

MetroPlan Orlando Board

DATE & TIME:

Wednesday, July 9, 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"> GOAA Orlando Executive Airport FDOT 	Ms. Judith Ann Jarrette 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 	Commissioner Jordan Smith Ms. Nilisa Council Mr. Lenny Barden Ms. Lee Pulham
VII.	PUBLIC COMMENTS ON ACTION ITEMS	

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

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

How to comment:

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

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

VIII. CONSENT AGENDA		Section 1 (page 5)
A.	Minutes of the June 11, 2025 Board Meeting – page #6	
B.	Approval of Financial Report for May 2025 – page #12	
C.	Approval of the Travel Report for May 2025 – page #14	
D.	Approval of the Selection Committee Recommendation for the Signal Retiming Contracts – page #16	
E.	Approval of Resolution 25-06 Support of the Lake-to-Lake Regional Trail Concept– page #17	
IX. OTHER ACTION ITEMS		Section 2-3
A.	Approval of the FY 2025-26 – FY 2030-31 Transportation Improvement Program (TIP) (Roll Call vote) – Section 2 page #27 Link to Draft FY 2025/26 – 2029/30 TIP: https://metroplanorlando.gov/wp-content/uploads/Draft-Final-FY26-FY30-Transportation-Improvement-Program.pdf Additional information about the TIP is available at: Transportation Improvement Program MetroPlan Orlando	Mr. Jason Sartorio MetroPlan Orlando
B.	Approval of the FY 2031-2041 Prioritized Project List - Section 3 – page 30 Link to Draft PPL: https://metroplanorlando.gov/wp-content/uploads/DRAFT-FINAL-MetroPlan-Orlando-2025.pdf Additional information about the PPL is available at: Prioritized Project List MetroPlan Orlando	Mr. Slade Downs MetroPlan Orlando
X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)		Section 4 (page 32)
A.	Executive Directors Report – page #33	
B.	FDOT Monthly Construction Status Report- April 2025 – page #35	
C.	FDOT Safety Summit Newsletter 2025 – page #57	
D.	Air Quality Report – page #73	

E.	Letter of Support – Orange County Safe Streets for All Implementation Grant – page #76
F.	Letter of Support – Seminole County Safe Streets for All Implementation Grant– page #77
G.	Letter of Support – City of Orlando’s “Safe Speeds Lab” Safe Streets for All 2025 Grant Application– page #78
H.	Letter of Support – City of Apopka Safe Streets for All Implementation Grant– page #79
I.	Letter of Support – Osceola County Safe Streets for All Implementation Grant- page #80
J.	Public Hearing Announcement – S.R. 417 Sanford Airport Connector– page #81
K.	Memo from Mr. Huttman to Secretary Tyler re: TIP Modification– page #85

XI. OTHER BUSINESS & PRESENTATIONS	Section 5 (page 87)
A. 2050 MTP Update – page #88	Ms. Taylor Laurent MetroPlan Orlando
C. Report on OEP Washington Fly-In and the Sunshine Corridor	Mr. Bob O’Malley Orlando Economic Partnership

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. 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: September 10, 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.

Section 1



MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, June 11, 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:

Hon. Brandon Arrington, Central Florida Expressway Authority
Hon. Pat Bates, City of Altamonte Springs
Hon. Maribel Gomez Cordero, Orange County
Hon. Bob Dallari, Seminole County
Hon. Mayor John Dowless, Municipal Advisory Committee
Hon. Mayor Buddy Dyer, City of Orlando
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. Kelly Semrad, Orange County
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 June 11, 2025
Page 1

Mayor Art Woodruff, City of Sanford

Members/Advisors attending the meeting via the Zoom Platform:

Hon. Lee Constantine, Seminole County
Honorable Angela Eady for Mayor Jackie Espinosa, City of Kissimmee

Advisors in Attendance

Mr. Shaun Germolus, Kissimmee Gateway Airport
Ms. Lee Pulham Transportation Systems Management & Operations Committee
Mr. Lenny Barden, Technical Advisory Committee
Ms Nilisa Council, Community Advisory Committee

Members/Advisors not in Attendance:

Hon. Mayor Jerry Demings, Orange County
Hon. Tony Ortiz, City of Orlando
Hon. Michael Sott, 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. Commissioner Christine Moore, Orange County, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Chair Dallari encouraged partner agencies to support the Lake-to-Lake Trail by way of approving support resolutions. Chair Dallari recognized outgoing MAC Chair Mayor John Dowless and thanked him for his time serving on the Board. Commissioner Mayra Uribe reported on the June 4th FDOT 2055 FTP Steering Committee meeting. MetroPlan Orlando staff member Lara Bouck provided the Safety Moment highlighting motorcycle safety.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS & AGENDA REVIEW

Mr. Huttman acknowledged alternates in attendance Mr. Carson Good representing GOAA in place of Mr. Tim Weisheyer. He also acknowledged Board members attending virtