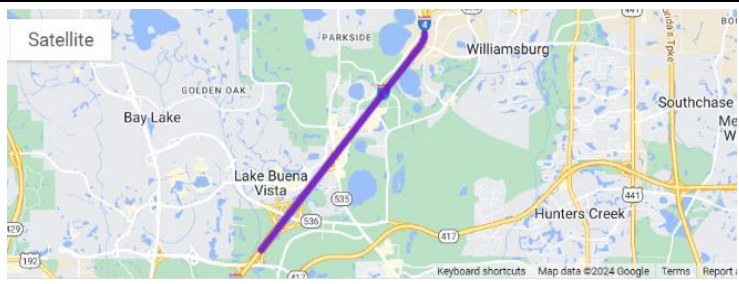
441145-1 | S.R. 527 (S Orange Avenue) from Grant Street to Gore Street



- Contract T5760
- Contractor: Hubbard Construction Company
- Project Cost: \$4.7 million
- Project Start: January 29, 2024
- Estimated Completion: 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, pavement markings, and permanent sign installation.

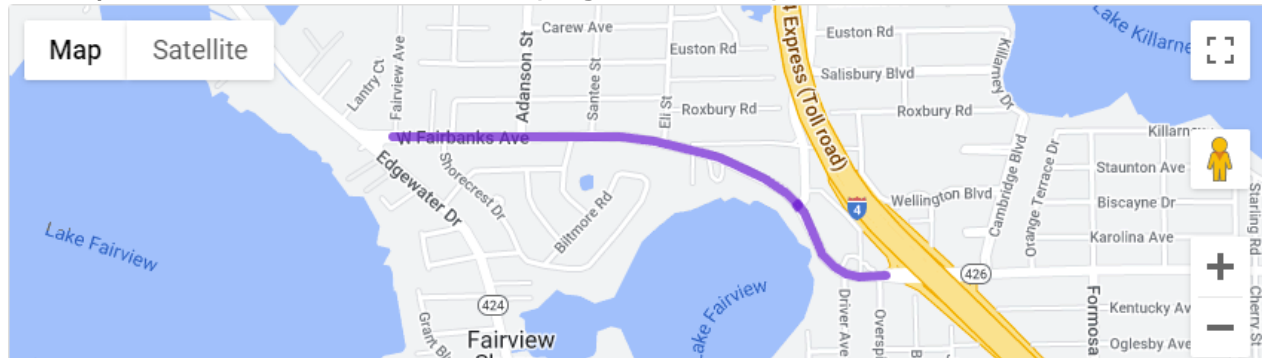
444315-1 & 444315-3 | I-4 at Sand Lake Road Interchange

444315-1	444315-3
	
<p>Description: 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 https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/</p> <p>Click on the link to learn more about using a Diverging Diamond Interchange: Diverging Diamond Interchange (DDI) Video.</p>	<p>Description: 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 course 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 https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/</p>

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

Update: Crews completed pile driving near Central Florida Parkway on February 21 to widen the overpass for the new express lanes. All westbound ramps on Sand Lake Road will be closed on the night of March 9 for bridge deck pours in support of the S.R. 528 project. Westbound I-4 to Sand Lake Road will be closed nightly on March 2-7 for paving. Central Florida Parkway underneath I-4 will close on March 3-4. Eastbound I-4 to Sand Lake Road will be closed nightly on March 4-7, for signage removal. Crews anticipate conducting deck pours over Sand Lake Road in mid-March.

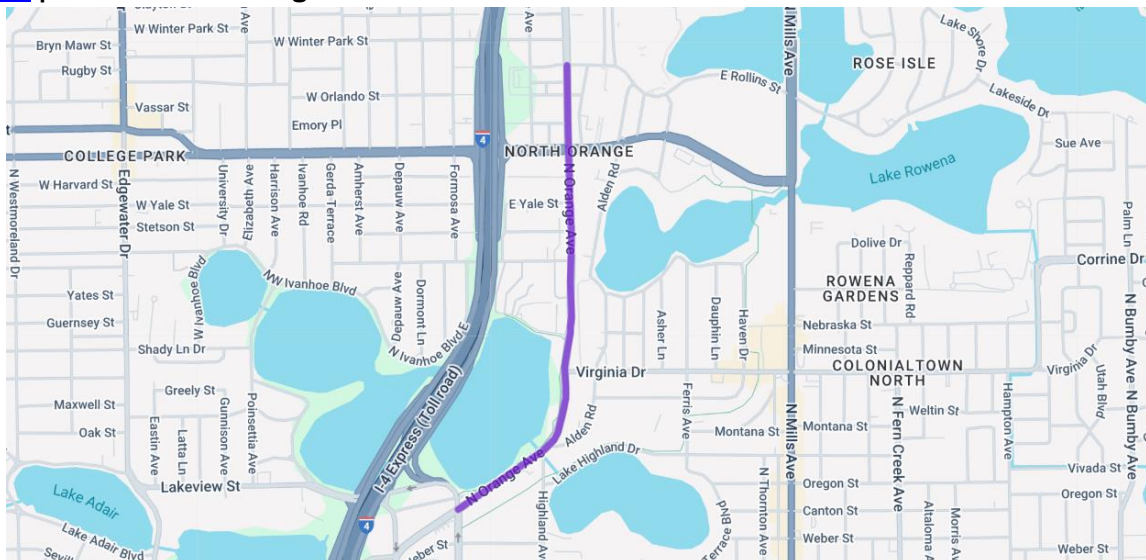
[445211-1](#) | S.R. 426 from east of S.R. 424 (Edgewater Drive) to west of I-4



- 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.

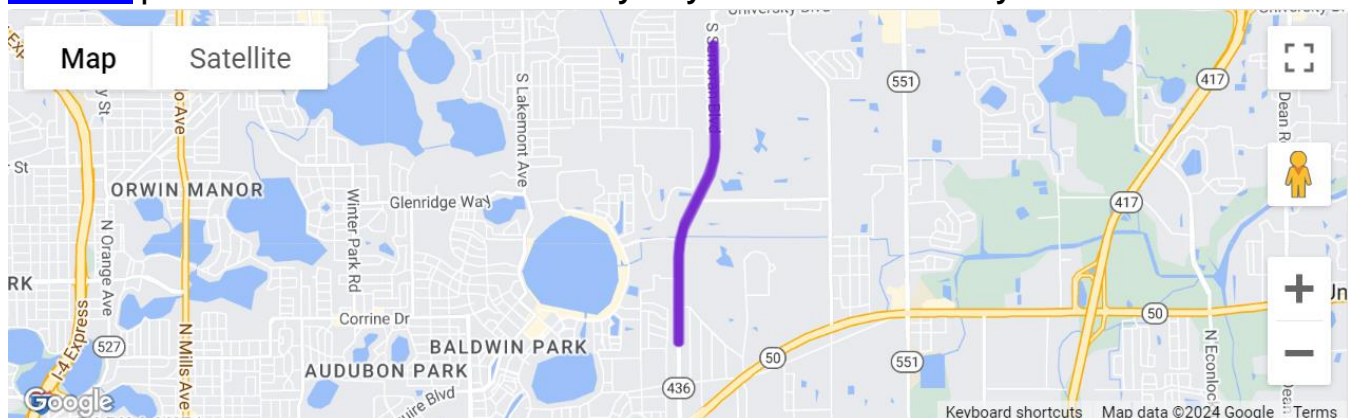
[445220-1](#) | S.R. 527 from Magnolia Avenue to north of Rollins Street



- 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: The Coffee with the Contractor event was held on 3/6/25. It was a success, with nearly 20 stakeholders attending. The contractor is working on clearing the site, excavation for drainage improvements, parking spot striping, and signalization.

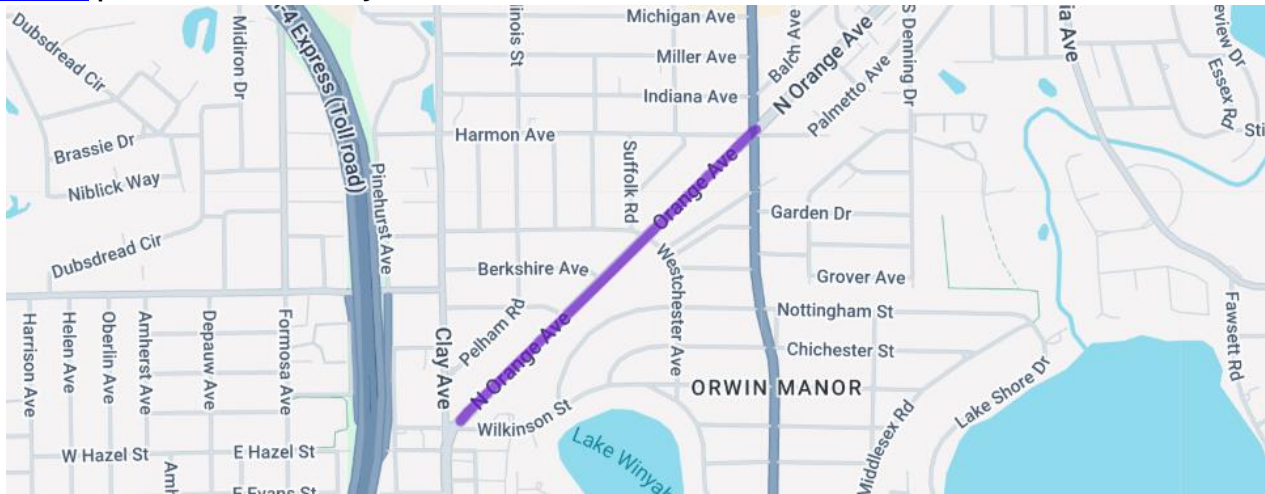
[445303-1](#) | S.R. 436 from north of Old Cheney Hwy to south of University Park Drive



- 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 been performing traffic separator repairs, pedestrian pole corrections, and signal back plate replacements at several intersections along the corridor. Additionally, the contractor is completing permanent pavement markings delineating bike path crossings and removing redundant striping. New signage installation and corrections are ongoing.

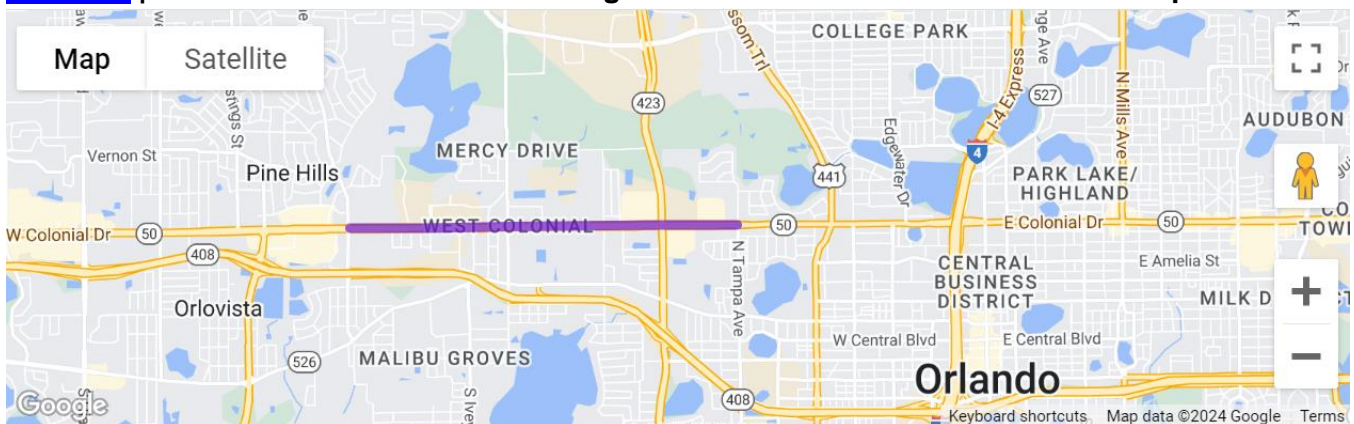
[445691-1](#) | S.R. 527 From Clay Avenue to S Orlando Avenue



- Contract T5814
- Contractor: Atlantic Civil Constructors Corp.
- Project Cost: \$3.7 million
- Project Start: June 2024
- Estimated Completion: Early 2025
- **Description:** This project aims 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 lowered the slope of the raised crosswalk and is working on final punch list items.

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

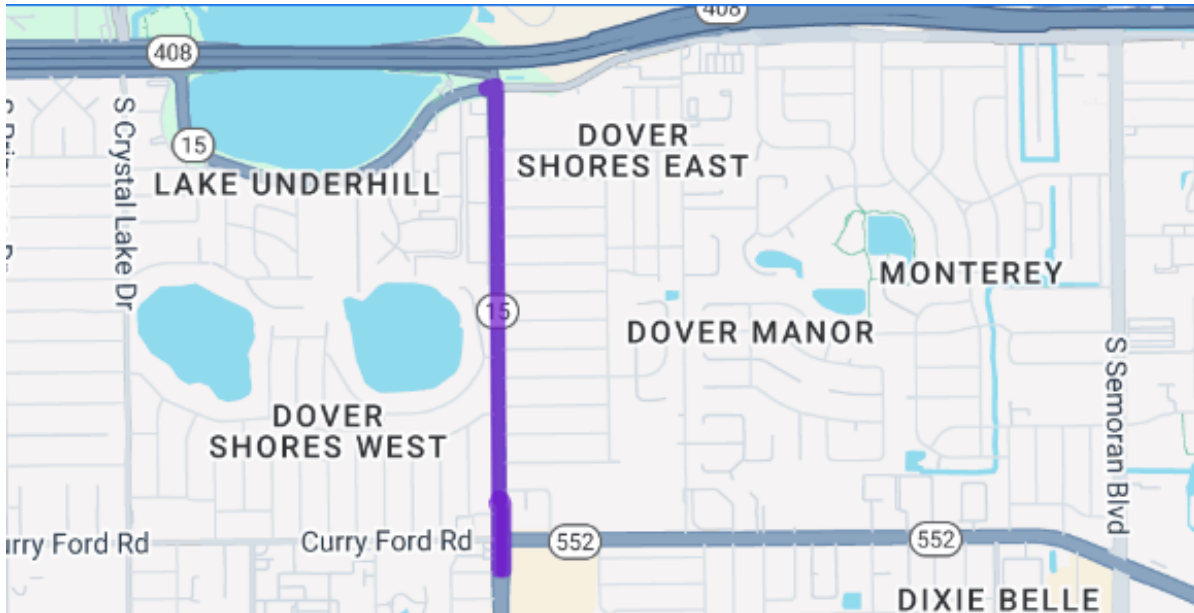


- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million

- 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.


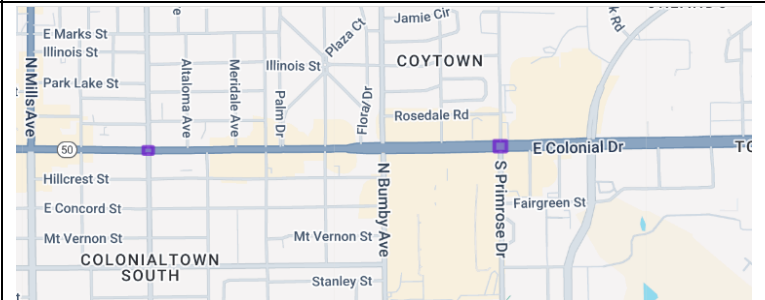
Update: The contractor has resumed milling and resurfacing and is performing median modifications.

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



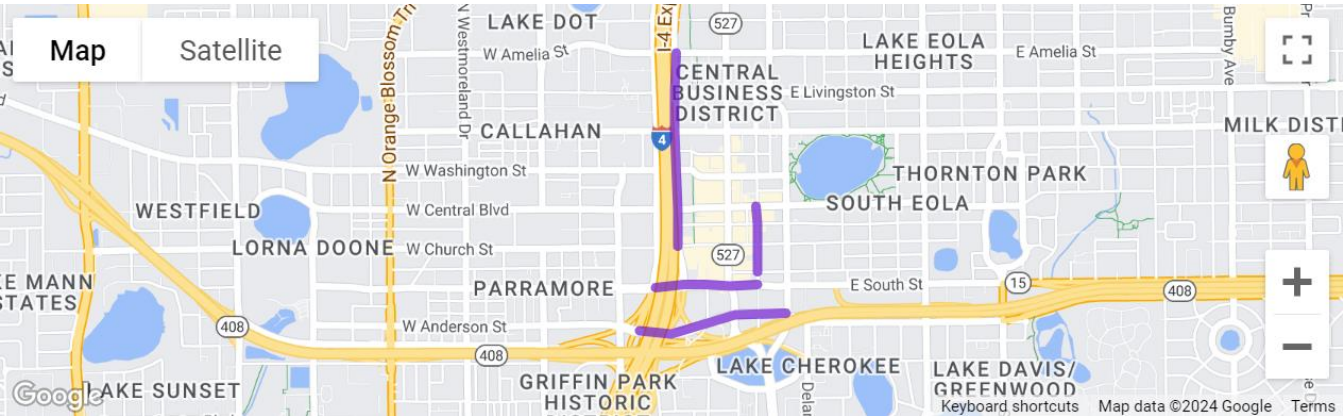
- Contract: E57B8
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: November 2024
- Estimated Completion: Summer 2025
- **Description:** The goal of this project is to provide improvements along Conway Road (State Road (S.R.) 15) from Devonshire Lane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

Update: The southbound lane is shifted into the bidirectional through lane to allow work on the buffered bike lane. The contractor is working on curb return, flatwork, pedestrian signal bases, and traffic separators.

447607-1 S.R. 50 at Highland Avenue	447717-1 S.R. 50 at North Fern Creek Avenue and Primrose Drive
 <p>This map shows the intersection of East Colonial Drive (State Road 50) and Highland Avenue. The area includes Park Lake to the north and various local streets like Woodward St, Hillcrest St, and E Concord St. A purple line highlights the project location on Highland Avenue.</p> <ul style="list-style-type: none"> • Description: 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 reconstructing and extending 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. 	 <p>This map shows the intersection of Colonial Drive (State Road 50) and North Fern Creek Avenue, with Primrose Drive running parallel to the east. The area includes COYTOWN and COLONIALTOWN SOUTH. A purple line highlights the project location on Colonial Drive.</p> <ul style="list-style-type: none"> • Description: 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.

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

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

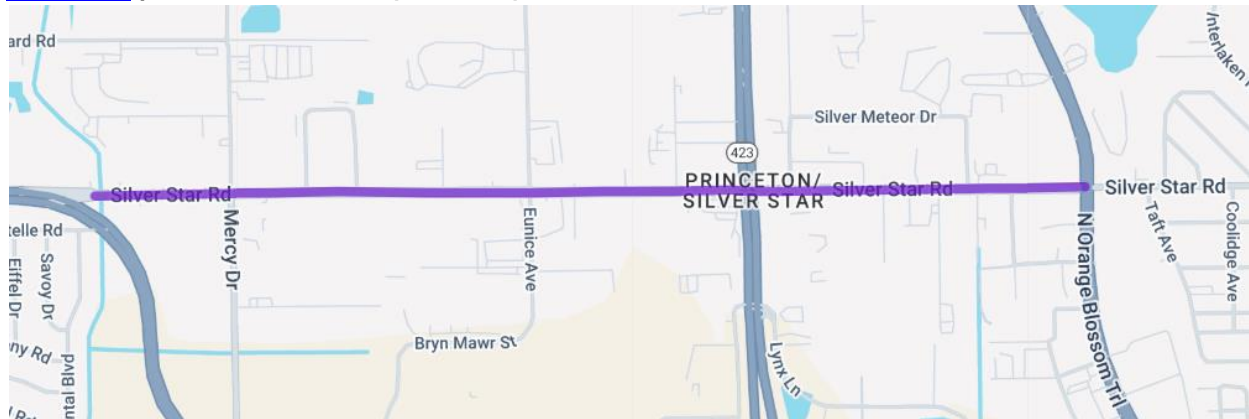


- Contract E59A5
- Contractor: Sice, Inc.

- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Spring 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 completion confirmation from the City of Orlando; it is open to the public.

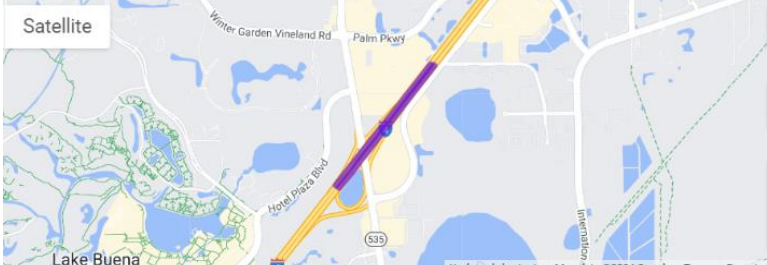
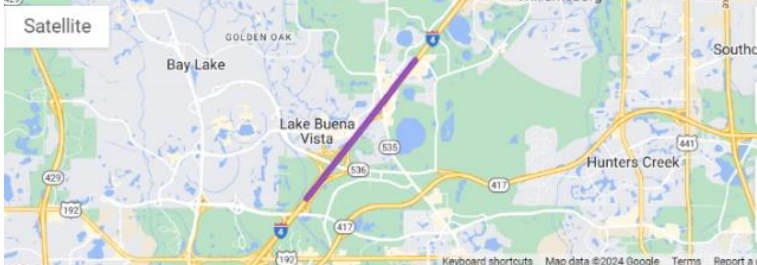
448801-1 | Silver Star Road (S.R. 416) from S.R. 438 to U.S. 441



- 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, drainage, and sidewalk work.

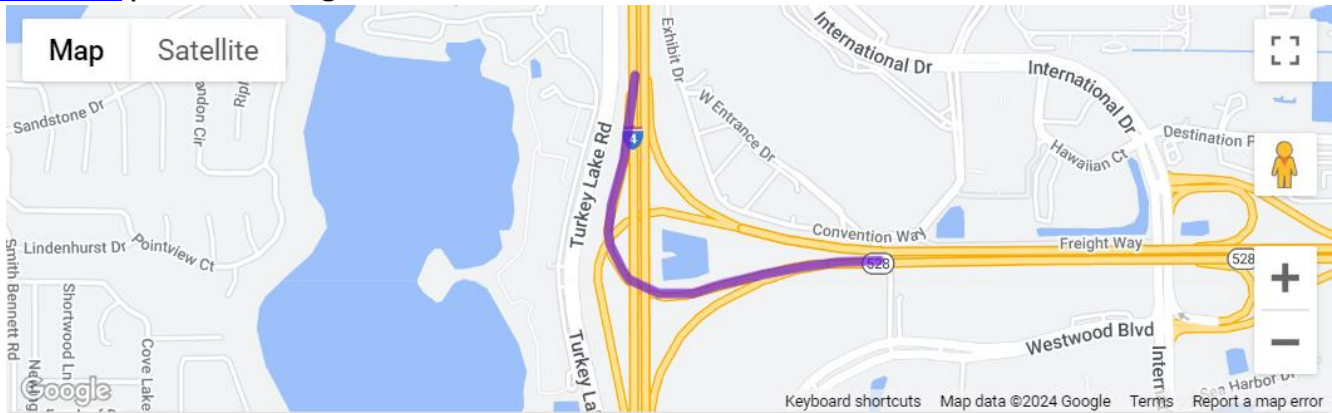
448914-1 & 449771-1 | I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
	
<p>Description: 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"> • 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. • Realigning the westbound I4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow and giving motorists more time to merge onto I4. • Lengthening the westbound I4 exit ramp to Apopka-Vineland Road to reduce backups onto the I4 mainline. • Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes. <p>This project will be constructed in conjunction with FPID 449771-1.</p> <p>Please visit to www.i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/</p>	<p>Description: 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 www.i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/.</p>

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

Update: Crews are excavating ponds in the project area and conducting off-site dewatering. A traffic shift on eastbound I-4 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. Crews will begin pile driving near the I-4 and Apopka-Vineland Road interchange as soon as March 10 and are expected to take approximately two months.

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

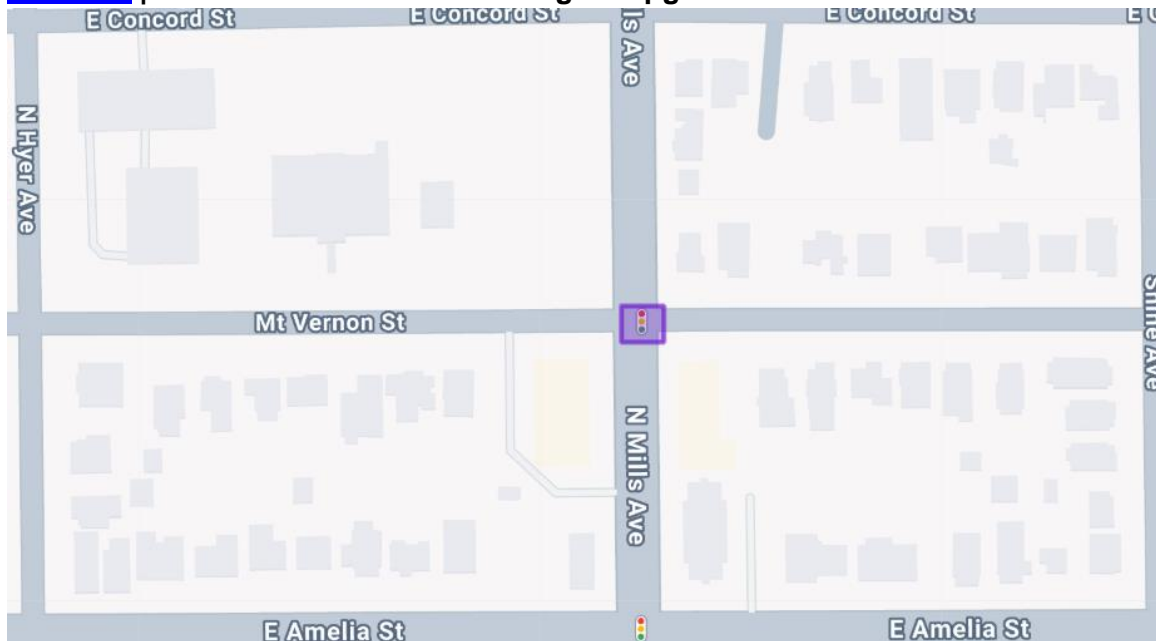


- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway)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

Update: Crews will be conducting bridge deck pours over I-4 on March 9 and 13. They will pour the westbound side of I-4 on March 9 and the eastbound side of I-4 on March 13. The side of I-4 being poured will be closed during the operation.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

[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:** Project received final acceptance on 2/27/2025.

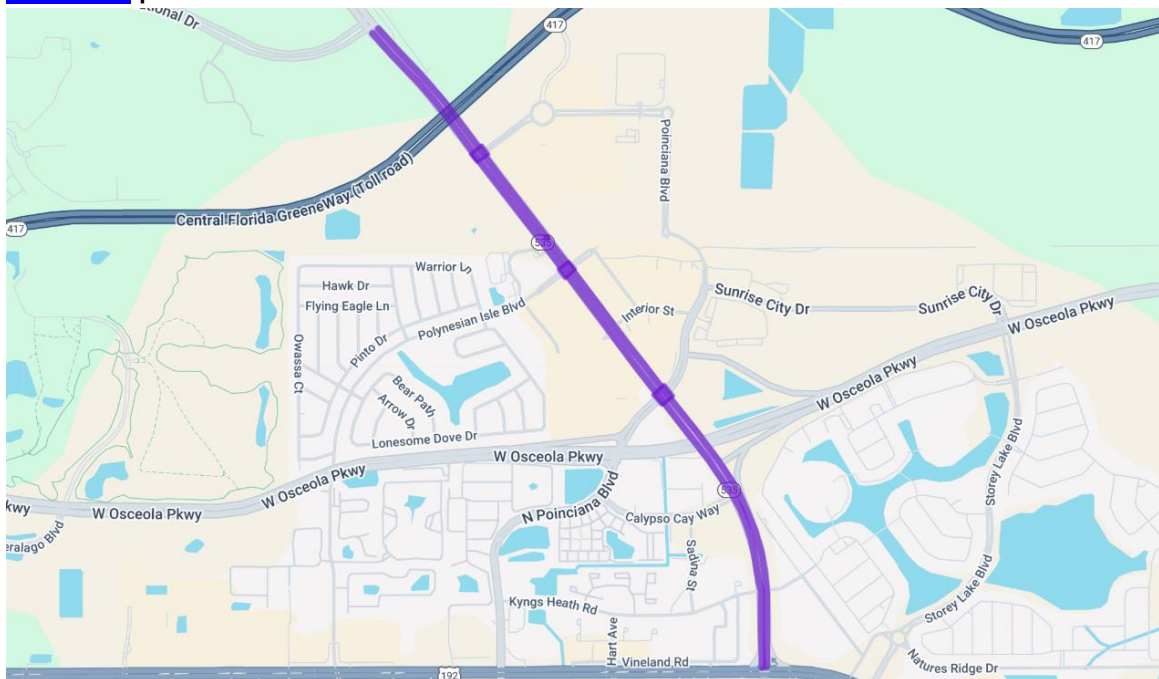
OSCEOLA COUNTY

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: The Middlesex Corporation
- 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 on-ramp, 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.

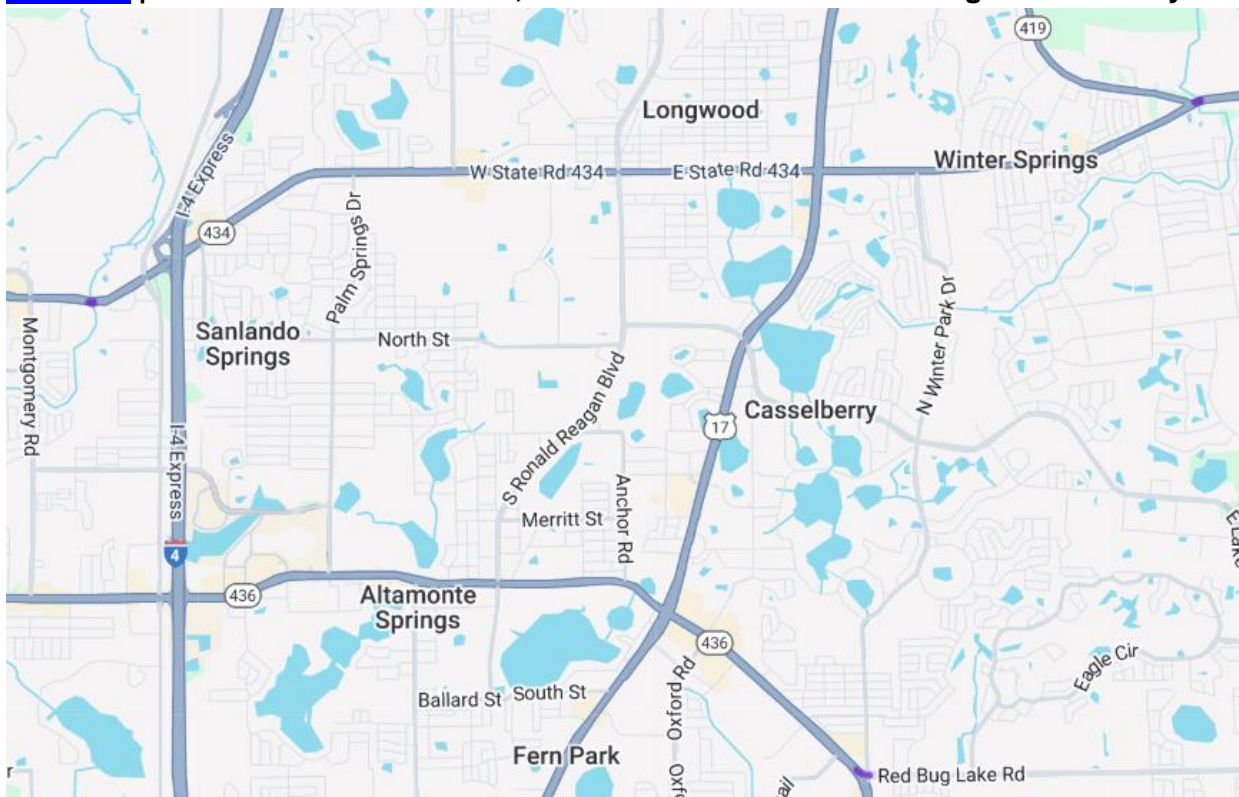
OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

[449845-1](#) | SR 419 Gee Creek Culvert, SR 434 Little Wekiva River Bridge & SR 436 Flyover

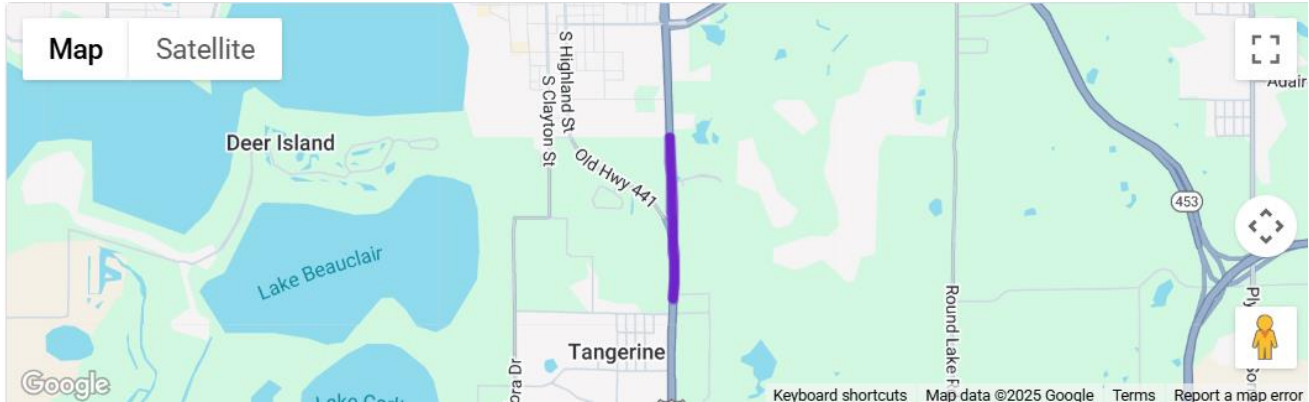


- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC
- Construction Cost: \$925,000
- Project Start: March 17, 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (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 flyover spanning S.R. 436 to Red Bug Lake Road.

Update: Pre-construction meeting held March 4, 2025.

[447610-1](#) | US 441 from Wadsworth Road to Lake County Line

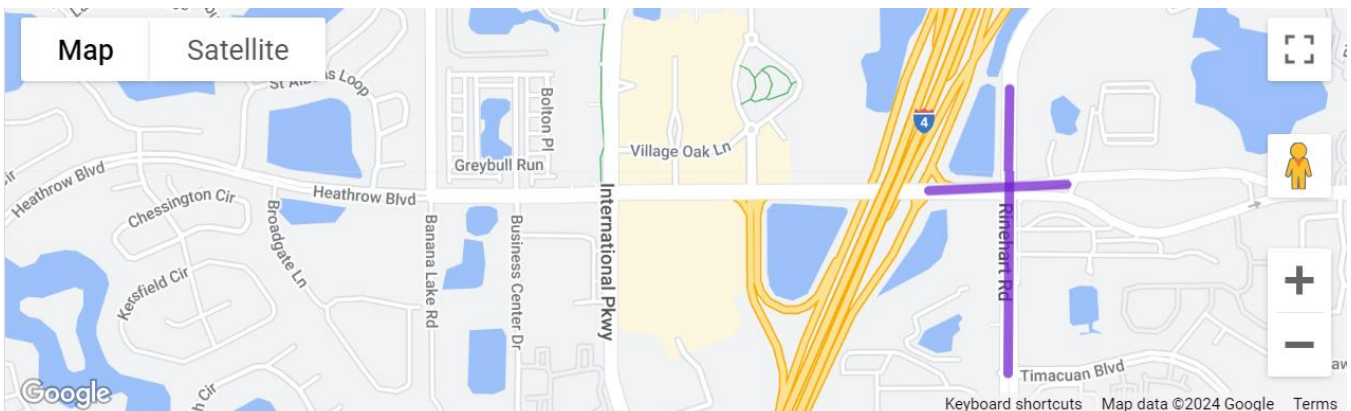


- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: Spring 2025
- Estimated Completion: Late 2025
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the Lake County line, between the cities of Apopka and Mount Dora. The project plans to resurface this segment of U.S. 441 to extend the life of the existing roadway. To enhance safety, the project includes modifications at the intersection of U.S. 441 and County Road (C.R.) 500A, which involves removing the left turn from eastbound C.R. 500A to northbound U.S. 441 and realigning the left turn from northbound U.S. 441 to westbound C.R. 500A. Pedestrian improvements are also planned at the Stoneybrook Hills Parkway intersection, including new crosswalks and pedestrian signals, as well as enhanced lighting.

Update: Pre-construction meeting is currently scheduled for April 2, 2025.

SEMINOLE COUNTY CURRENT PROJECTS:

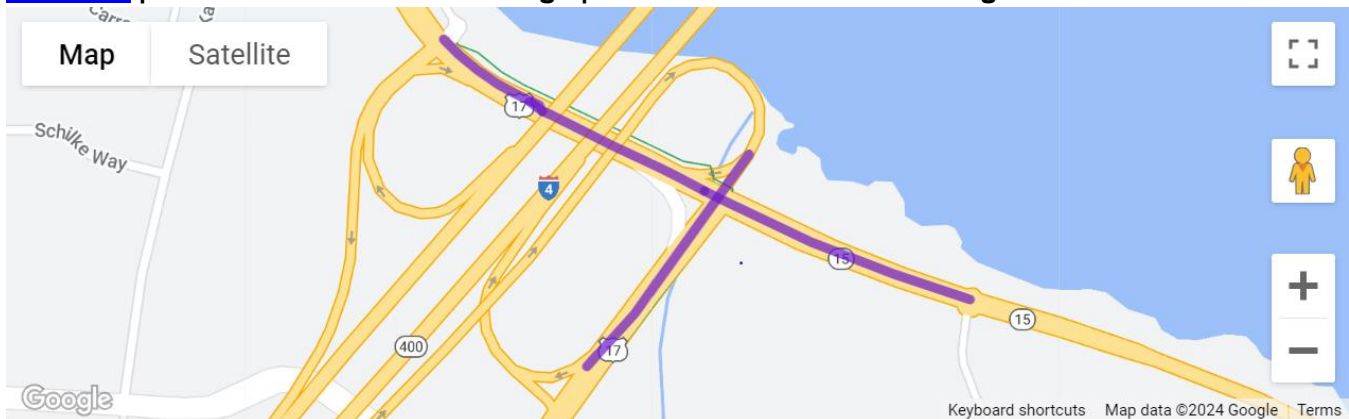
[242592-6](#) | County Road 46A and Rinehart Road Intersection County Road 46A and Rinehart Road Intersection



- 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 will be working on signalization, pavement marking installation, and punch list items. The contractor anticipates the sidewalk on C.R. 46A will reopen in early March.

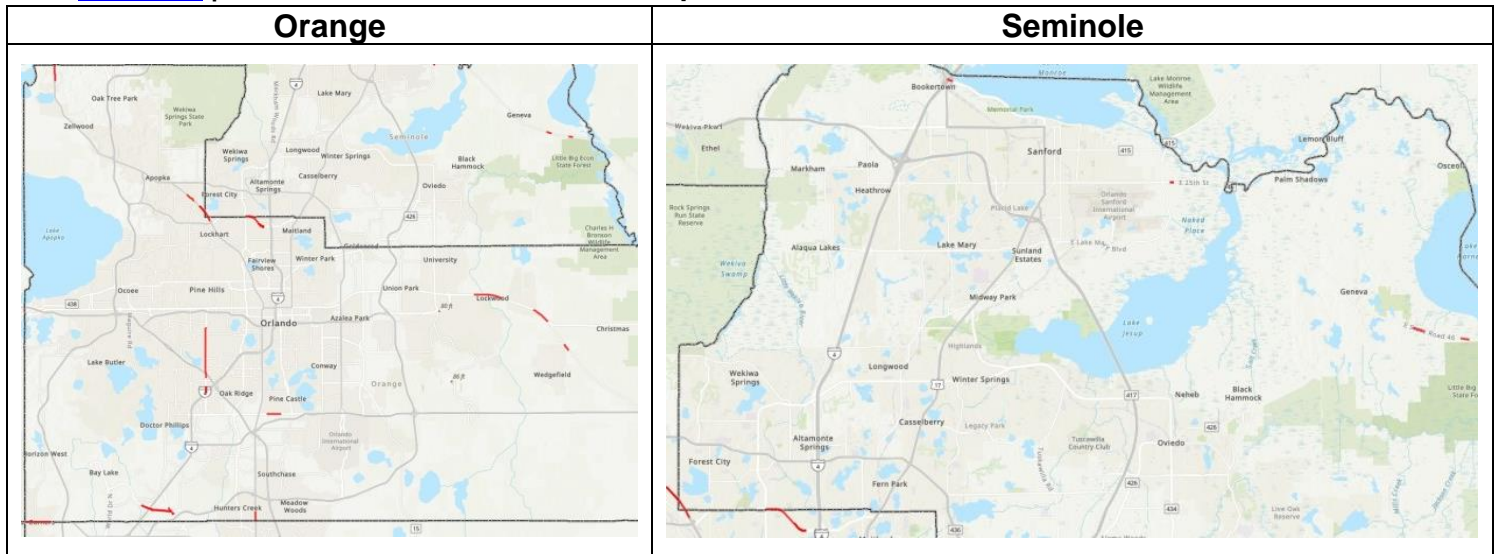
[242592-8](#) | I-4 and U.S. 17-92 Interchange | I-4 and U.S. 17-92 Interchange



- Contract: T5795
- Contractor: Hubbard Construction Company
- Construction Cost: \$8.3 million
- Project Start: October 2023
- Estimated Completion: Spring 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 will complete maintenance and punch list items. Crews will address any outstanding issues on the punch list and accept the project. The contractor anticipates completion of this project in late March/early April.

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



- Contract: T5826
- Contractor: McShea Contracting, LLC
- 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/U.S. 441:
 - From the Orange County line to north of Maitland Boulevard (S.R. 414)
 - From south of Hunters Creek Boulevard to the Osceola County line
- S.R. 414:
 - From Forest City Road (S.R. 434) 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:

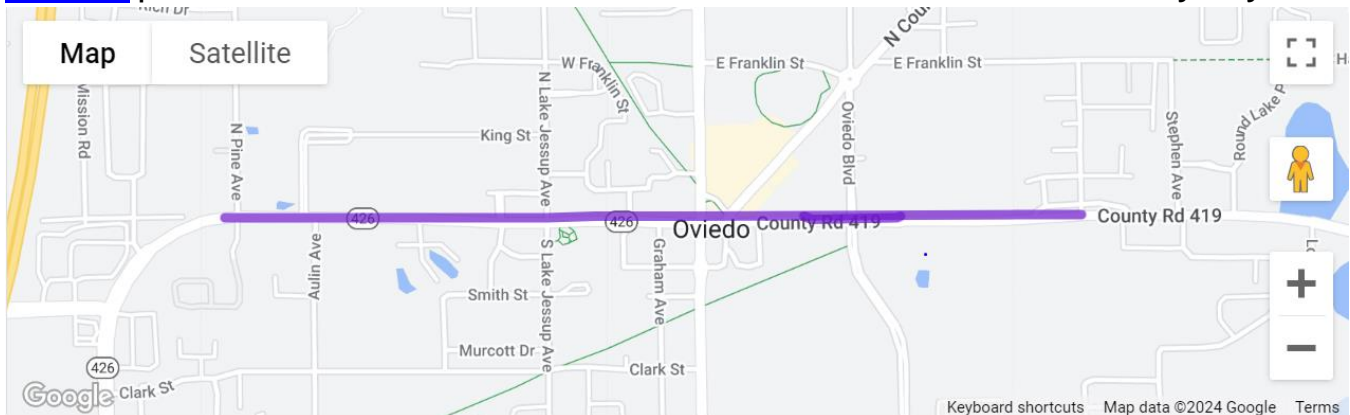
- From west of the I-4 Interchange to Apopka-Vineland Road
- S.R. 435:
 - From south of Lake Bryan Beach Boulevard to International Drive South

Seminole County

- S.R. 46:
 - From east of East Lake Mary Boulevard to east of Rest Haven Road
- S.R. 500/U.S. 441:
 - From east of the Orange County line to Palm Avenue
- S.R. 600:
 - From the I-4 Interchange to Monroe Road

Update: Rumble cutting and pavement marking installation are being performed along multiple segments, including at S.R. 50, S.R. 414, S.R. 435, S.R. 482, S.R. 500/U.S. 441, S.R. 520, S.R. 530, S.R. 535, & S.R. 536.

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

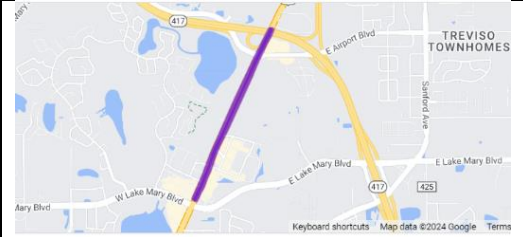
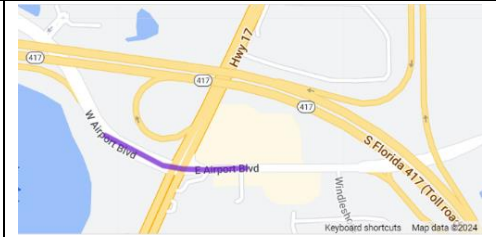
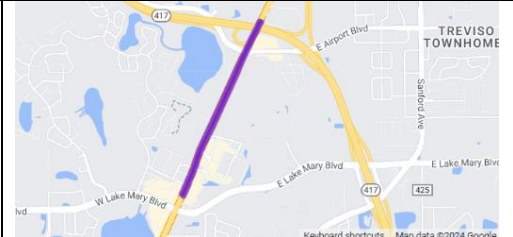


- Contract: T5736
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Early 2025
- **Description:** The proposed improvements to State Road 426/County Road 419 begin at Pine Avenue and extend east to Adeline B. Tinsley 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: The Pedestrian Hybrid Beacon (PHB) has been activated and is currently in use, with an outreach event being held on the day of activation in both the morning and afternoon. Beyond this signal, the contractor is finalizing permanent pavement markings, traffic signals, and street lighting, with an estimated completion timeline of approx. 2-3 weeks. A ribbon cutting celebrating the completion of mainline construction activities was held on March 6, with multiple officials from the

city, county, and FDOT leadership in attendance. It was widely considered a success, with a few local media outlets covering the event.

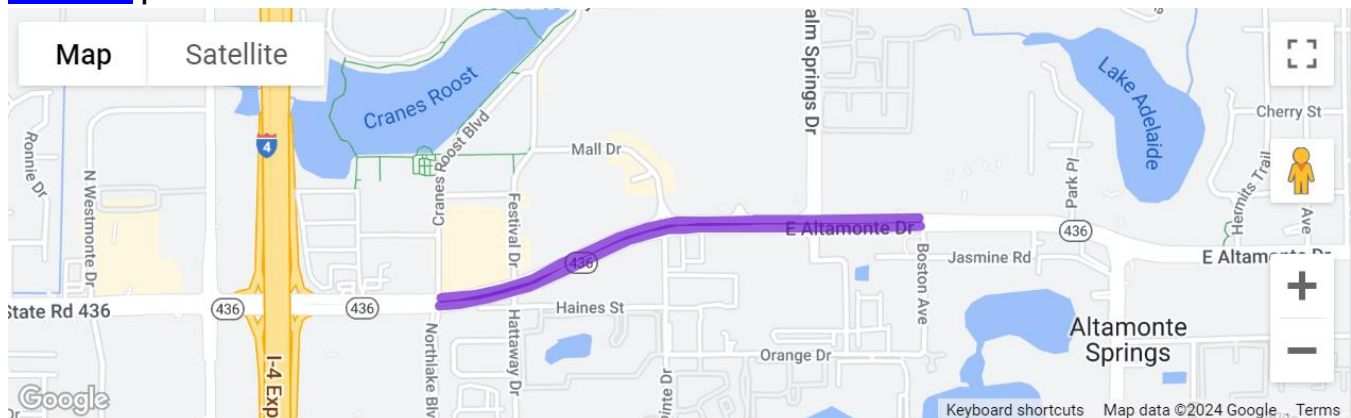
[436679-1](#), [436679-2](#), [436857-1](#) | Resurfacing / Widening U.S. 17-92 from north of Lake Mary Boulevard to the north of Airport Boulevard; Intersection improvements at Airport Boulevard

436679-1	436679-2	436857-1
		
<p>Description: 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>Pedestrian Hybrid Beacon Video</p> <p>What to do at PHBs</p>	<p>Description: 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>Description: 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 Contractors, Inc.
- Construction Cost: \$10.4 million
- Project Start: March 2021
- Estimated Completion: Spring 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

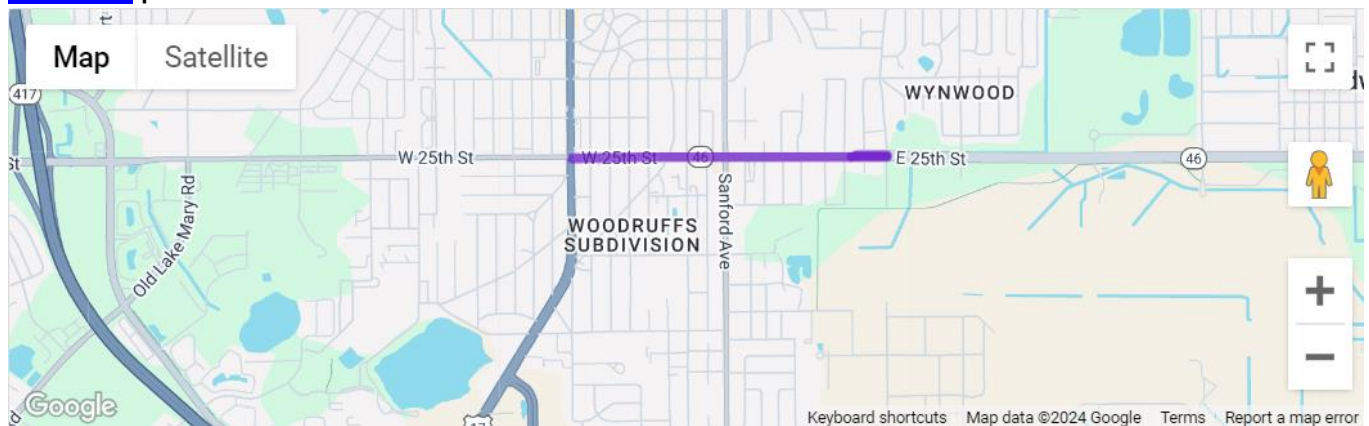


- Contract: T5749
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$13.9 million
- Project Start: June 2023

- 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: Final acceptance is pending.

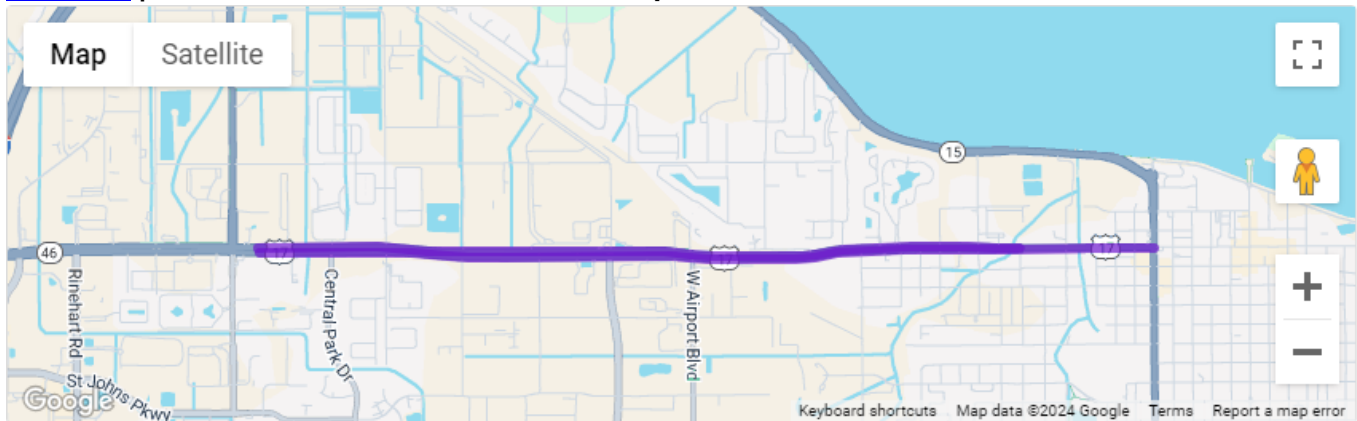
[445316-1](#) | S.R. 46 from U.S. 17-92 to Mellonville Avenue



- 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 widening 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 intersections.

Update: The contractor has finished paving the westbound lanes of the roadway and has begun milling and resurfacing the eastbound lanes. Additionally, raised median construction has been completed, with backfill and landscaping work pending until all resurfacing operations are done. MOT adjustments to re-open dedicated left turn lanes are currently ongoing.

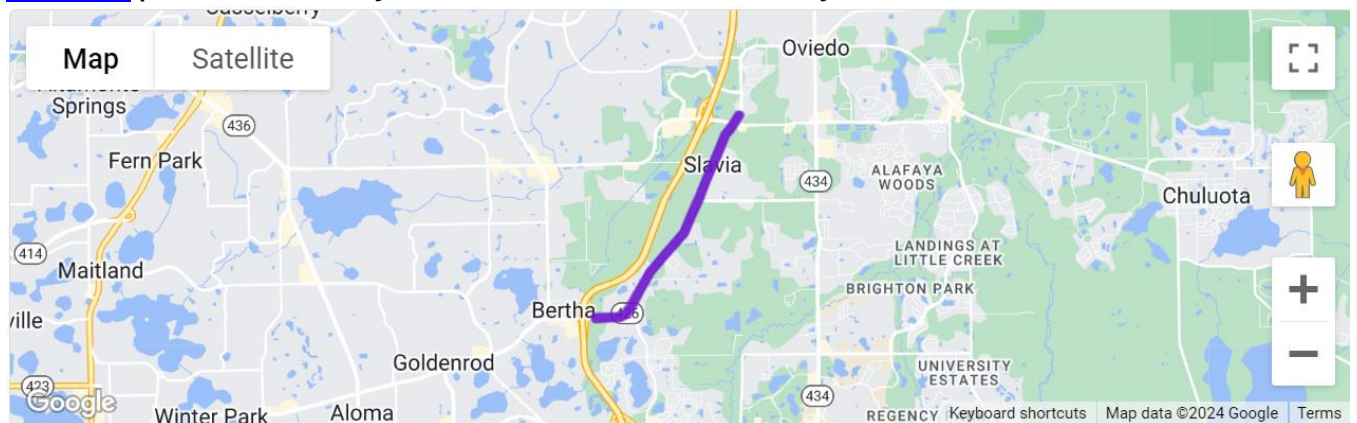
[447103-1](#) | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- 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 begun to mill and resurface the eastbound lanes of the roadway, in addition to continuing concrete improvements and widening work.

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

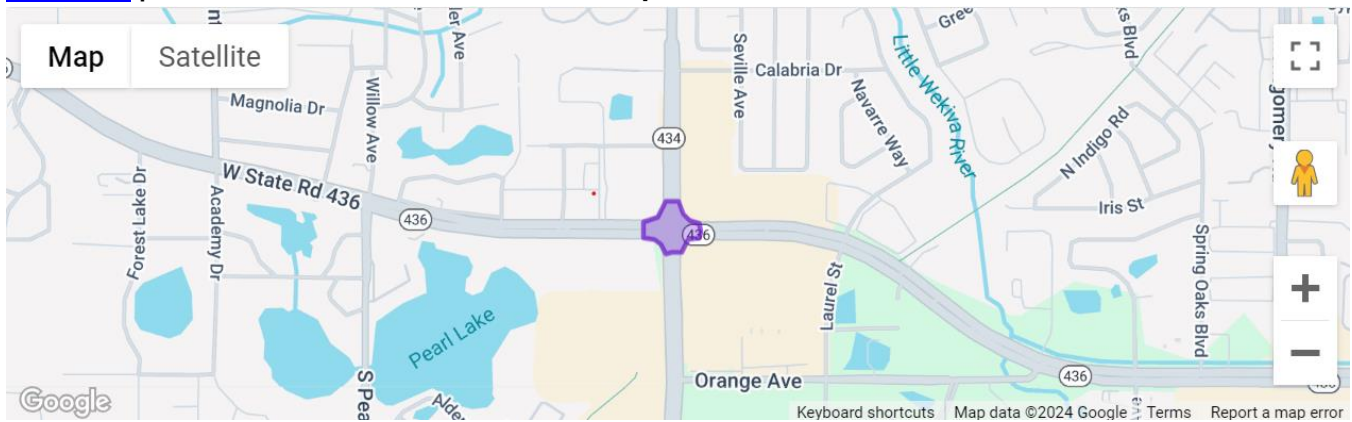


- Contract: E56B8
- Contractor: P&S Paving, Inc.

- 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. Most recently, they began working on an adjacent driveway to resolve a water ponding issue.

[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: The contractor has finished demolishing the remaining concrete, asphalt, sidewalk, and curb, along with relocating the low-profile barrier wall to facilitate the next phase of construction. Likewise, they are currently working on installing the new concrete sidewalk and curb. The first drill shaft is scheduled for Monday, March 10.

RECENTLY COMPLETED:

None to report.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

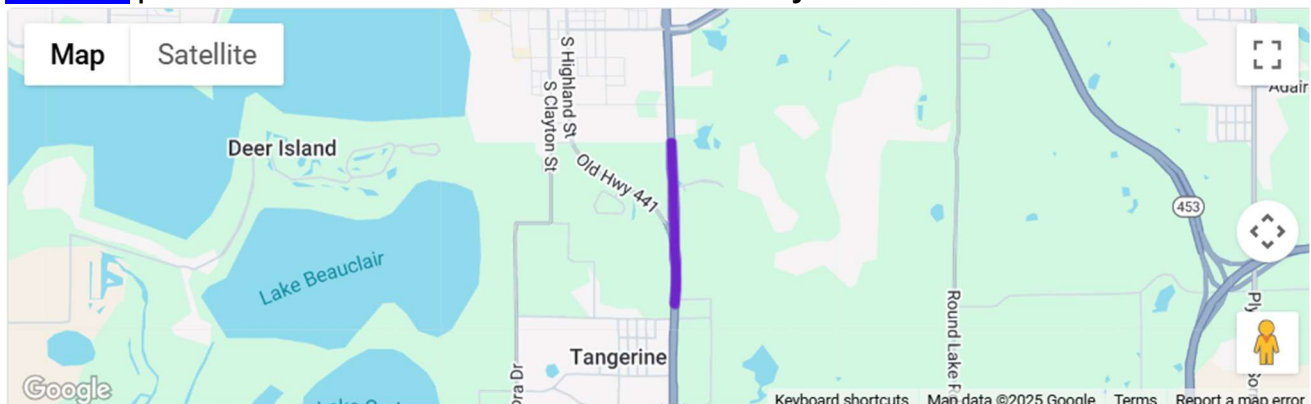
Orange, Osceola, and Seminole Counties Project Status Update as of April 7, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the April 7th cutoff. The next cutoff date is May 5, 2025. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

[447610-1](#) | U.S. 441 from Wadsworth Road to Lake County Line



- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: April 2025
- Estimated Completion: Late 2025
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the Lake County line, between the cities of Apopka and Mount Dora. The project plans to resurface this segment of U.S. 441 to extend the life of the existing roadway. To enhance safety, the project includes modifications at the intersection of U.S. 441 and County Road (C.R.) 500A, which involves removing the left turn from eastbound C.R. 500A to northbound U.S. 441 and realigning the left turn from northbound U.S. 441 to westbound C.R. 500A. Pedestrian improvements are also planned at the Stoneybrook Hills Parkway intersection, including new crosswalks and pedestrian signals, as well as enhanced lighting.

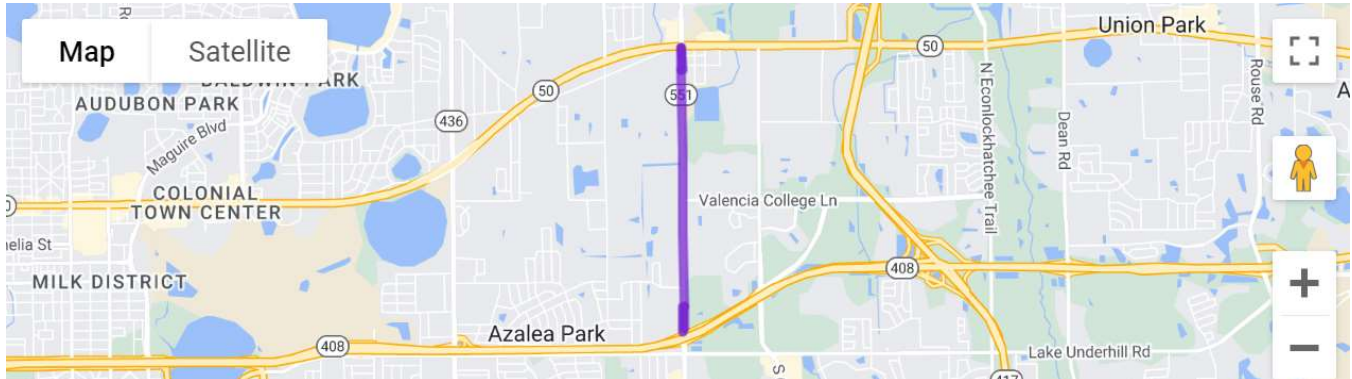
Update: Pre-construction meeting held on April 2, 2025.

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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: Spring 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 continues to install signage, conduct concrete repairs, and perform landscaping work along the corridor, in addition to final punch list items. Project completion is projected for early to mid-April, with final acceptance pending soon afterward.

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

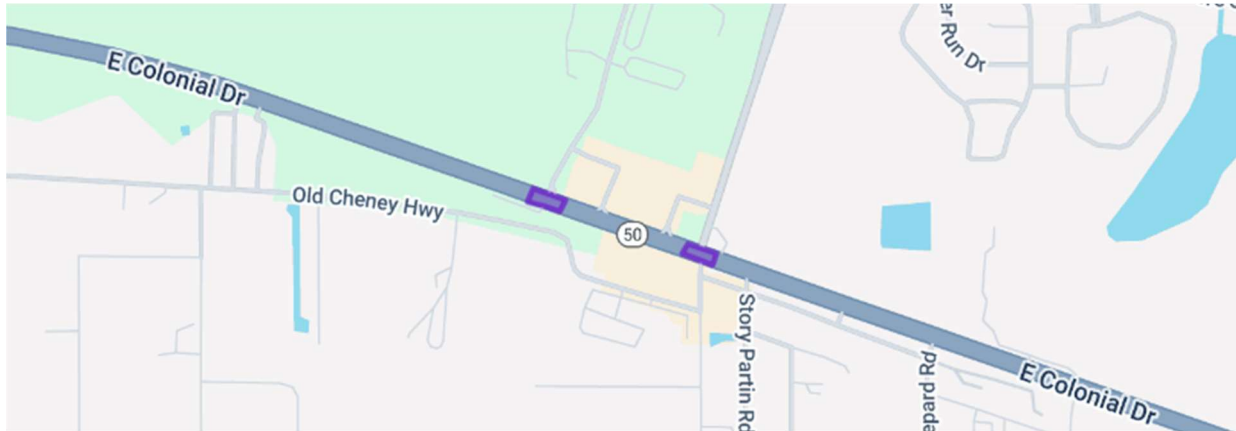


- Contract: T5804
- Contractor: Chinchor Electric, Inc.
- Construction Cost: \$2.3 million
- Project Start: January 2025
- Estimated Completion: Spring 2025

- **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: The contractor is continuing to install conduit, pull boxes, and working on directional bore, sidewalk replacement, and pedestrian signals.

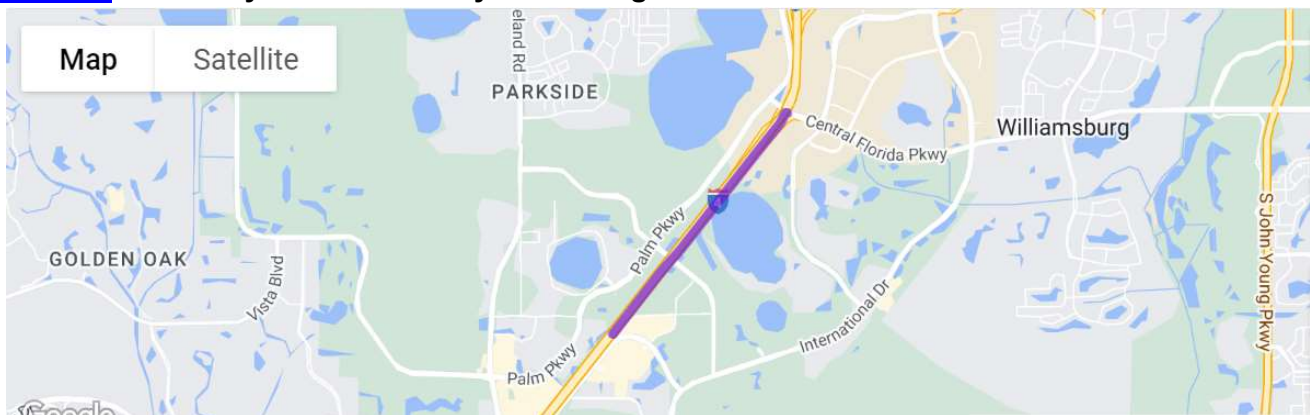
[452932-1](#) | S.R. 50 at Corner School Drive and Chuluota Road



- 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: The contractor has been preparing for concrete demolition and drill shaft work, which is scheduled for early April. Once the three drill shafts for mast arms have been completed, they will begin sidewalk adjustments.

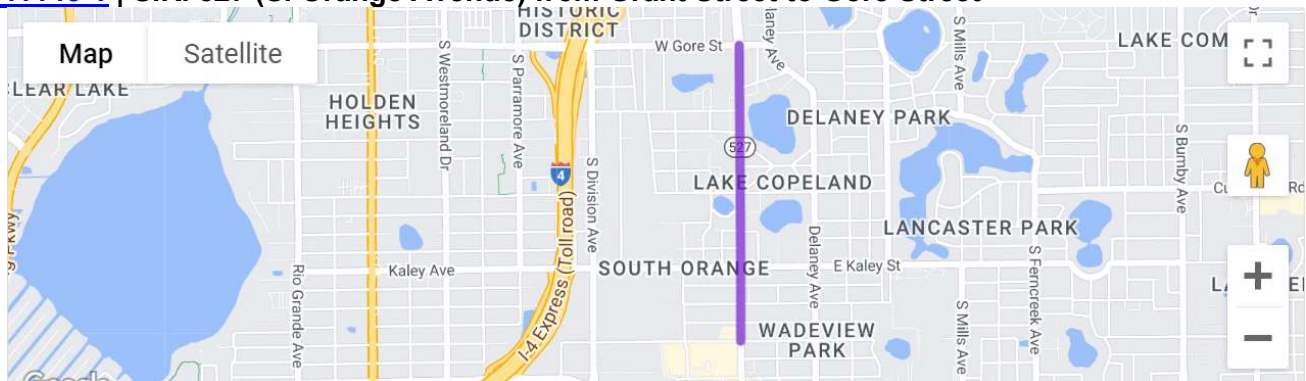
[441113-1](#) | I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC

- Project Cost: \$83 million
- Project Start: November 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 opened the new diverging diamond pattern on the overpass on March 19. Crews are preparing to tie in the ramps (westbound I-4 exit ramp, eastbound I-4 exit ramp, and eastbound I-4 entrance ramp) in approximately six weeks to complete the conversion into a diverging diamond interchange (DDI). Crews anticipate shifting pedestrian traffic to the south side of the overpass in mid-April to complete ramp and sidewalk work on the north side and installing Wrong Way Vehicle Detection Systems (WWVDS) in late April.

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

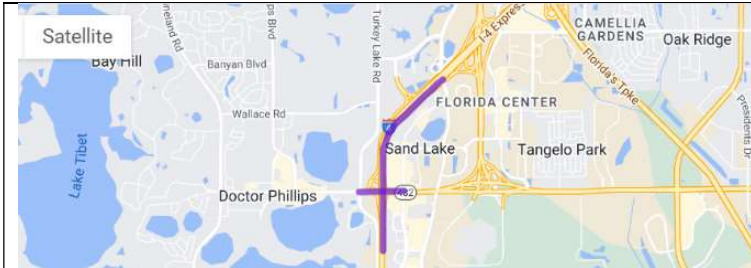


- Contract T5760
- Contractor: Hubbard Construction Company
- Project Cost: \$4.7 million
- Project Start: January 29, 2024
- Estimated Completion: Spring 2025
- **Description:** The purpose of this job is to resurface State Road 527 (S. Orange Avenue) from Grant Street to Gore Street. In addition to 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 is working on finalizing paving and is working on raising manhole covers to be flush with the pavement.

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

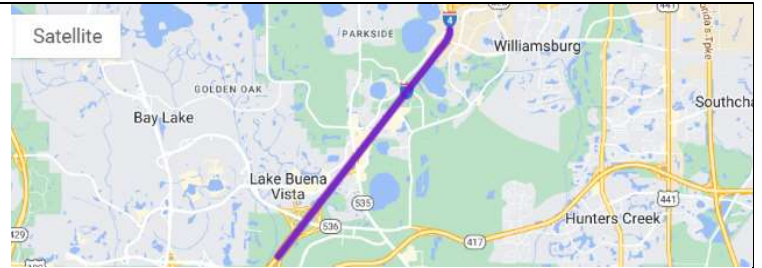
444315-1	444315-3
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Description: This project will convert the Sand Lake Road and I-4 interchange into a diverging diamond interchange. The Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic at an interchange 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.

For the most up-to-date information and status on this project log onto <https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/>

Click on the link to learn more about using a Diverging Diamond Interchange: Diverging Diamond Interchange (DDI) Video.



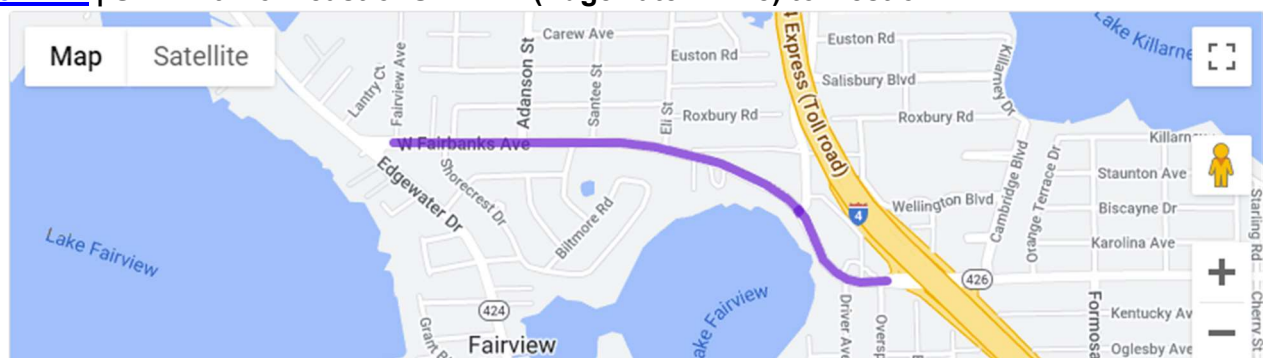
Description: The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction course and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536

For the most up-to-date information and status on this project log onto <https://i4beyond.com/project-designs/sand-lake-road-interchange-improvements/>

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

Update: Crews anticipate conducting deck pours over Sand Lake Road on March 31 and April 3. This is for the bridge that will connect to the loop ramp that will bring motorists from westbound Sand Lake Road to Turkey Lake Road once the no left turns from westbound Sand Lake Road to Southbound Turkey Lake Road is implemented.

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

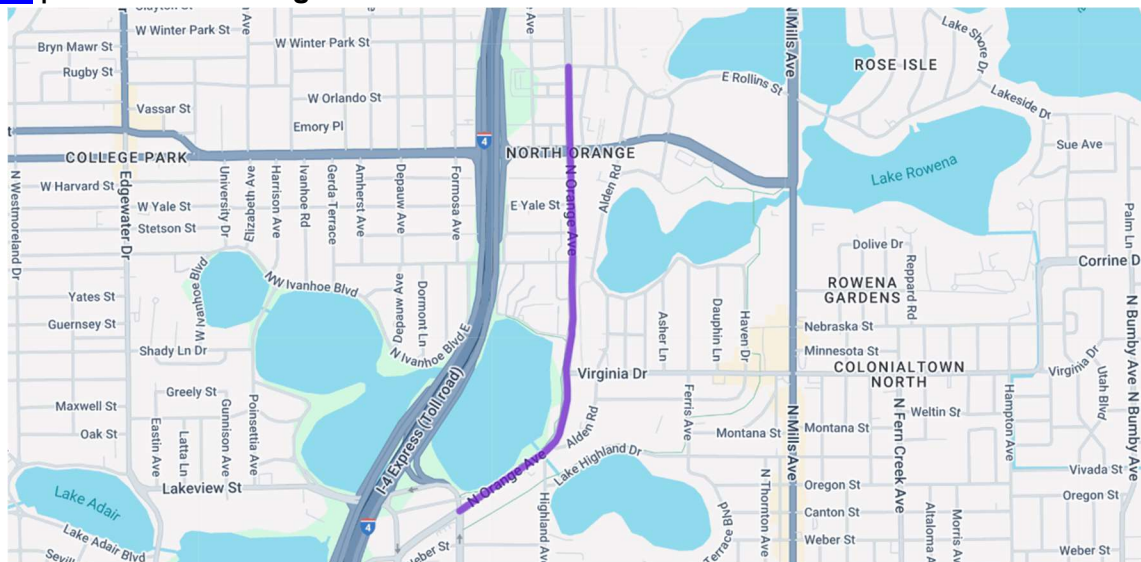


- Contract: E56B6
- Contractor: Ranger Construction Industries, Inc.

- Construction Cost: \$2.4 million
- Project Start: March 2024
- Estimated Completion: Spring 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.

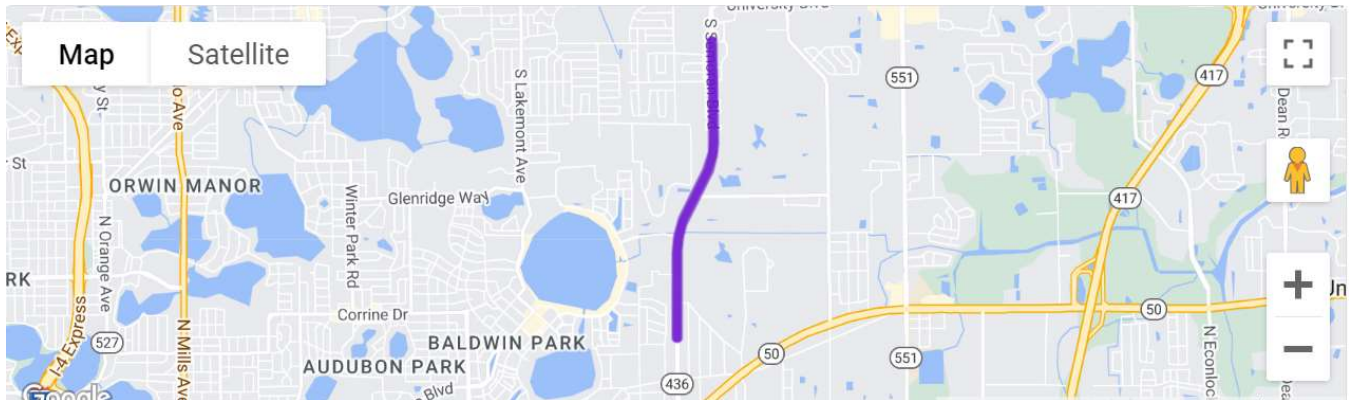
[445220-1](#) | S.R. 527 from Magnolia Avenue to north of Rollins Street



- 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: The contractor is working on utility improvements, signalization, and pedestrian facilities.

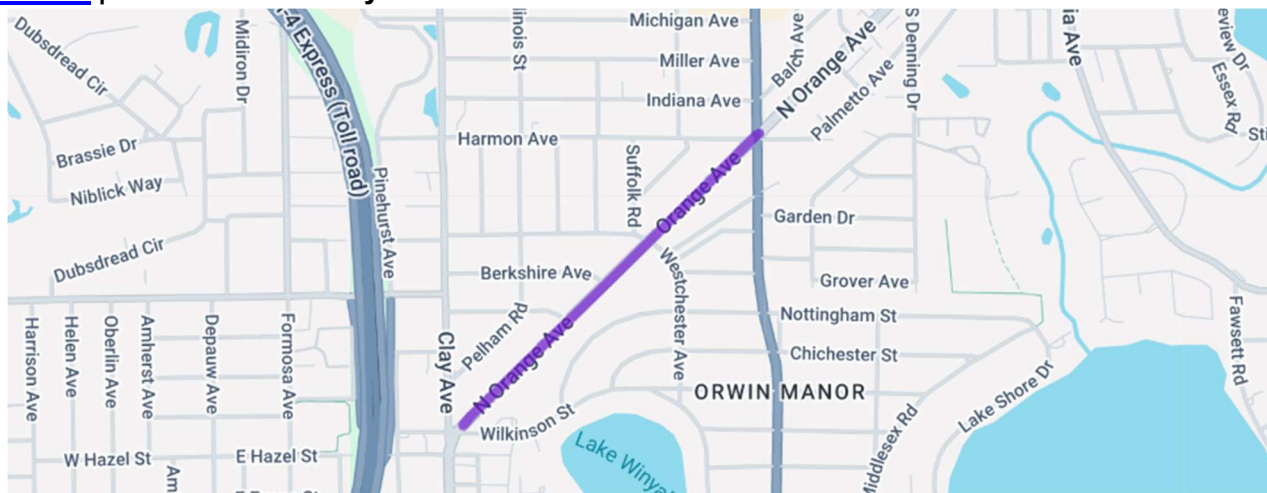
[445303-1](#) | S.R. 436 from north of Old Cheney Highway to south of University Park Drive



- 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 been performing traffic separator and thermoplastic repairs, in addition to installing RPMs at bullnoses. They are also finalizing the permanent pavement markings delineating bike path crossings and correcting misaligned signage. Final punch list items are still pending. The PHB at University Park Drive was activated on 3/27/2025.

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

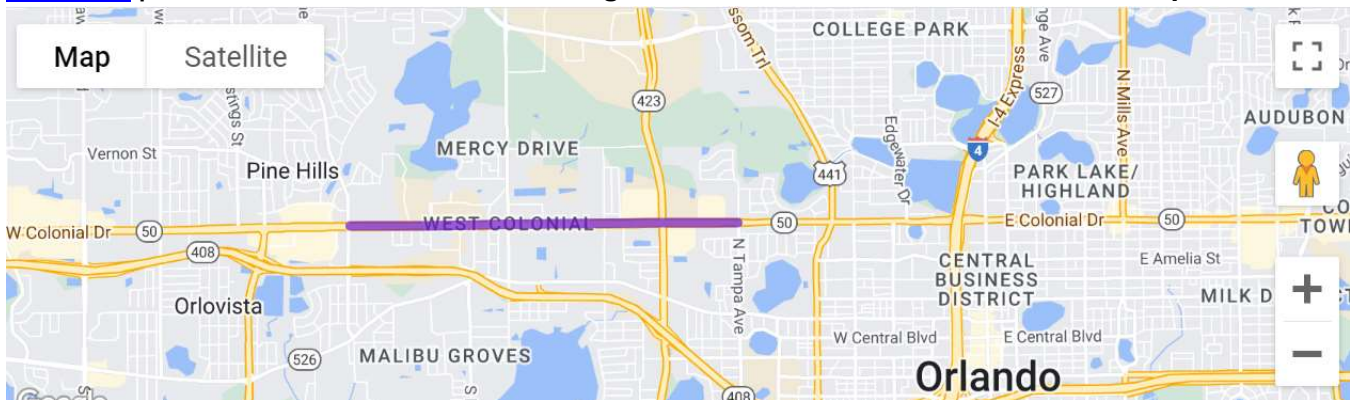


- Contract T5814
- Contractor: Atlantic Civil Constructors Corp.
- Project Cost: \$3.7 million
- Project Start: June 2024
- Estimated Completion: Spring 2025

- **Description:** This project aims 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 is working on punch list items and is awaiting final acceptance.

[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 working on curbs, sidewalks, and utility installations.

[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 provides some safety enhancements, including a separate bicycle lane and medians in certain locations to help reduce left turn and angle crashes.

Update: The southbound lane is shifted into the bidirectional through lane to allow work on the buffered bike lane. The contractor is continuing to work on curbs, pedestrian signal bases, and traffic separators.

447607-1 S.R. 50 at Highland Avenue	447717-1 S.R. 50 at North Fern Creek Avenue and Primrose Drive

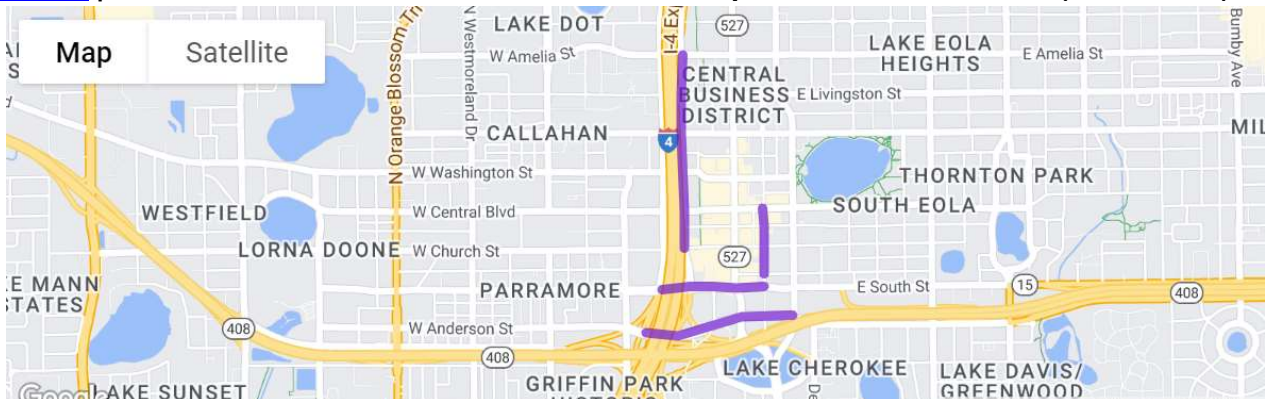
- **Description:** The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the 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.

- **Description:** 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.

- Contract T5817
- Contractor: Chinchor Electric, Inc.
- Combined Project Cost: \$5 million
- Project Start: November 2024
- Estimated Completion: Summer 2025

Update: The contractor is continuing work on directional bores, drill shafts, and pull boxes. They are also working on relocating fire hydrants.

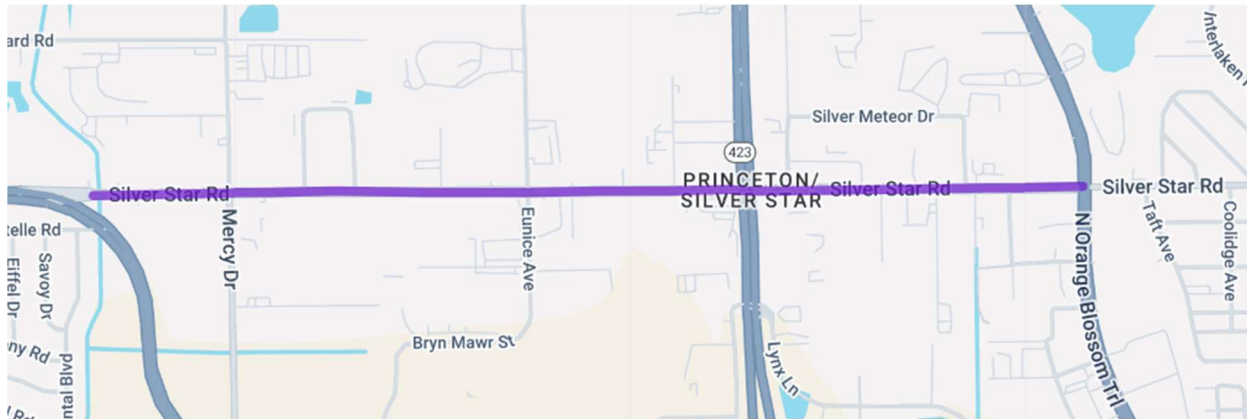
[447807-1](#) | Smart Orlando Downtown Advance Traffic Operations Performance (SODA TOP)



- Contract E59A5
- Contractor: Sice, Inc.
- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Spring 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 completion confirmation from the City of Orlando; 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 continuing work on milling and paving operations, drainage, and sidewalk work. They are also working on sodding, driveway improvements, and trenching.

[448914-1](#) & [449771-1](#) | I-4 at S.R. 535 Interchange Improvements



Description: 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.

Planned improvements include:

- 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.
- Realigning the westbound I4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow and giving motorists more time to merge onto I4.
- Lengthening the westbound I4 exit ramp to Apopka-Vineland Road to reduce backups onto the I4 mainline.
- Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.

This project will be constructed in conjunction with FPID 449771-1.

Please visit to www.i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/

Description: 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.

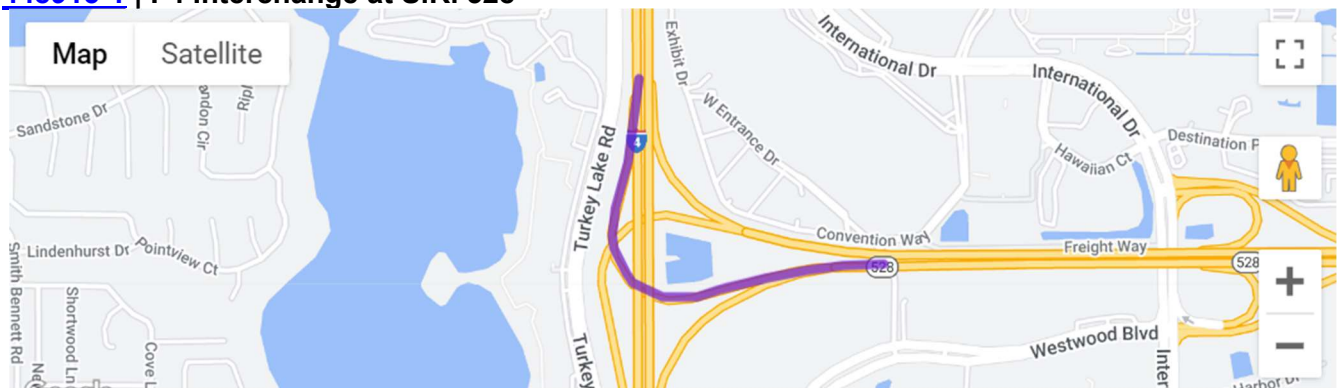
This project will be constructed in conjunction with FPID 448914-1.

To learn more, please visit to www.i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/.

- Contract E55B8
- Contractor: Lane Construction Corp.
- Project Cost: \$102 million
- Project Start: October 2023
- Estimated Completion: Summer 2028

Update: The project has been extended until 2028. Crews began pile driving near the I-4 and Apopka-Vineland Road interchange on March 10 and they expect it to take approximately two months.

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 completed bridge deck pours over I-4 on March 9 and 13 and are working on embankment work. Lighting and camera poles will be installed in early April.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

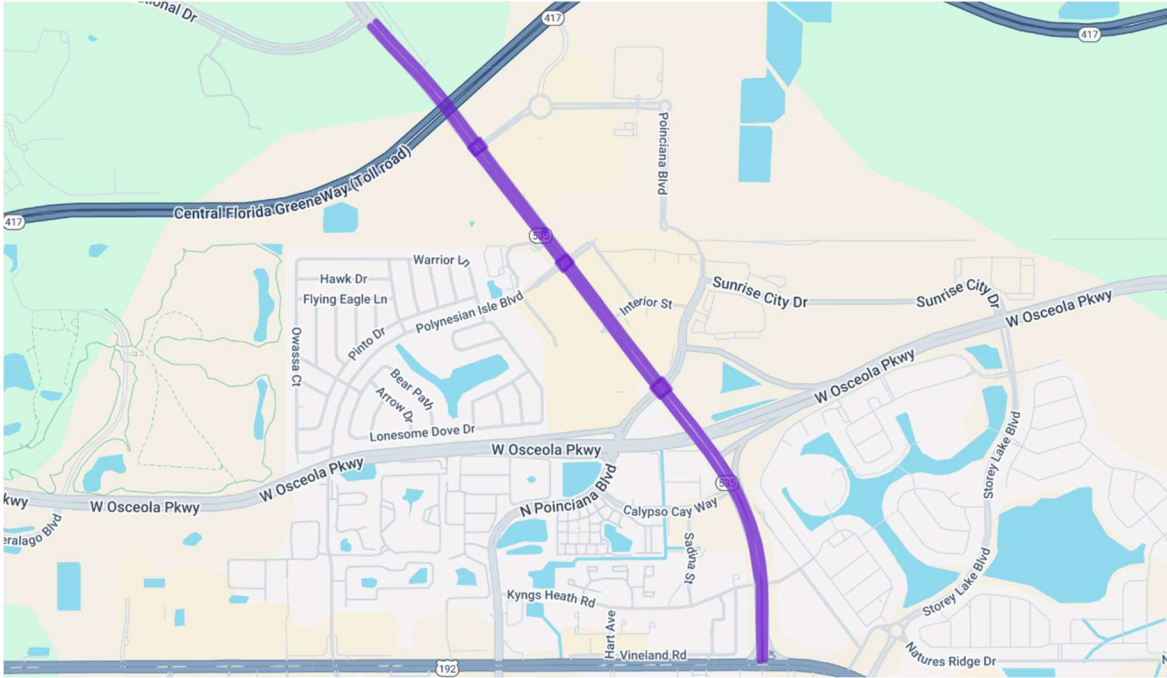
448783-1 U.S. 192 from Bamboo Lane to Main Street



- Contract: T5843
- Contractor: Hubbard Construction Company
- Construction Cost: \$26 million
- Project Start: Summer 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. The project also proposes pedestrian safety by adding signalized crossing opportunities at Club Sevilla, south of Four Winds Boulevard and at Oren Brown Road. At Club Sevilla, the project proposes to add a pedestrian activated signal and reconstruct the existing bi-directional median. The crossing near Four Winds Boulevard will be equipped with a Pedestrian Hybrid Beacon (PHB), and there will be a new traffic signal, pedestrian signals, and crosswalks at Oren Brown Road. A turn lane extension and pedestrian improvements at Old Vineland Road are also planned, as well as pedestrian curb ramp upgrades and sidewalk connections at Yates Road and Mann Street.

OSCEOLA COUNTY CURRENT PROJECTS:

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



- Contract: T5823
- Contractor: The Middlesex Corporation
- 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 on-ramp, 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: The contractor is working on pedestrian facility improvements, sodding, and signals.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

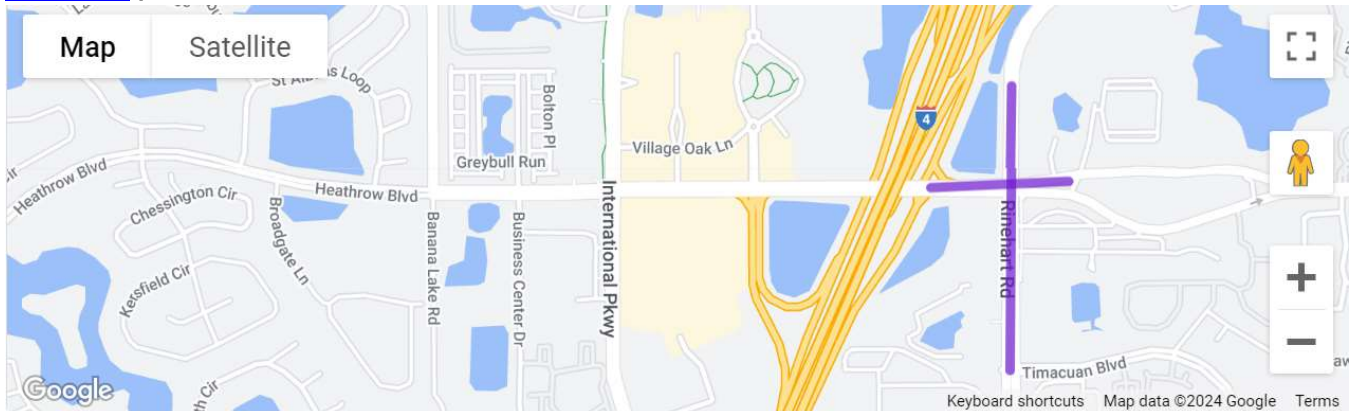
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

SEMINOLE COUNTY CURRENT PROJECTS:

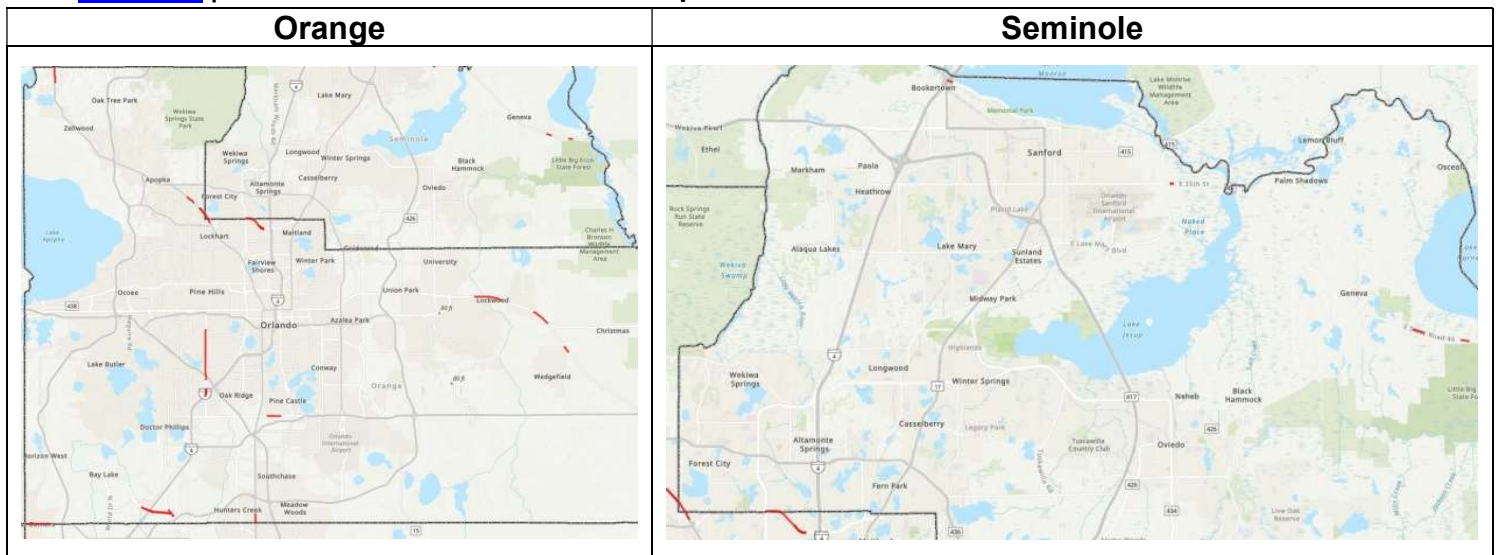
242592-6 | C.R. 46A and Rinehart Road Intersection C.R. 46A and Rinehart Road Intersection



- 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 will be working on signalization, general clean up, and punch list items. The contractor anticipates the completion of this project in early September.

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



- Contract: T5826
- Contractor: McShea Contracting, LLC
- 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:

Brevard County

- U.S. 1:
 - From south of East University Boulevard to the Indian River County line
 - From south of Cheney Highway (S.R. 50) to Miller Cove Road
 - From south of Cuyler Street to south of Oak Grove Road
- S.R. A1A:
 - A 2,000-foot-long section east of the S.R. 401 interchange
 - From Coconut Point Park to Sebastian Inlet North
- S.R. 405:
 - From north of Foley Road to east of Angela Lane
- S.R. 520:
 - From west of I-95 to east of S.R. A1A
- S.R. 524:
 - From north of S.R. 520 to London Boulevard

Orange County

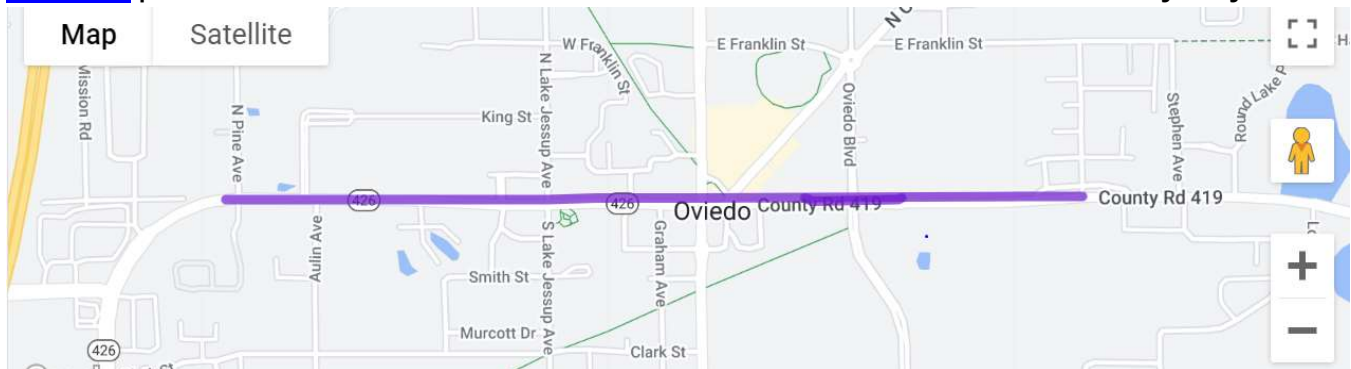
- S.R. 500/U.S. 441:
 - From the Orange County line to north of Maitland Boulevard (S.R. 414)
 - From south of Hunters Creek Boulevard to the Osceola County line
- S.R. 414:
 - From Forest City Road (S.R. 434) to the I-4 Interchange
- S.R. 50:
 - From east of North Avalon Park Boulevard to the S.R. 520 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 Apopka-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/U.S. 441:
 - From east of the Orange County line to Palm Avenue
- S.R. 15/600:
 - From the I-4 Interchange to Monroe Road

Update: Rumble cutting and pavement marking installation are being performed along multiple segments, including at S.R. A1A, S.R. 50, S.R. 405, S.R. 482, S.R. 500, S.R. 520, S.R. 524, S.R. 530, S.R. 535, & S.R. 536.

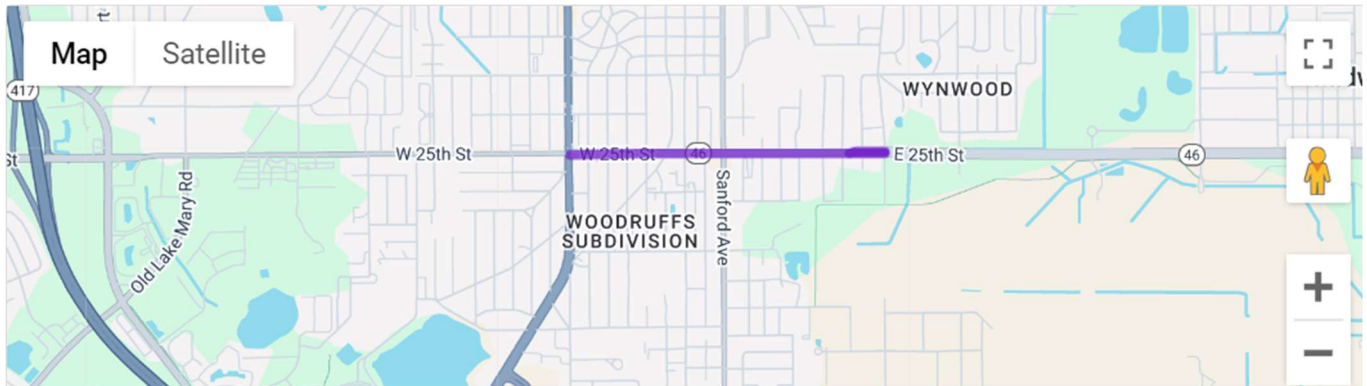
[415030-6](#) | Oviedo Ultimate S.R. 426/C.R. 419 from Pine Avenue to Adeline B. Tinsley Way



- Contract: T5736
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Spring 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 S.R. 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: The contractor is finalizing permanent pavement markings, traffic signals, and street lighting, with an estimated completion timeline of approx. 1-2 weeks, pending favorable weather conditions.

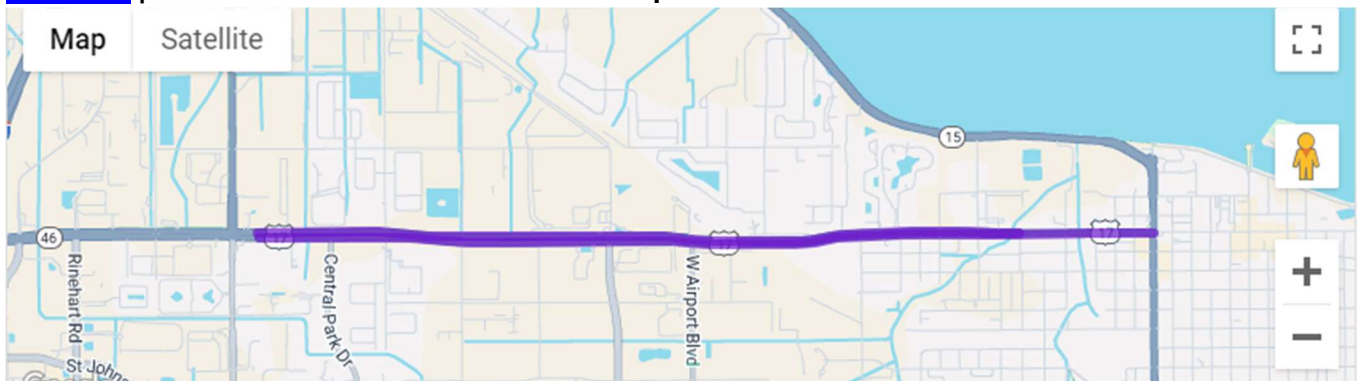
[445316-1](#) | S.R. 46 from U.S. 17-92 to Mellonville Avenue



- 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 widening 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 intersections.

Update: The contractor has finished installing the box drain behind the MetroPCS store at the intersection of Sanford Avenue and S.R. 46. Additionally, asphalt aprons were installed at several locations where manhole covers were elevated out of compliance. Friction course paving has been completed on all the side streets, with future friction course along the mainline road still pending. Additionally, asphalt repairs at the railroad crossing are outstanding.

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

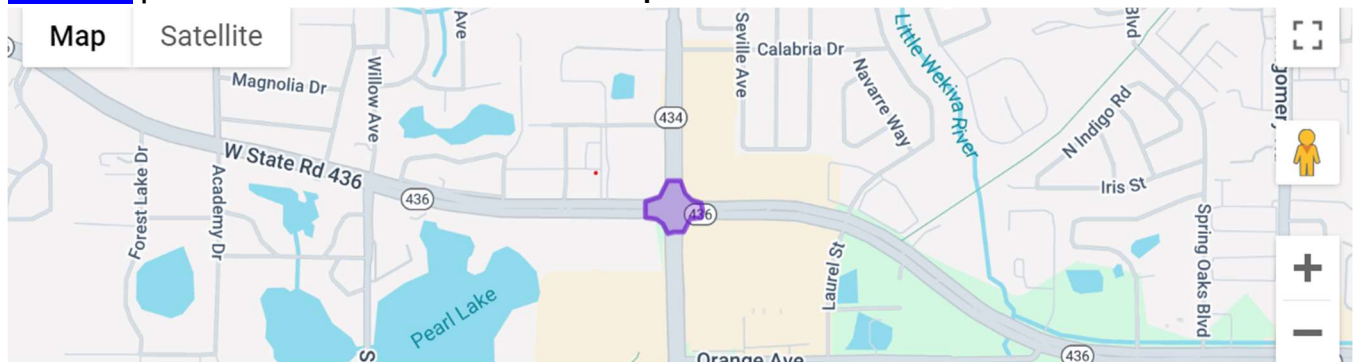


- Contract: T5824
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$16.7 million
- Project Start: September 2024
- Estimated Completion: Spring 2026

- **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 is completing structural asphalt paving on the westbound lanes and continuing construction of F-curb and curb ramps along the corridor. Conduit installation is also underway in preparation for upcoming signal loop work.

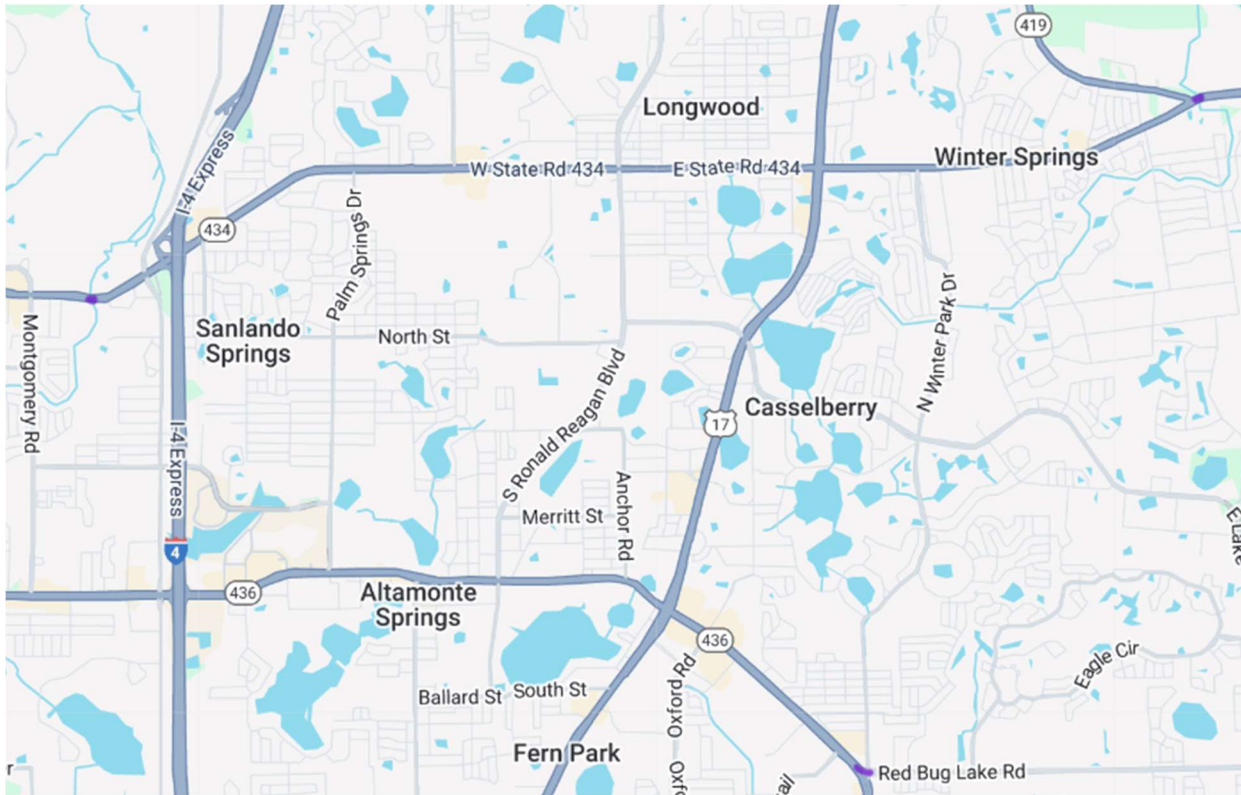
[447411-1](#) | S.R. 436 at S.R. 434 Intersection Improvement



- 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: Drill shaft work has been delayed at the northeast corner of the intersection due to conflicts with two fiber optic conduits and a water main. Meanwhile, the mast arm foundation at the northwest corner has been successfully installed.

[449845-1](#) | S.R. 419 Gee Creek Culvert, S.R. 434 Little Wekiva River Bridge & S.R. 436 Flyover



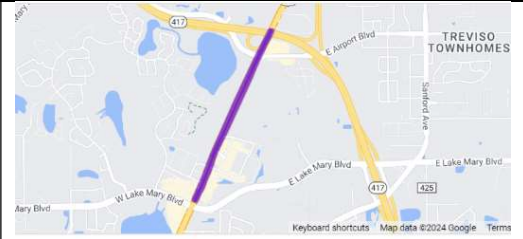
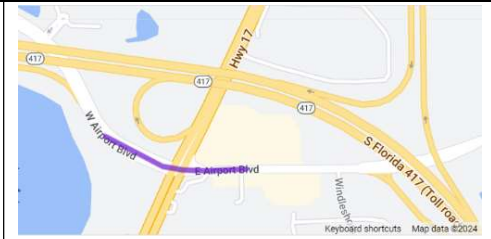
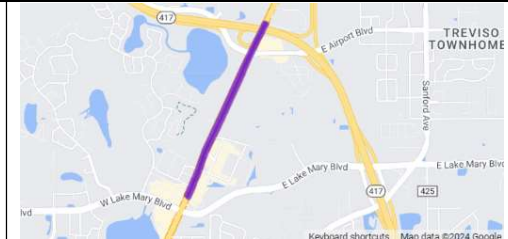
- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC
- Construction Cost: \$925,000
- Project Start: March 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (S.R.) 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 flyover spanning S.R. 436 to Red Bug Lake Road.

Update: Desilting of the S.R. 419 culvert has been completed, with shotcrete application scheduled for mid-April. Epoxy injection is currently underway at the S.R. 434 bridge.

RECENTLY COMPLETED:

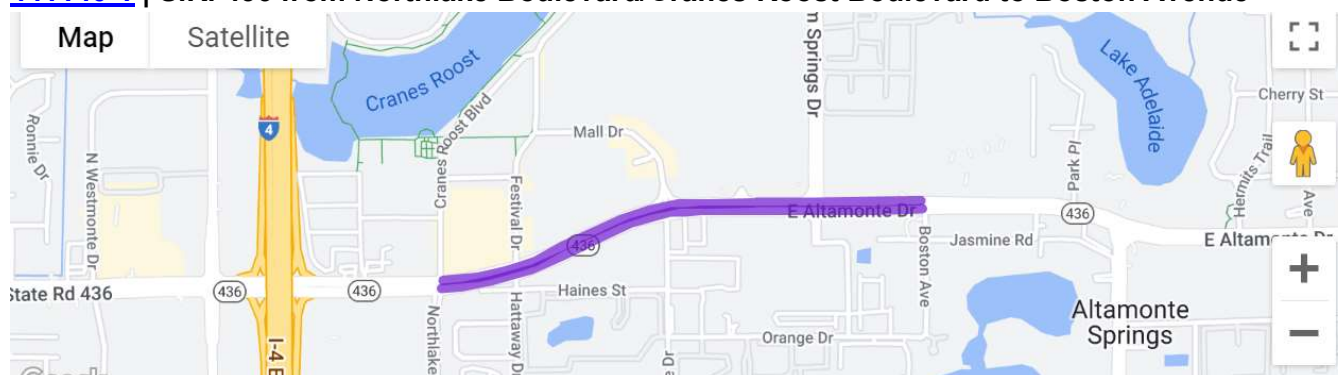
[436679-1](#), [436679-2](#), [436857-1](#) | Resurfacing / Widening U.S. 17-92 from north of Lake Mary Boulevard to the north of Airport Boulevard; Intersection improvements at Airport Boulevard

436679-1	436679-2	436857-1
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<p>Description: 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>Pedestrian Hybrid Beacon Video</p> <p>What to do at PHBs</p>	<p>Description: 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>Description: 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 Contractors, Inc.
 - Construction Cost: \$10.4 million
 - Project Start: March 2021
 - Estimated Completion: Complete
- Update:** Project received final acceptance on 2/28/2025.

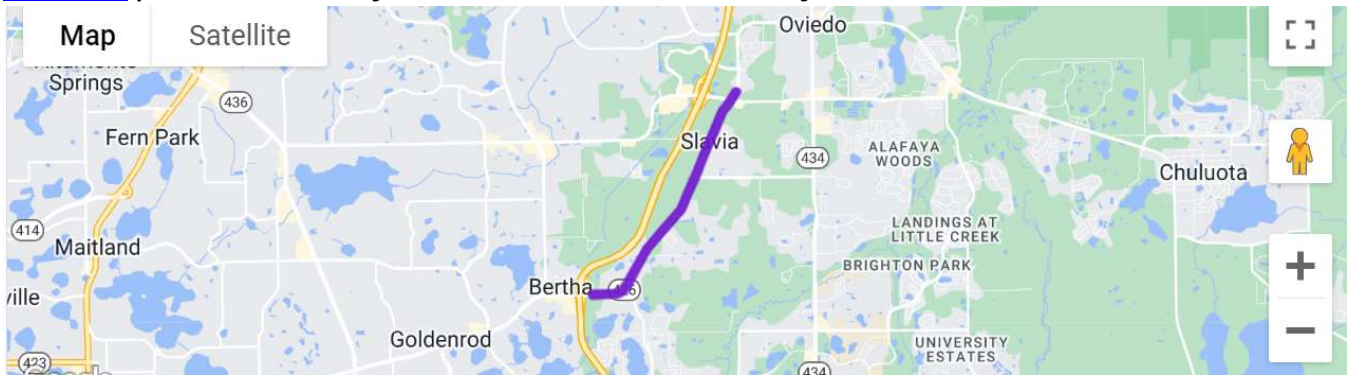
[441140-1](#) | S.R. 436 from Northlake Boulevard/Cranes Roost Boulevard to Boston Avenue



- Contract: T5749
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$13.9 million
- Project Start: June 2023
- Estimated Completion: Complete
- **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: Project received final acceptance on 3/14/2025.

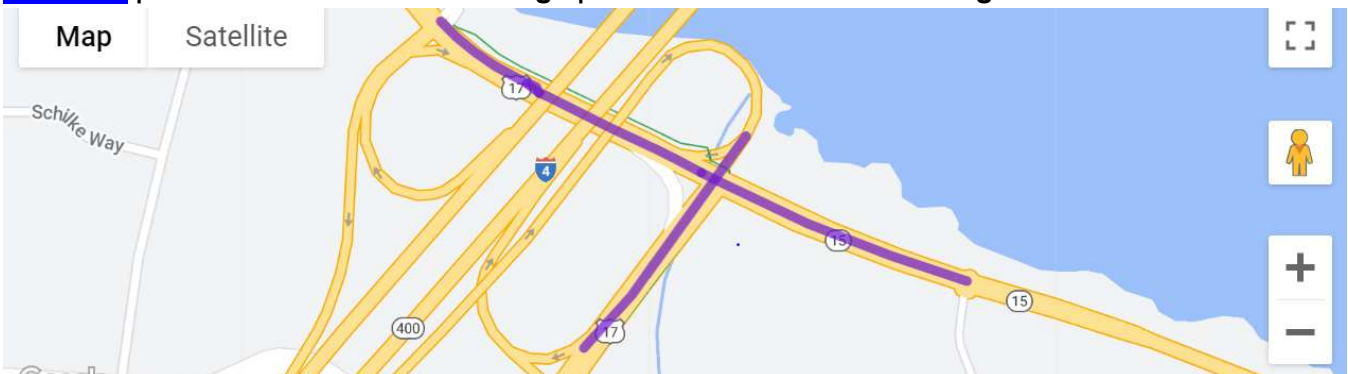
[445221-1](#) | S.R. 426 from Mystic Lake/Starwood Drive to Eyrie Drive



- Contract: E56B8
- Contractor: P&S Paving, Inc.
- Construction Cost: \$6.7 million
- Project Start: September 2023
- Estimated Completion: Complete
- **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: Project received final acceptance on 3/10/2025.

[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: Complete
- **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 project received final acceptance on March 14, 2025.



Memorandum

April 15, 2025

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: April 2025 Bicycle & Pedestrian Activity Update

City of Apopka

The City is currently in design for the Wekiva Trail/West Orange Trail Phase 4D. Road improvement projects on Vick Road, Kelly Park Road, and Ocoee-Apopka Road are underway, with integrated trail and sidewalk components.

City of Casselberry

The City has finalized design of the US Highway 17/92 and Sunset Drive Trail project and anticipates bidding it out for construction in May. This project will construct a wide sidewalk along the Home Depot property on the north side of Lake Concord, completing the final piece of a one mile loop around the lake and greatly improving bicycle/pedestrian connectivity between US 17/92 and neighborhoods along Sunset Drive. The City is also wrapping up design of the Central Casselberry Connectivity project and anticipates bidding that out in June. This project includes a signal-to-roundabout conversion at S. Winter Park Drive and Wilshire Dr, a new shared use path along a portion of S. Winter Park Dr, and wide sidewalks and traffic calming on nearby intersecting streets.

City of Orlando

The City recently completed its first round of Vision Zero CARE site visits which will be implemented by the City's Vision Zero team in the future to assess and collect site information following local traffic incidents. The City also held its annual Bike to Work Day event on March 28th in Downtown Orlando where over 100 community bike advocates joined City staff and elected officials on a fun, leisurely bike ride from Luminary Green Park to City Hall. The event was the perfect way to raise awareness of the City's new Silver-Level status as a Bicycle Friendly Community awarded by the League of American Bicyclists. Additionally, City Transportation Planning staff provided free helmet fittings and giveaways at the District 1 Spring Festival at Amhurst Park on March 1st, servicing a multitude of both children and adults while there. This month you will see City staff out supporting the Florida Commuter Transportation Summit at a Mobile Workshop on Thursday the 24th, and again at the Opening Session on Friday, April 25th.

Seminole County

Celery/Mellonville Trail (Lake Monroe Loop) Phase 1

Limits: Mellonville Ave from Seminole Ave to Celery Ave. Celery Ave from Mellonville Ave to 343 feet east of Sipes Ave.

Status: Contract awarded. NTP scheduled for Jan 15, 2025

Celery/Mellonville Trail (Lake Monroe Loop) Phase 2

Limits: Celery Ave from 343 feet east of Sipes Ave to Chickasaw Dr.

Status: Project on hold till ROW acquisition is complete.

Oxford Rd Drainage & Sidewalk

Limits: Derbyshire Road to East Blvd (sidewalk on west side only)

Status: Construction bids received, coordinating with Casselberry Staff on selection.

Old Lake Mary Rd Sidewalks

Limits: Pineridge Road to W 25th Street

Status: 100% plan development in progress. ROW still pending.

Orange Blvd/CR 431 Safety Improvements (includes Ped/Bike enhancements)

Limits: SR 46 to Monroe Rd

Status: Design and ROW acquisition ongoing. Updated Drainage Report in progress. Submittal date 10-Dec-24..

Cross Seminole Trail Connector Ramps at US 17-92

Limits: Cross Seminole Trail at US 17-92. Connect sidewalks on US 17-92 to the Trail.

Status: Coordination with FDOT continues. Plans & Specs are being updated.

Wymore Rd Drainage, Bike & Ped Improvements

Limits: Orange County line to Spring Valley Rd

Status: Project completion pending punch list items.

Central Seminole Trail – North Section
Limits: SR 434 at Winter Park Drive to Cross Seminole Trail at US 17-92 via Power Easement

Status: Project on hold.

SR 434 Improvements to include Roundabouts and Bike/Ped/Trail improvements

Limits: SR 417 to Franklin St.

Status: Coordinating FDOT and County Staff meeting.

Oranole Road/Linneal Beach Dr Sidewalks

Limits: Orange County Line to Playa Way.

Status: Construction bids received, awaiting construction work order.

North St. Corridor Improvement Phase 1

Limits: Raymond Ave / west North St / north Palm Springs Drive

Status: Design plans at 100%. To combine park development with roadway improvements under a Construction Manager at Risk. Post design work order in progress.

North St. Corridor Improvements Phase 2

Limits: Palm Springs Drive from Center St to North St

Status: Design at 30%.

North St. Corridor Improvements Phase 3

Limits: North St from Palm Spring Drive to Ronald Reagan Blvd

Status: Project on hold pending funding.

Riverview Ave – Sidewalks

Limits: SR 46 to existing sidewalk at Narcissus Ave

Status: ROW acquisitions continues.

Sanford Ave and Rosehill Trail – RR Crossing

Limits: East side of Sanford Ave, north of Rosehill Trail to north of CSX RR crossing.

Status: Design complete. Coordination with CSX continues on several work products.

Oxford Rd Reconstruction
Limits: Oxford Rd SR 436 south to Fern
Park Blvd. Fern Park Blvd extension west
to US 17-92.
Status: Construction underway in
December 2024.

Air Quality Monitoring: Ozone Attainment Status

January - April

As of April 15, 2025

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	60	45728
2024	63	8-May
2023	63	5-May
2022	62	3-Apr

2024 3-Year Attainment Average: 63

2025 Year-to-Date 3-Year Running Average: 62

Change (1)

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	57	7-Mar
2024	69	30-May
2023	61	5-May
2022	62	22-Apr

2024 3-Year Attainment Average: 64

2025 Year-to-Date 3-Year Running Average: 62

Change (2)

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	61	12-Mar
2024	65	24-Apr
2023	69	10-Jun
2022	60	3-May

2024 3-Year Attainment Average: 65

2025 Year-to-Date 3-Year Running Average: 65

Change 0

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	60	11-Apr
2024	68	18-Apr
2023	66	6-Sep
2022	62	3-May

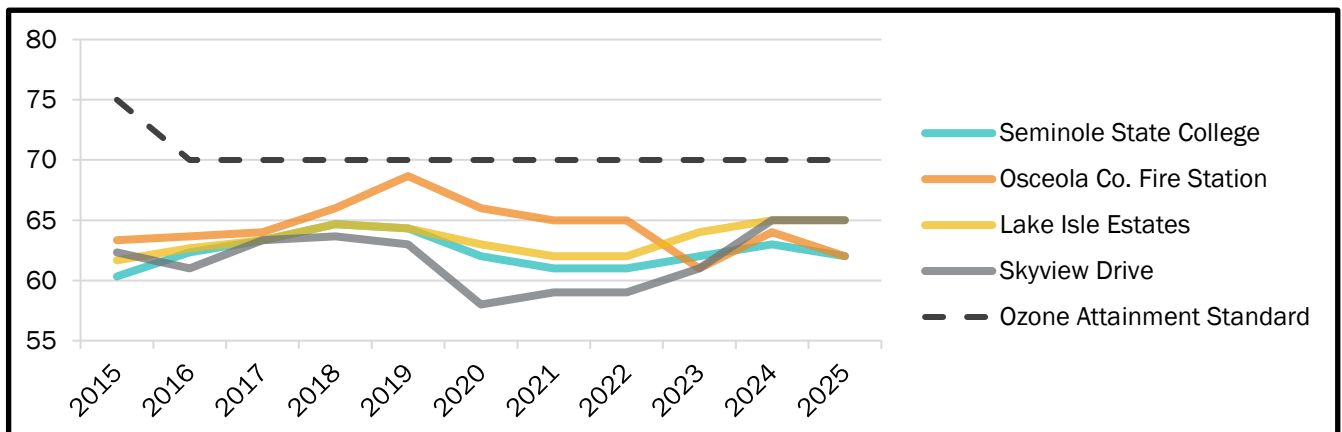
2024 3-Year Attainment Average: 65

2025 Year-to-Date 3-Year Running Average: 65

Change 0

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of April 15, 2025

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	12	26-Feb
2024	44	1-Jan
2023	34	3-Oct
2022	19	10-Aug

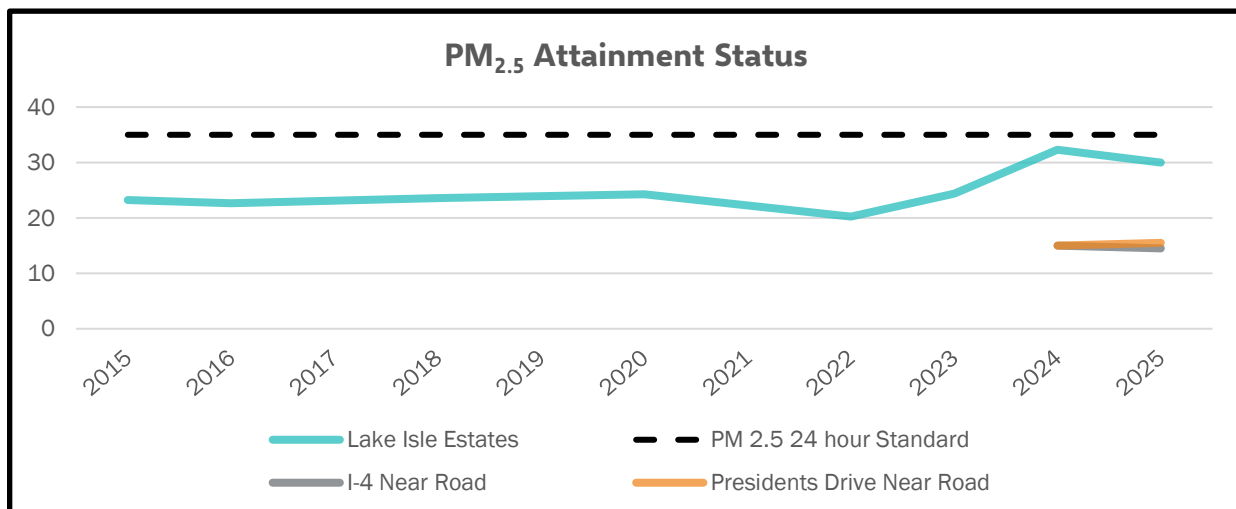
PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2024 30
 98th percentile, 3 year average - 2023 32
 Change (2)

I-4 Near Road (#095-0009)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	14	8-Mar
2024	15	3-Dec

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2024 15
 98th percentile, 3 year average - 2023 15
 Change (1)

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	16	3/8/2025
2024	15	8-Aug

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 16
 98th percentile, 3 year average - 2024 15
 Change 1



Air Quality Monitoring: Primary NO₂ Attainment Status

As of April 15, 2025

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2025	41	8-Mar
2024	28	20-Mar
2023	114	9-Jan
2022	36	28-Nov

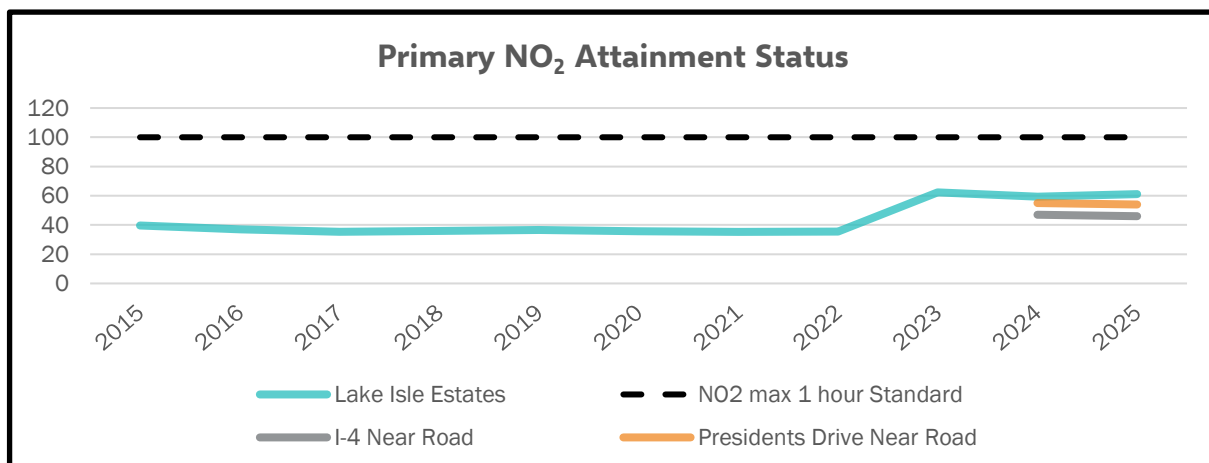
NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 61
 98th percentile, 3 year average - 2024 59
 Change **2**

I-4 Near Road (#095-0009)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2025	45	8-Mar
2024	47	26-Nov

NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 46
 98th percentile, 3 year average - 2024 47
 Change **(1)**

Presidents' Drive Near Road (#095-0011)		
Year	Primary NO ₂ max one hour average (Parts per Billion)	Date
2025	53	7-Mar
2024	55	26-Nov

NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 54
 98th percentile, 3 year average - 2024 55
 Change **(1)**



Source: Florida Department of Environmental Protection

April 25, 2025

The Honorable Maxwell Frost
U.S. House of Representatives
1224 Longworth House Office Building
Washington, DC 20515

Re: FY 2026 Community Project Funding Request - LYNX Bus Acquisition

Dear Representative Frost:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I offer our support for the Central Florida Regional Transportation Authority's FY 2026 Community Project Funding request for LYNX Bus Acquisition. The funding would be used by LYNX to purchase new compressed natural gas (CNG) buses.

As you are aware, the Central Florida Regional Transportation Authority (LYNX) operates the public transportation system in the areas of Orange, Osceola, and Seminole Counties, including the City of Orlando. LYNX provides more than 65,000 rides each weekday delivering passengers to work, school and other essential destinations.

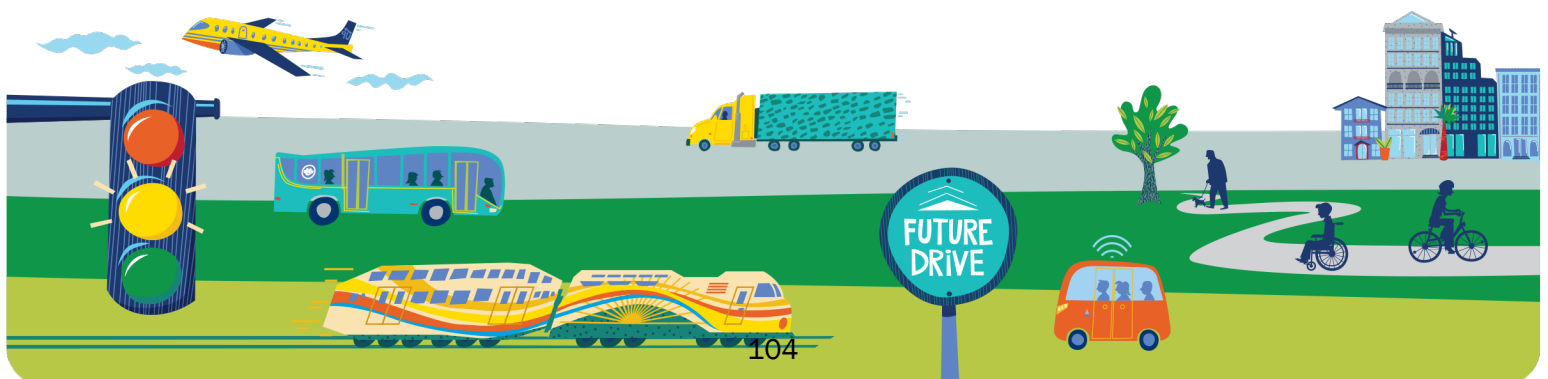
LYNX must continue to purchase new buses in order to provide reliable public transit service, which is essential to the economy as well as reducing congestion on Central Florida's roadways. New buses offer comfort, safety, and accessibility, making bus travel more appealing and thereby encouraging more people to choose public transit. Increasing the use of public transit is critical to reducing congestion, increasing mobility, and improving the air quality in Central Florida.

I am pleased to offer MetroPlan Orlando's support for LYNX's Community Project Funding request for new buses, which will help to reduce LYNX's operating costs, improve passenger safety, and provide environmental

Sincerely,



Gary Huttman, AICP
Executive Director



April 25, 2025

The Honorable Maxwell Frost
U.S. House of Representatives
1224 Longworth House Office Building
Washington, DC 20515

Re: FY 2026 Community Project Funding Request - LYNX Bus Shelter Program

Dear Representative Frost:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I offer our support for the Central Florida Regional Transportation Authority's FY 2026 Community Project Funding request for the LYNX Bus Shelter Program. The funding would be used by LYNX to increase bus shelters in its service area. Bus shelters significantly improve the quality of life for public transportation users and thereby increase ridership.

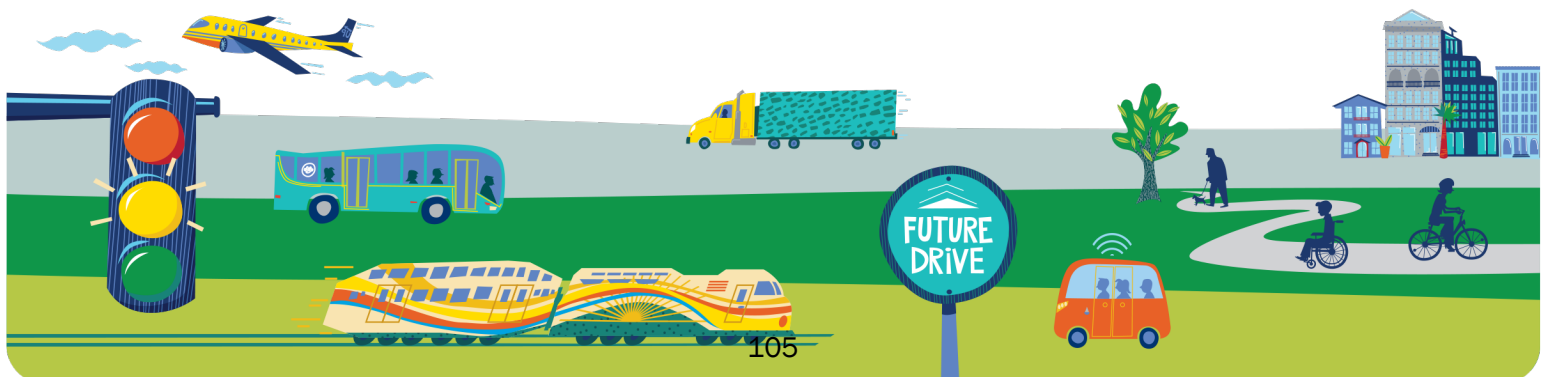
Increasing the number of bus shelters within LYNX's service area helps current passengers who rely on the service to get to work, school and other essential destinations more comfortably, but it also helps to attract new riders. Bus shelters offer comfort, safety, and accessibility, making bus travel more appealing and encouraging more people to choose public transit. Increasing the use of public transit is critical to reducing congestion, increasing mobility, and improving the air quality in the Central Florida region.

I am pleased to offer MetroPlan Orlando's support for LYNX's Community Project Funding request for new bus shelters. If you have any questions, please feel free to contact me.

Sincerely,



Gary Huttman, AICP
Executive Director



April 29, 2025

The Honorable Darren Soto
U.S. House of Representatives
2353 Rayburn House Office Building
Washington, DC 20515

Re: FY 2026 Community Project Funding – LYNX Digital Signage Program

Representative Soto:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I want to express our support for the Central Florida Regional Transportation Authority's FY 2026 Community Project Funding request for the LYNX Digital Signage Program. The funding will be used to purchase and install digital signs at LYNX transfer centers, also known as SuperStops, that would communicate real-time and other critical information to passengers utilizing LYNX fixed route transit services.

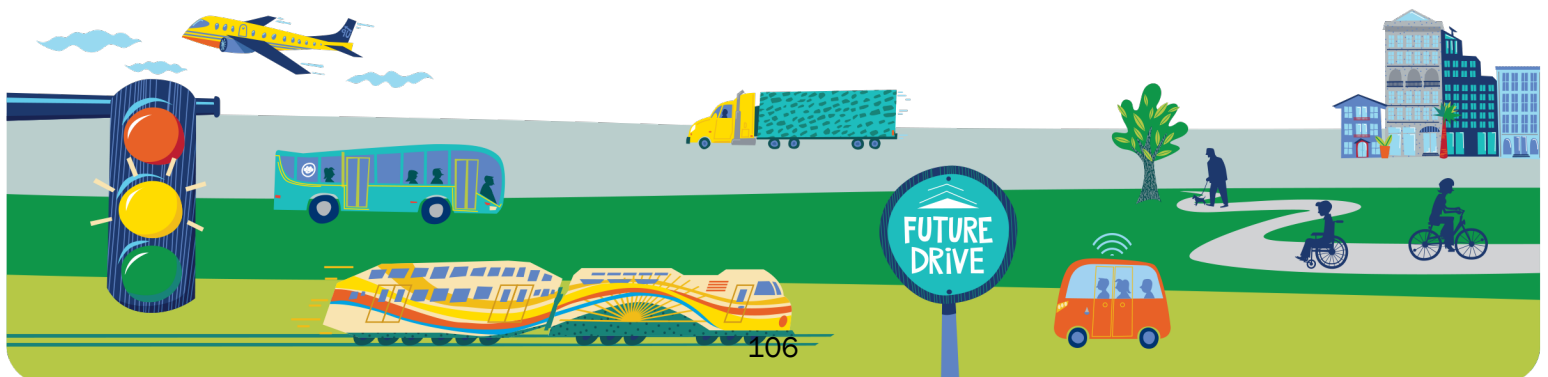
The benefits of providing real-time transit data to passengers include reduced wait times, reduced travel time, and increased transit use, which has significant benefits for transit riders going to work, school, and other essential destinations as well as providing improved mobility and environmental benefits for the region. Furthermore, by providing real-time passenger information signs throughout the LYNX service area, the burden of having a smartphone, with a data plan, or downloading another app, is lessened. By removing as many barriers to accessing public transit as possible, such as information about routes and next arriving buses, there is the potential to lower the volume of local and regional traffic, and thereby reduce congestion, improve air quality, and improve overall user safety.

I am pleased to offer our support for LYNX's Community Project Funding request. If you have any questions, please feel free to contact me.

Sincerely,



Gary Huttman, AICP
Executive Director



April 29, 2025

Rep. Darren Soto, Ninth District
US. House of Representatives
2353 Rayburn HOB
Washington, DC 20515

Subject: Support for City of St. Cloud Special Events Security Barricades Funding

Congressman Soto:

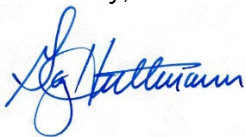
On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I would like to express our support for the \$1 million funding request by the City of St. Cloud to assist with the purchase of Special Events Security Barricades.

Events in St. Cloud's Historic Downtown have seen an increase in attendance, averaging 5,000 to 10,000 visitors per signature event. Due to recent attacks on large crowds using vehicles as weapons, the city deems it necessary to provide a greater measure of security by acquiring vehicle barricades to enclose event space. This proactive measure will help ensure the safety of attendees at these events.

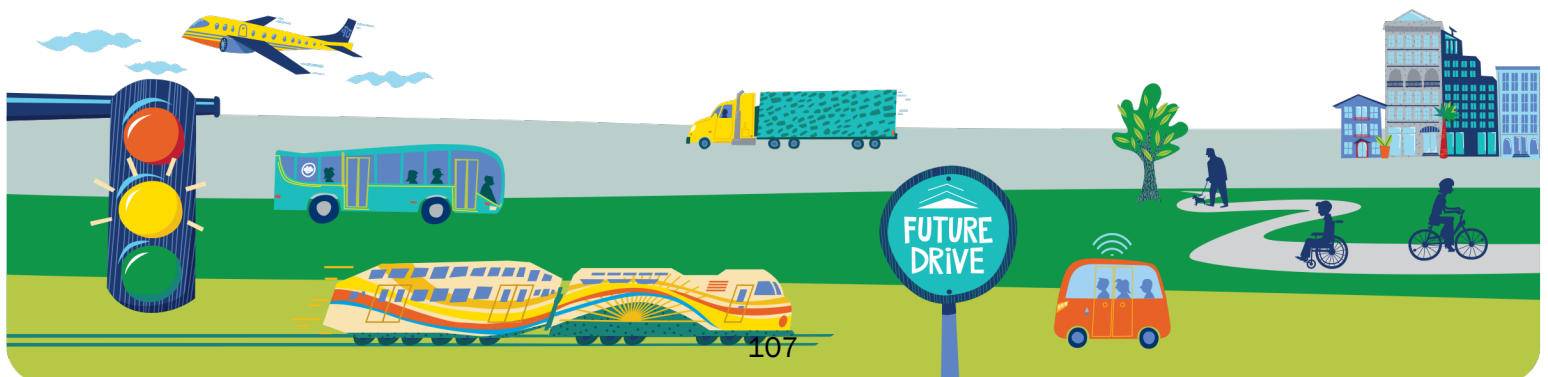
The proposed purchase includes 5 safety trailers, each containing 72 vehicle-stopping barricades. The vehicle barrier systems are mobile, deploy quickly, require minimal manpower, and have proven to be effective at preventing vehicle attacks at parades and other events.

MetroPlan Orlando supports this request and urges your favorable consideration and support.

Sincerely,



Gary Huttman, AICP
Executive Director





Welcome to 2025 and this year's first issue of District 5 Compass Points. As we embark on a brand-new year, it is a perfect time to embrace fresh opportunities, bold journeys, and innovative transportation projects that will transform how we travel.

This year, we are not just Moving Florida Forward; we are ready to accelerate into the future where travel is safer and more connected. Whether it is biking down newly designed pedestrian-friendly pathways, hopping on expanded public transit routes, or exploring safer roads built with community input, 2025 is all about making travel accessible and enjoyable for everyone.

John E. Tyler, P.E.

Secretary
FDOT District Five



SECRETARY PERDUE HONORED AS 2024 IRF "MAN OF THE YEAR."

Congratulations to FDOT Secretary Jared Perdue, P.E. who was honored on December 11, 2024, with the International Roads Federation's highest individual recognition as a distinguished transportation professional and policy leader. This prestigious recognition was awarded during the IRF Global R2T Conference & Exhibition in Orlando, Florida, USA.

Secretary Perdue's exemplary leadership at the Florida Department of Transportation (FDOT) has left an indelible mark on the transportation sector. His unwavering commitment to road safety, the adoption of new emerging technologies, and the oversight of innovative infrastructure projects has significantly impacted both the industry and the communities he serves.

In his acceptance, Secretary Perdue expressed heartfelt gratitude to the many team members and his constituents who have contributed to his success, emphasizing that his award is a reflection of their collective efforts.

Let us celebrate Secretary Perdue's, extraordinary achievements, and his dedication to advancing transportation excellence!

For more information regarding the International Roads Federation (IRF) please visit www.irf.global.

MOVING I-4 FORWARD'S ACCELERATED START PROJECT UNDERWAY

Moving I-4 Forward's Accelerated Start Program is the first piece in the puzzle that helps identify the full picture of enhancing more than 14 miles of Interstate 4 (I-4) from west of U.S. 27 in Polk County to east of State Road (S.R.) 536 in Orange County in addition to the Poinciana Connector. The Accelerated Start Project priorities construction of the congestion relief lanes -- an additional lane in each direction of I-4 covering 7.5 miles from east of U.S. 27 to World Drive. The Accelerated Start Project is split into two segments.

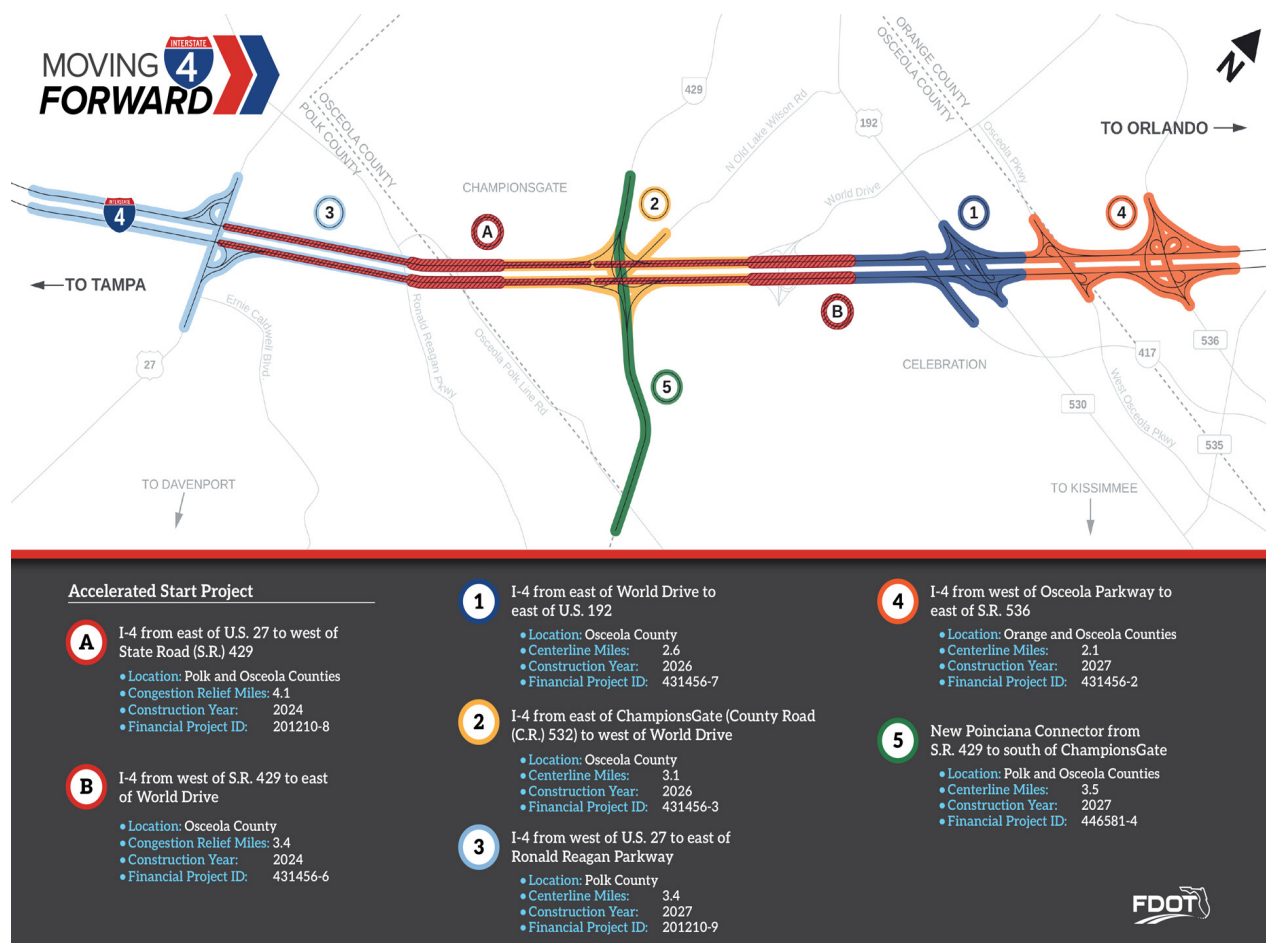
Segment A: I-4 from east of U.S. 27 to west of S.R. 429 totaling 4.1 miles.

Segment B: I-4 from west of S.R. 429 to east of World Drive totaling 3.4 miles.

Construction for the Accelerated Start Project began early February and the congestion relief lanes are scheduled to open by the end of 2025.

The Moving I-4 Forward Program consists of five core projects and the currently in construction Accelerated Start Project. The improvements will include:

- Resurfacing the road and and widening the shoulders for enhanced safety.
- Reconstruct ramps at interchanges.
- Widening the highway from six to twelve lanes in some areas by adding general use and express lanes.



U.S. 1 AND I-95 INTERCHANGE IN THE DESIGN PHASE

The interchange at U.S. 1 and I-95 will be getting much needed upgrades. The project involves not only upgrades to the interchange but additionally proposes to widen a segment of U.S. 1 from Plantation Oaks Blvd/Broadway Ave to Destination Daytona Lane. The project is currently in the design phase. Public meetings resulted in the preferred alternative of the Diverging Diamond Interchange (DDI) as indicated in the rendering. Construction is scheduled to begin in the Fall of 2027 with construction projected to end in 2030. Information can be found at: www.cflroads.com/project/419772-3.



MOVING FLORIDA FORWARD INFRASTRUCTURE INITIATIVE: I-75 AUXILIARY LANES FROM S.R. 44 TO S.R. 326

The addition of two Auxiliary Lanes on I-75 from S.R. 44 to S.R. 326 has begun for the south segment and early fall of 2025 for the north segment. Shoulder work was recently completed ahead of the construction of the auxiliary lanes. This project is the beginning of the overall I-75 project that will include interchange modifications, right of way acquisitions, and the construction of an interchange at 49th Street. I-75 is one of the highest priority transportation corridors of the state, which is critical to Florida's economy. Improving traffic conditions will offer numerous benefits for commuters including reduced travel time and improved safety for drivers. Information on this project can be found at: www.cflroads.com/project/452074-1.



CENTRAL FLORIDA AND MPO ALLIANCE (CFMPOA) HISTORY



Originally called the Orlando Urban Area Metropolitan Planning Organization (MPO) created in 1977, their commitment was to study and understand the transportation issues affecting Central Florida and oversee and help develop an effective transportation system. By 1997 they formed the MetroPlan Orlando-Volusia MPO Alliance and added other members such as Brevard MPO (Space Coast TPO) and Lake County (Lake Sumter MPO). In 2001 Ocala/Marion County TPO, Polk TPO, and former River to Sea TPO, now known as Volusia Flager TPO, joined Orlando's Central Florida MPO Alliance (CFMPOA). All CFMPOA meetings are open to the public and welcome opportunities for public opinions and comments. For more information, please check the website at metroplanorlando.gov.

SPACE COAST (SCTPO)

The Space Coast Transportation Planning Organization in Viera, Florida, is inviting the public to participate in a free engagement event on the Southern Brevard Trails Master Plan. This initiative will focus on developing new trails and expanding exiting pathways to enhance connectivity and outdoor recreation opportunities. The event is designed to be interactive and engaging, giving participants the chance to learn about trail types, and become part of the planning process with constructive engaging feedback. The event is a virtual Lunch and Learn, and will be held on March 4 from noon-1p.m. Participants can visit the SCTPO website for registration instructions: www.spacecoasttpo.com.

ON THE CALENDAR

MARCH

- 3/1 - 3/31 Florida Bicycle Month
- 3/3 - 3/9 NHTSA Vehicle Safety Recalls Week
- 3/17 NHTSA St. Patrick's Day: Buzzed Driving is Drunk Driving
- 3/26 Community Traffic Safety Team 2025 District Summit

APRIL

- 4/1 - 4/30 National Districted Driving Awareness Month
- 4/7 - 4/14 NHTSA Distracted Driving Campaign: U drive. U text. U pay. Pay Attention or Pay the Price.
- 4/20 NHTSA Drug-Impaired Driving Campaign: If You Feel Different, You Drive Different
- 4/2 National Walking Day
- 4/21 - 4/25 National Work Zone Awareness Week

**For Media Inquiries:**

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For Immediate Release

Altamonte Springs Embraces High-Tech Road Solutions to Maximize Taxpayer Dollars

ALTAMONTE SPRINGS, Fla. (April 22, 2025) — The City of Altamonte Springs is using revolutionary technology from Robocist to take proactive steps in assessing road conditions. This cutting-edge solution will aid staff in ensuring smoother, safer streets while maximizing the impact of taxpayer dollars. The initiative highlights the City's commitment to innovation and its dedication to enhancing daily living for its residents.

Robocist's advanced Road Triage technology provides a faster, more efficient way to identify and address road issues such as cracks and potholes. Compared to traditional methods, this solution is approximately ten times more cost effective—what used to cost the City hundreds of thousands of dollars can now be achieved with only a fraction of that cost.

"By using this groundbreaking system, we're not just responding to resident concerns—we're anticipating them," said City Manager Frank Martz. "Robocist's technology helps us work smarter, protect taxpayer dollars and preserve the high standards our community expects. Cities have a duty to lead with purpose and precision. We're not on the sidelines waiting for innovation. We're in the game—proving that cost-effective, scalable solutions can make a real difference."

The technology is being used across the City's 80 miles of roads, streamlining the detection and assessment of road damage. Additionally, the system has the potential to offer valuable data for evaluating road conditions both before and after hurricanes, providing critical insights for quicker recovery and repair.

"Partnering with the City of Altamonte Springs underscores our shared commitment to moving municipal infrastructure from reactive repair to proactive, data driven asset management," said Jeff Barghout, CEO of Robocist. "By deploying our AI powered Road Triage platform, Altamonte Springs gains critical visibility into pavement health, enabling targeted, cost-effective interventions. We're honored to help drive smarter, safer streets today while freeing up critical resources for the City's next generation of community improvements."

This pilot is another example of how we're building a smarter, more sustainable city—through real partnerships and bold thinking. At the Altamonte Global Innovation Lab (AGIL), we've launched AI tools for site plan reviews, introduced autonomous mobility and now, with

Robocist, we're tackling infrastructure in a whole new way. We don't chase trends—we build the future. One solution at a time.

This forward-thinking approach positions Altamonte Springs as a leader in municipal innovation, dedicated to delivering excellence in public service and sustainability for generations to come.

To learn more about Robocist and its Road Triage technology, visit RoadTriage.com.

For more information about Altamonte Springs' innovative initiatives, visit Altamonte.org.

###

About the City of Altamonte Springs

Altamonte Springs is a city born of innovation, fiscal responsibility and progressive ideas. The City is completely debt free and maintains one of the lowest tax rates in Florida. City leadership, staff, residents and local businesses share a vision of making Altamonte Springs the best place in Florida to live, work, raise a family, earn a degree, seek medical care, build a business and more. Few locations in the state offer the robust services Altamonte Springs provides at such a low cost. From forward-thinking projects and proactive initiatives to an evolving business climate and environmentally-friendly projects, Altamonte Springs has set an example for other municipalities by striving to work beyond the typical constraints of local government.

The City has a perfect blend of community spirit and bustling activities that help create a wholesome environment for residents and visitors alike. Residential tree-lined streets and beautiful, natural parks reflect the charming and unique character of what locals call home. Not to mention, the City's robust events program is the most exciting in the region; all generously funded by the area's corporate sponsors. Hosting more than one million visitors each year, Altamonte Springs' programs infuse into the community a sense of excitement and entertainment, while enriching its diverse social fabric.

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About Robocist

Road Triage by Robocist is revolutionizing the transportation industry with an advanced approach to roadway assessments. Their team of experts—including members with leadership roles in the U.S. Department of Transportation (USDOT) and U.S. Congressional Budget Office (CBO)—specialize in transportation and artificial intelligence (AI). Robocist provides services such as automated roadway assessment, asset intelligence, business case analysis and autonomous vehicle deployment support. With their help, professionals can understand, plan for and integrate smart transportation technologies. Headquartered in the Research Triangle, North Carolina, Road Triage is dedicated to providing high-quality solutions that will improve safety and efficiency while cutting costs.

Follow Them Online: | [Website](#)

###

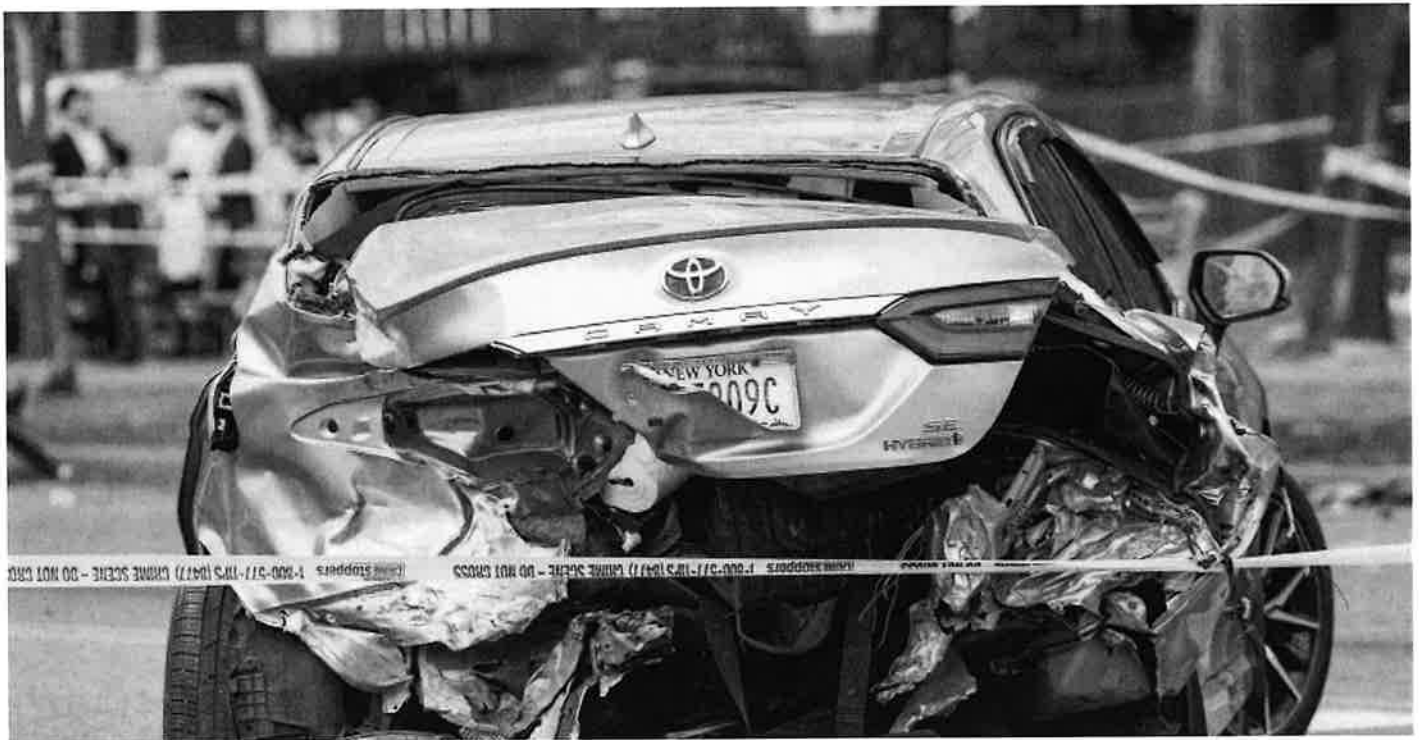


TRANSPORTATION

What's Killing So Many Pedestrians?

Experts argue about whether it's mostly poor road design or dangerous drivers. But there's no question that it's gotten a lot riskier to travel on foot .

OPINION | April 14, 2025 • Alan Ehrenhalt



Several people were killed, including children, after a blue Audi vehicle collided with a silver Toyota Camry Livery Cab, before striking several pedestrians and overturning, on Ocean Parkway near Quentin Road in Brooklyn, New York, on March 29, 2025.

Theodore Parisienne/TNS

If you've ever taken a walk down an arterial road in the suburbs of Atlanta (a journey I don't especially recommend), you'll probably notice something puzzling and a bit disconcerting. There are scarcely any pedestrian crosswalks. You may have to walk a mile down the busy highway to find a place where you can cross the

street legally and safely. Most pedestrians don't bother to do this. They cross in the middle of the road, braving the dangers inherent in dodging the speeding cars. There are also very few medians to make the ordeal of crossing an arterial a little safer.

This problem is on obvious display in Cobb County, the suburban behemoth of three-quarters of a million people just northwest of the city. In 2024, there were 14 pedestrian fatalities, a figure that exceeds the average of 12 for the pre-pandemic years. In Cobb County, the best available information is that while just 0.2 percent of all car crashes involve fatalities, the number jumps to 10 percent when the victim is a pedestrian. The primary suspect is the roads. "These aren't accidents," one Cobb engineer has said. "They are a result of road design." And the most lethal flaw in the design of the county's broad arterial highways is the absence of safe places to cross the street: Over 11 years, 58 percent of fatally injured pedestrians were crossing outside a crosswalk.

Cobb County, to its credit, has been devoting a chunk of its resources to finding how and why these crashes occur. It has uncovered some compelling and distressing facts, in cooperation with the Georgia Department of Transportation and as detailed by the Marietta Daily Journal and the newspaper's excellent transportation reporter, Hunter Riggall.

Most of the fatal crashes occur at night. In 45 percent of the crashes, there were no streetlights to illuminate the pedestrians. More occur in winter, although the majority happen on clear roads. Driving under the influence accounted for a surprisingly small share of the fatal accidents, only about 3 percent, but distracted driving — mostly drivers using cellphones — is a worse problem. Over the decade from 2013 to 2022 in Cobb County, more than 40 percent of pedestrian deaths were thought to have involved distracted drivers.

All of this tracks pretty well with what we know about pedestrian crash deaths in the nation as a whole. In 2022, more pedestrians died on the road than in any of the preceding 40 years. From 2014 to 2024, pedestrian deaths rose seven times faster than the national population. The national numbers from 2024 look a little better, but as my *Governing* colleague Jared Brey recently reported, most of the 2024 decline took place in California. If you take California out, there really isn't much improvement to be found.

There are a few relatively plausible explanations for the increase in pedestrian deaths over a prolonged period. Roads weren't as crowded with cars during the pandemic, possibly leading drivers to act more recklessly. Traffic-law enforcement declined, especially after the emphasis on police excesses that followed the George Floyd murder in 2020. And vehicles have gradually gotten bigger; the Governors Highway Safety Association reported that light trucks were involved in 52 percent of pedestrian deaths nationwide.

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ALL OF THESE FACTORS MAY HAVE BEEN IN PLACE, to one extent or another, in the Washington, D.C., region. Between 2015 and 2018, car crashes killed one out of 100,000 residents in the area. By 2024, the rate had doubled. This happened during a drastic reduction in police issuance of speeding tickets: In 2019, more than 10,000 of these tickets were given out to lawless drivers; in 2024, that number had been cut more than half. There were 15 hit-and-run pedestrian fatalities in D.C. in 2024,

according to the Washington Post; no driver was charged in any of them.

The District's transportation director, Sharon Kershbaum, argued that most of these deaths had to do with human misconduct, not faulty road design. Nearly 80 percent of pedestrian deaths, she told the *Post*, "were tied to reckless and anti-social behavior." In making that assertion, Kershbaum was aligning herself with the nation's most outspoken — and iconoclastic — student of pedestrian fatalities, Greg Shill, a law professor at the University of Iowa.

Shill argues forcefully that pedestrians — and motorists — die on the roads mostly because of driver malfeasance, not badly designed highways. His statistics assert that roughly half of driver deaths occur when the driver fails to wear a seatbelt and that about a third of road fatalities are tied to drunk driving. "Design," he insists, "is not responsive to these problems." What's needed, Shill believes, is more enforcement — more tickets issued for moving violations, more speed cameras, more crackdowns on red-light running, more vigilance on the part of the authorities in general.

Somewhat surprisingly, Shill focuses much of his criticism on the highway safety movement, and more specifically on the Vision Zero traffic control programs that this movement has encouraged localities to implement in recent years. Shill disparages the Vision Zero approach as "street design essentialism," a belief that the nation can design its way out of the thousands of needless fatalities that occur on streets and highways every year. "Street design, which seeks to make the average driver more conscientious," Shill has written, "does nothing to target the anti-social behavior of outliers." Design solutions, he adds, "are increasingly expensive, take forever, and fail to address the problem in many settings."

Shill's most vehement arguments are against the decisions of some city officials to remove speed cameras from disadvantaged neighborhoods on the grounds that they discriminate against the poor. "The fact that a neighborhood is disadvantaged," he writes, "is [no] reason to deprive its children of protection rather than to mail a ticket to those passing through who would strike them."

The coalition that Shill derides as the design essentialist movement has taken issue with most of what he says. And Shill himself concedes that design enhancements such as making roads less conducive to speeding are worth implementing. But he

insists that “it makes no sense to make design functionally the exclusive means to the end of safety.” And leaving these assertions aside, the fact remains that Vision Zero has had relatively little success in curbing pedestrian fatalities so far.

SO WHAT ARE LOCALITIES DOING ABOUT ALL THIS? Cobb County, following up on its research, has instituted a new traffic calming program, in which communities can petition to lower their speed limits. It has established a Comprehensive Safety Action Plan and is considering improvements including pedestrian refuge islands, crosswalk enhancements and curb extensions.

But major changes to the county’s transportation system are not going to be easy to enact. Last year, the county asked voters to approve a new sales tax to pay for further pedestrian infrastructure and additional traffic signals, medians and turn lanes. It was rejected by 62 percent of the voters.

And enhanced speed cameras, Shill’s first priority, may be an equally tough sell in suburban territory such as Cobb County and places like it all over the country. In Virginia, where two girls were killed in suburban Fairfax County by a driver going 81 mph just outside a school zone, a state legislator proposed new money for more speed cameras. The proposal failed to pass. “Nobody has the appetite” for it, the sponsor said. The only significant measure that got through this year was a bill to impose speed-limiting equipment on repeat speeding offenders.

The reality appears to be that in suburban America, where most of the pedestrian fatalities take place, there is still a strong backlash against paying for more traffic surveillance and dealing with its regulations. It may be a long time before Greg Shill gets the kind of enforcement he is pleading for. Localities are talking more about the problem, but are proving very slow to do much about it.

In the meantime, the most humane option for Cobb County might still be to build a few more crosswalks.

Governing’s opinion columns reflect the views of their authors and not necessarily those of Governing’s editors or management.

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Tags: Public Safety, Roads and Highways, Opinions



Alan Ehrenhalt

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April 25, 2025

Transportation Systems Management & Operations Advisory Committee (TSMO)

MetroPlan Orlando

250 S. Orange Avenue, Suite 200, Orlando, FL 32801

Re: Previous Remarks Related to Holden/Orange/Gatlin Intersection Operation and Safety Issues

Dear TSMO Advisory Committee Members:

This letter serves to clarify the public comments made by Mr. Jim Muszynski at the February 28, 2025 TSMO Advisory Committee meeting where he stated that “low-cost, common-sense solutions had solved a problem which could otherwise have taken many years and millions of dollars to fix.” He was referring to the operational and safety issues at the misaligned intersections of Holden and Gatlin Avenues at Orange Avenue. What Mr. Muszynski failed to mention was that his referenced improvement was only deemed a short term fix; with that quick fix projected to be effective only until, at most, the year 2035.

Furthermore, his mention of the Orange County Commission’s rejection and opposition of the recommended long term solution was not a rejection of the need for a long term solution. It was a rejection of the design of the long term solution presented to the Commission on October 11, 2022: to re-align Holden Avenue with Gatlin Avenue through the corner of Cypress Grove Park.

Recognizing the continued need for a long term solution, Commissioner Uribe directed staff at that October 2022 meeting to “evaluate more long term options for better outcomes;” specifically, to evaluate re-aligning Gatlin Avenue with Holden Avenue through the shopping center on the east side of Orange Avenue, rather than the re-alignment of Holden Avenue through the corner of the park. That next evaluation was completed in February 2025 and re-confirmed that without a long term solution, the operational and safety issues would remain; the level of service at these intersections will be E, with some of the directional movements at level of service F by, if not before, 2040.

The ongoing operational/safety issue at the misalignment intersection was also reconfirmed by another recent study: MPO’s January 2025 City of Edgewood Vision Zero Action Plan. This Action Plan, which “is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners and community stakeholders” identifies continual “serious safety concerns” at the intersection and recommends alignment of Holden and Gatlin Avenues.

Contrary to Mr. Muszynski's February statement, the operational and safety issues have not been solved. Conclusively, the realignment to Holden and Gatlin Avenues to form a four-way intersection continues to be a needed regional improvement.

To ensure the official record reflects accurate information, the City of Edgewood respectfully requests that this letter be referenced and included in the minutes of the April TSMO meeting regarding the information presented by Mr. Muszynski in February 2025.

Regards,

Ellen Hardgrove, AICP
Edgewood City Planner

TAB 3





2050 MTP Status Report | April 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

- Refinement of final reports underway.
- 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 of health and housing components underway.
- Completed a high-level wetlands assessment.
- Review of draft resilience strategies documentation underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Second review of the final freight chapter is completed.
- Project cost estimation methodology has been finalized and 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 applied the approved methodology to the completed needs assessment candidate project lists.
- Developing a 2050 MTP Data Visualization Dashboard.
- Developed five preliminary funding scenarios for evaluation.
- Hosted a 2050 MTP Summit (4/9) to collaboratively review and solicit feedback from regional decision makers on the preliminary funding scenarios. See the following pages for the five preliminary funding scenarios as presented on 4/9/25.





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
May 12, 2025	Community Pop Up	LYNX Rosemont Superstop/ Orange County
May 31, 2025	Safe Kids, Strong Futures Fair	Children's Safety Village
June 4, 2025	Community Pop Up	LYNX Walmart Poinciana Superstop/ Osceola County
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
August 14, 2025	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

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2050 MTP Public Information Manager

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(407) 481-5672

MetroPlanOrlando.gov/2050



Handout Primer

2050 MTP GOALS



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to opportunities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environment



PROSPERITY

Strengthen our region's **ECONOMY**







HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Status Quo scenario. A dial pointing to “more” indicates stronger support for the MTP goal than the status quo, while a “neutral” dial signifies a similar level of support to the status quo. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

Program		Eligible Projects
	Safety	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	Complete Streets	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	Active Transportation	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
	Transit	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, support equipment, technology, and safety and security.
	Widening	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

Scenario 1

STATUS QUO

The **Status Quo** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit, but does not include a funding allocation for independent safety projects.

SCENARIO MODAL CATEGORIES



SAFETY

Despite no safety funding allocation, safety components are included in other funded project types.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



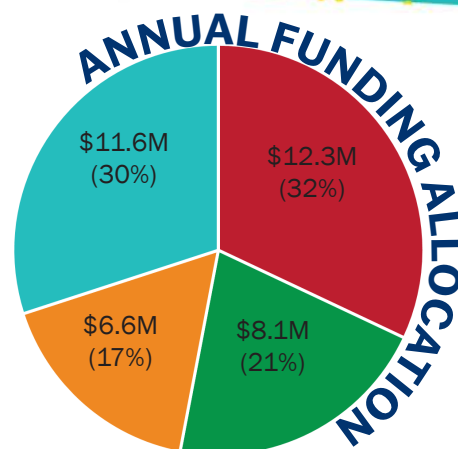
ACTIVE TRANSPORTATION

Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.



TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS






Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0	0	projects
3R/Goes-with SHS Improvements	0	0	miles
Trails or Sidepaths	0.6	12	miles
Buses	7	140	buses
Transit Stop Upgrades	0	0	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.7	74	miles
Intersection Improvements	1^	9	intersections
Complete Streets	1.5	29	miles
Roadway Widening Improvements	0	0	miles

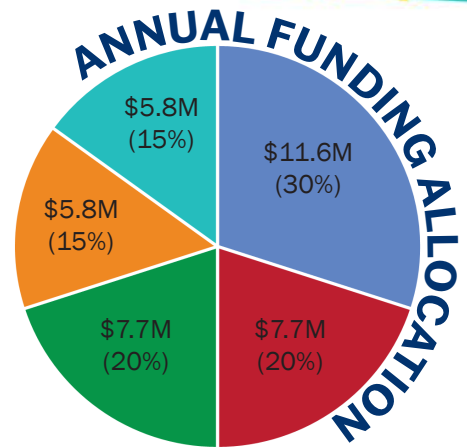
Scenario 2

SAFETY EMPHASIS

The **Safety Emphasis** scenario includes a funding allocation for independent safety projects. This includes annual set-asides for supplemental safety planning, safety improvements along the state highway system, and funding for priority projects along the high injury network. The **Safety Emphasis** scenario also includes elevated funding for TSMO and reduced funding for Active Transportation and Transit in comparison with the Status Quo.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, school mobility program, and critical sidewalks program.
	TRANSIT	Capital expenses for transit stop and shelter enhancements.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	23	projects
3R/Goes-with SHS Improvements	2.8	55	miles
Trails or Sidepaths	0.4	8	miles
Buses	0	0	buses
Transit Stop Upgrades	58	1,160	stops
Signals Retimed	143	2,860	signals
TSMO Corridors	3.7	75	miles
Intersection Improvements	1^	9	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0	0	miles

Scenario 3

TSMO EMPHASIS

The **TSMO Emphasis** scenario includes dedicated funding for TSMO capital projects, as well as annual set-asides for the annual traffic signal retiming program and regional travel data program. This also includes a funding allocation for independent safety projects. When compared to the Status Quo, the **TSMO Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and Transit projects.

SCENARIO MODAL CATEGORIES



SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



TSMO

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for the annual traffic signal retiming program and regional travel data program.



ACTIVE TRANSPORTATION

Includes local and regional trail projects and school mobility program.

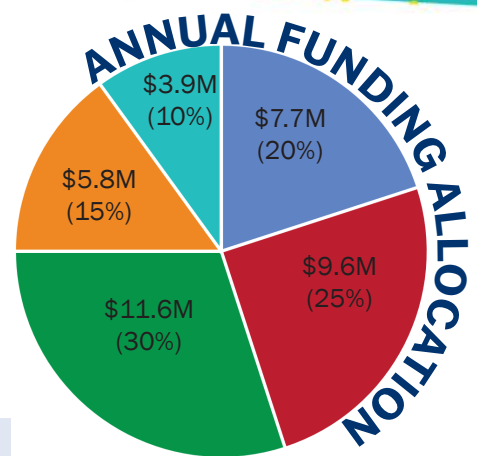


TRANSIT

Capital expenses for transit stop and shelter enhancements.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.7	34	miles
Trails or Sidepaths	1.1	21	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	7	140	miles
Intersection Improvements	1^	10	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0	0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

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^This value is approximated as projects will be in various phases.

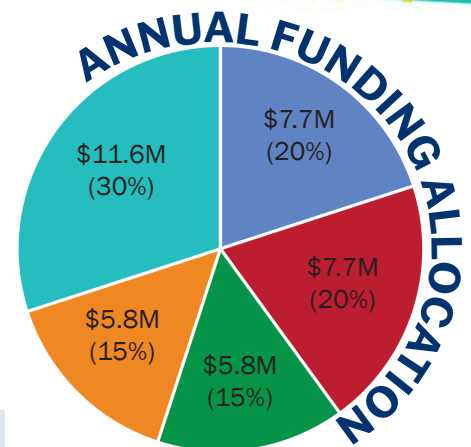
Scenario 4

TRANSIT EMPHASIS

The **Transit Emphasis** scenario includes an annual set-aside for transit capital improvements, in addition to a dedicated set-aside for transit stop and shelter enhancements. When compared to the Status Quo, the **Transit Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and TSMO projects.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Includes funding set-asides for the school mobility program as well as local and regional trail projects.
	TRANSIT	Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security. Includes a set-aside for transit stop and shelter enhancements.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	11	projects
3R/Goes-with SHS Improvements	2.6	52	miles
Trails or Sidepaths	0.6	12	miles
Buses	4	80	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	1.3	25	miles
Intersection Improvements	1^	7	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0	0	miles

Scenario 5

RESTRICTIVE PROJECT TYPES

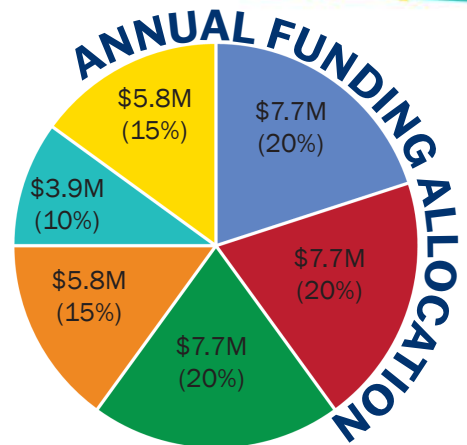
The **Restrictive Project Types** scenario includes funding to support construction for roadway widening projects, limits Active Transportation projects to only trail projects, and limits Transit projects to transit stop and shelter enhancements. When compared to the Status Quo, the **Restrictive Project Types** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, TSMO, and Transit projects.

SCENARIO MODAL CATEGORIES

	SAFETY	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	COMPLETE STREETS	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION	Limited to only include trail projects.
	TRANSIT	Limited to only include a set-aside for transit stop and shelter enhancements.
	WIDENING	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

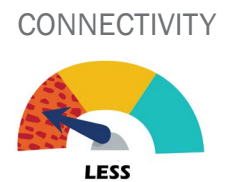
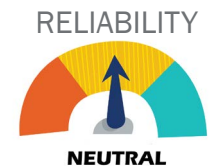
SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	0	0	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.8	35	miles
Trails or Sidepaths	1.3	25	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.6	72	miles
Intersection Improvements	1^	8	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0.3	133 ₆	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo



Notes:

These scenarios represent a draft as of 3/28/2025.

*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

February 20, 2025

Surveys Completed: 9/ Event Attendance: 12

Emails Added to Mailing List: 4

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

MTP 2050 Goal Ranking

CONNECTIVITY

SAFETY

RELIABILITY

COMMUNITY

PROSPERITY

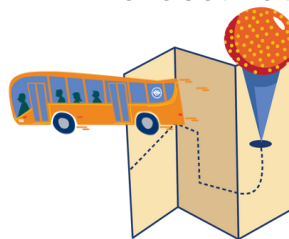


3 Transportation System Changes

More physically separated bicycling lanes



Better connections between public transportation and final destination

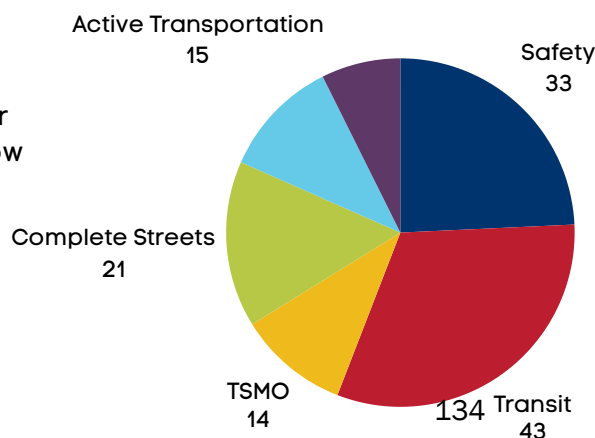


More frequent public transportation that goes to more places



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.



Demographics



ETHNICITIES:

- 6% American Indian
- 18% Black or African American
- 24% Hispanic
- 58% White

GENERATIONS:

- 5% Born 1946-1964
- 18% Born 1965-1980
- 61% Born 1981-1996
- 71% Born 1997-2012
- 6% Prefer not to answer

February 21, 2025

Surveys Completed: 23/ Event Attendance: 100
Emails Added to Mailing List 5

Location: REGIONAL/ 2050 Plan Community Conversation

MTP 2050 Goal Ranking

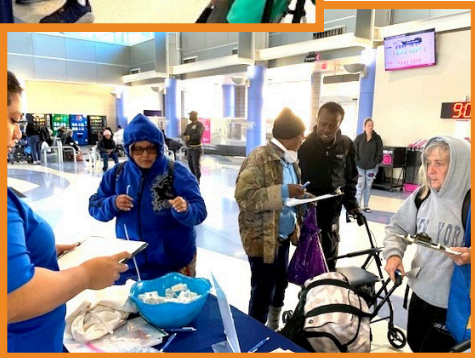
SAFETY

RELIABILITY

CONNECTIVITY

COMMUNITY

PROSPERITY

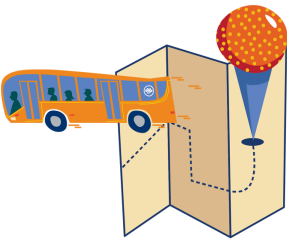


3 Transportation System Changes

More bus stops with features like shade, seating, and lighting



Better connections between public transportation and final destination

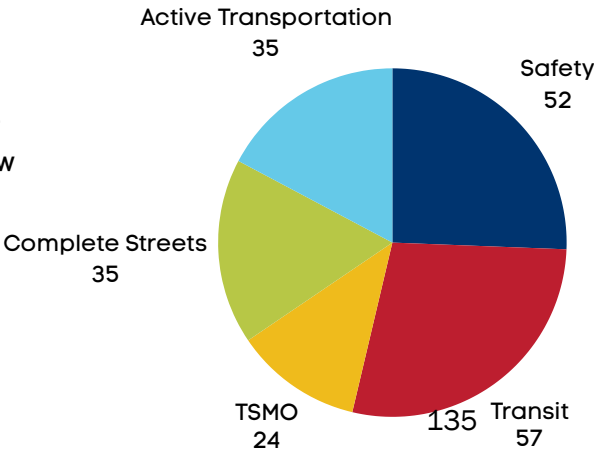


More frequent public transportation that goes to more places



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.



Demographics



ETHNICITIES:

- 29% Black or African American
- 20% Hispanic
- 29% White

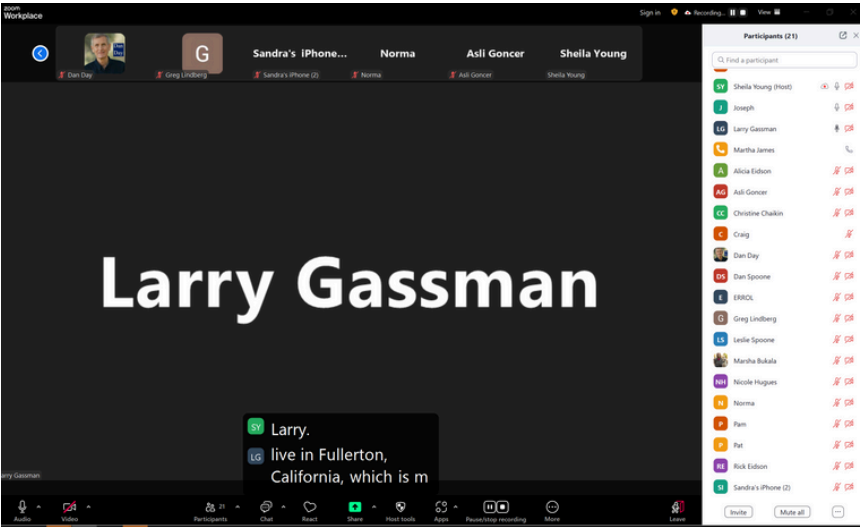
GENERATIONS:

- 20% Born 1946-1964
- 16% Born 1965-1980
- 21% Born 1981-1996
- 1% Born 1997-2012

March 1, 2025

Surveys Completed: 5/ Event Attendance: 15
Emails Added to Mailing List: 2

Location: ORANGE/ 2050 Plan Community Conversation

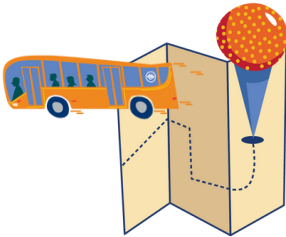


3 Transportation System Changes

More roads that are cyclist and pedestrian friendly



Better connections between public transportation and final destination



More frequent public transportation that goes to more places

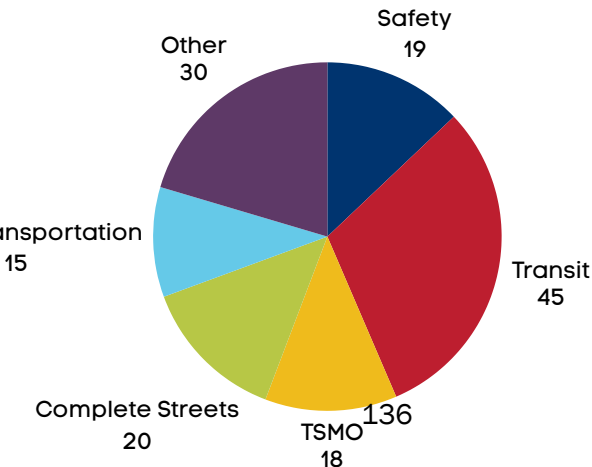


Expanded trail system



Funding

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



Demographics



- ETHNICITIES:**
- 25% Hispanic
 - 76% White
- GENERATIONS:**
- 25% Born 1946-1964
 - 25% Born 1965-1980
 - 25% Born 1981-1996
 - 25% Born 1997-2012

March 6, 2025

Surveys Completed: 18/ Event Attendance: 20

Emails Added to Mailing List: 4

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

MTP 2050 Goal Ranking

SAFETY

CONNECTIVITY

COMMUNITY

RELIABILITY

PROSPERITY

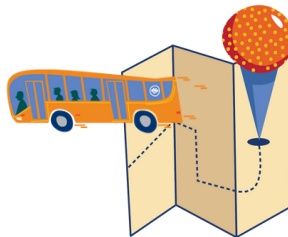


3 Transportation System Changes

More physically separated bicycle lanes



Better connections between public transportation and final destination

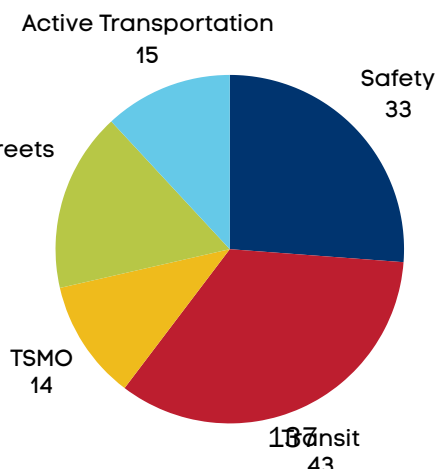


More frequent public transportation that goes to more places



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.



Demographics



ETHNICITIES:

- 24% Asian
- 13% Black or African American
- 18% Hispanic
- 62% White

GENERATIONS:

- 13% Born 1965-1980
- 64% Born 1981-1996
- 14% Born 1997-2012

Kissimmee Kowtown Festival

March 22, 2025

Surveys Completed: 24/ Event Attendance: 2000

Emails Added to Mailing List: 10

Location: OSCEOLA / 2050 Plan Community Conversation

MTP 2050 Goal Ranking

SAFETY

RELIABILITY

COMMUNITY

CONNECTIVITY

PROSPERITY



3 Transportation System Changes

Expanded trail system



More frequent public transportation that goes to more places

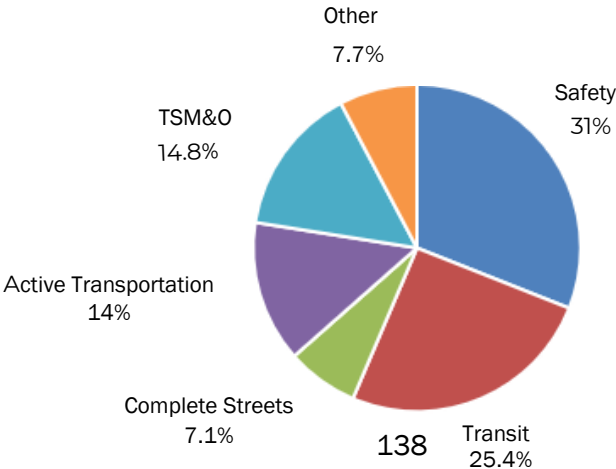


More bus stops with features like shade, seating, and lighting



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.



Demographics



ETHNICITIES:

- 0% Asian
- 13% Black or African American
- 42% Hispanic
- 42% White
- 4% Middle Eastern or North African

GENERATIONS:

- 4% Born 1945 and Before
- 43% Born 1964-1964
- 17% Born 1965-1980
- 17% Born 1981-1996
- 17% Born 1997-2012

City of Orlando Bike to Work Day

March 28, 2025

Surveys Completed: 13/ Event Attendance: 500
Emails Added to Mailing List: 2
Location: Orange/ 2050 Plan Community Event



Top Transportation System Changes

More bus stops with features like shade, seating, and lighting



More roads that are friendly to cyclists and pedestrians



More "smart" traffic signals and sensors



Enhanced pedestrian crossings



More roadway lighting

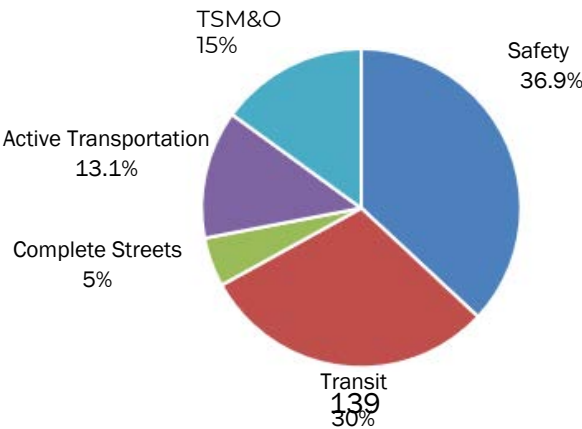


More physically-separated bicycling lanes



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.



Demographics



ETHNICITIES:

- 10% Asian
- 30% Black or African American
- 30% Hispanic
- 60% White
- 0% Middle Eastern or North African

GENERATIONS:

- 0% Born 1945 and Before
- 9.1% Born 1946-1964
- 54.5% Born 1965-1980
- 27.3% Born 1981-1996
- 9.1% Born 1997-2012

2050 Metropolitan Transportation Plan Status Update

April 2025



Coming Soon!

2050 MTP Needs Dashboard

- Interactive dashboard to view transportation project needs and their priority scores

2050 MTP Planning Consistency Lists

- Locally-Funded or Partner-Funded projects lists development



April 9th : Summit in Summary

For those who were unable to attend in person

- Heard from our Board Chairman and Executive Director
- Presentations on:
 - 2050 MTP work and stakeholder feedback to date
 - Illustrative Funding Scenarios
- Small Group/Tabletop Activity: “Making Money Move”
- Report Out and Large Group Discussion



Small Group Activity

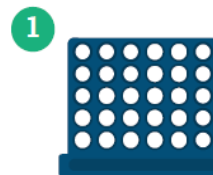
A Resource Allocation Exercise

Making Money Move

Small Group Activity
20-25 Minutes

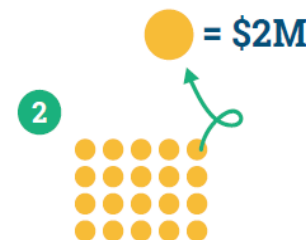


PIECES



Grid Game Board

Each column is labeled with modal categories.



20 Tokens

Each token represents \$2,000,000 (5%) of MPO funds.

HOW TO PLAY

AS A GROUP

Choose where to allocate the 20 "funding" tokens by dropping the tokens into the labeled columns.

- You can allocate as many tokens as you wish to any category. If your group decides to allocate more tokens than there are slots, stack the additional tokens below the column.
- On the right side of your grid, you will also see two "Player's Choice" columns. Decide with your team if there are any additional modal categories you think should be included and label these two extra columns accordingly. If not, you can leave these columns blank.



Every group's finalized answers will be collected and compiled into an Activity Report-Out, which participants will get to view as a PowerPoint presentation.

Preliminary Synthesis

Common Threads: All MTP Summit Groups (4/9)

- Balanced approach with multimodal emphasis
- Consensus to include modal categories:
 - Complete Streets
 - TSMO
 - Active Transportation
 - Transit Capital
 - Safety*

●	●			●		
●	●	●		●	○	
●	●	●	●	●	○	
●	●	●	●	●	○	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Player's Choice	----



Preliminary Synthesis

Exploring the Player's Choice (Other) Ideas from MTP Summit (4/9)

- Technology (with TSMO focus)
- Future-Ready / Innovation
- Widening / New Roads
- New Rail Opportunities
- Public Education
- Transportation Disadvantaged
- “Leverage” Fund

○	○			○		
○	○	○		○	●	
○	○	○	○	○	●	
○	○	○	○	○	●	
Safety	Complete Streets	TSMO	Active Transportation	Transit Capital	Player's Choice	----



Reflections

2050 MTP Summit (4/9)

2050 MTP Technical Workshop (4/10)

Public Feedback (1/2024 - present)



Existing Policy / Status Quo Scenario

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Consensus that the funding policy needs to evolve.

Proposed Next Step

- Retire the “Status Quo” scenario – meaning that we will have a new funding policy for the 2050 MTP that will be different than in years past.
- Instead, this “Status Quo” scenario will be used solely as a means of comparison for new scenarios to be tested against.

Incorporating Safety in the 2050 MTP

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Safety is an element/consideration of every project
- Support for funding “goes-with” safety elements of resurfacing projects
- Uncertainty on what projects/types are included in the the “Safety” category

Proposed Next Step

- Explore scenarios where **Safety Project Funding is included** as a funding category to accelerate the implementation of eligible projects identified in the Vision Zero Safety Action Plans (Regional, County, and Local Plans)
- Explore Scenarios where **Safety Project Funding is NOT included** as a funding category, and safety projects are redistributed to compete alongside projects from other categories such as complete streets or active transportation



Funding for Widening & New Roads

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Nearly half of small groups raised the desire to use funding for eligible widening or new road construction projects

Proposed Next Step

- Explore funding scenarios to test the impacts of a dedicated funding set-aside that is inclusive of both widening and new road projects



Transit Capital Funding

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Illustrative scenarios tested restrictions to how transit funds could be used
- Participants expressed a desire to keep these funds more broadly available
- Clarified that capital expenses for LYNX and SunRail could be considered eligible expenses under this category for Transit Asset Management (TAM)

Proposed Next Step

- Explore future funding scenarios that do not restrict transit capital funds



Restrictions on Active Transportation

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Consensus that a School Mobility Program should be included
- Uncertainty on the types of projects that should be funded with the remainder of Active Transportation funds

Proposed Next Step

- Future funding scenarios will continue to include a School Mobility Program
- Explore future funding scenarios that test potential funding restrictions:
 - Active transportation funds restricted to regional trail projects
 - Active transportation funds permissible more broadly



Education & Outreach Opportunities

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Desire for focused public and technical education efforts
- Suggested topics included:
 - Technology & transportation
 - Innovation in transportation
 - TSM&O
 - Transportation disadvantaged
 - Americans with Disabilities Act (ADA)

Proposed Next Step

- Review funding eligibility for these programs and reconvene with Advisory Committees & MPO Board regarding specific topics and mechanisms for educational opportunities.



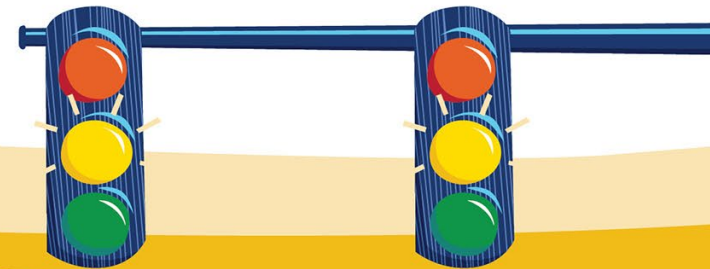
Intelligent Transportation System (ITS)

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Desire to see increased focus on the implementation of technology to improve transportation network

Proposed Next Step

- Explore funding scenarios that have funding TSMO set-aside for ITS-specific projects vs. other types of improvements



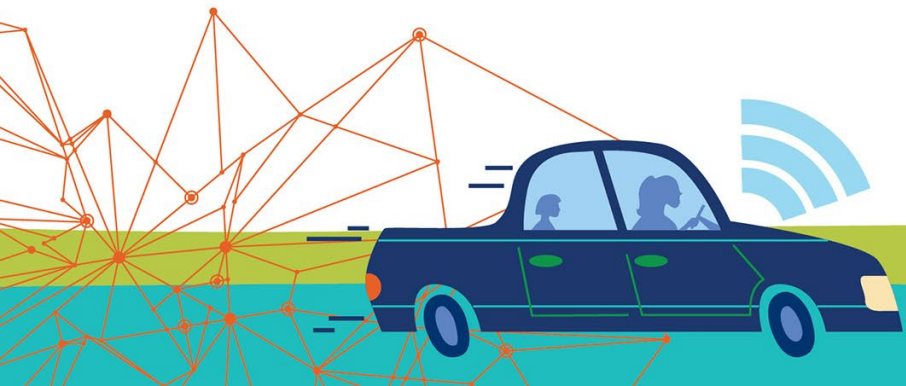
Regional Plans and Studies

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Desire to continue regional studies for:
 - Emerging Trends / Drivers of Change
 - Technology & Innovation
 - Thought Leadership

Proposed Next Step

- Explore a funding set-aside for MPO-led regional transportation plans and studies to support special topics/emphasis areas



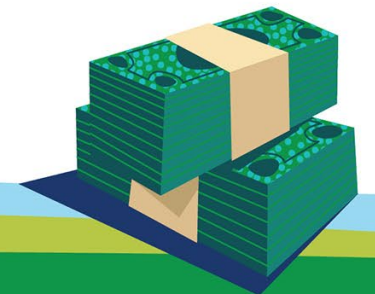
“Short-Term” Flexibility in a “Long-Range” Plan

Reflections from the 2050 MTP Summit (4/9) & Technical Workshop (4/10)

- Desire for more flexibility in the “short-term” for transportation improvements
- 2050 MTP must be cost feasible and show fiscal constraint

Proposed Next Step

- Explore future funding scenarios with funding set-asides for appropriate categories (i.e. boxed funds)



Recap: Proposed Next Steps for Funding Scenario Iterations

- Status Quo scenario to be used for comparison purposes only
- Safety category to be refined and will explore scenarios including and excluding dedicated safety project funding
- Widening & New Roads to be explored as a new funding policy category
- Transit Capital funding to be unrestricted in future scenarios
- Active Transportation to include a School Mobility Program, will explore scenarios restricting remaining funds to regional trail projects, and scenarios without project type restrictions
- Explore funding set-aside for Intelligent Transportation System projects in TSMO category
- MPO-led regional studies funding set-aside to be included in future scenarios
- Review funding scenarios that utilized set-asides (boxed funds) for appropriate categories
- Research funding eligibility for educational programs and mechanisms

What do you think?



2050 MTP Schedule

	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								

WE ARE HERE



Thank you!

Taylor Laurent, PE, AICP
MetroPlanOrlando.gov/2050 | 407-481-5672
MTP@MetroPlanOrlando.gov

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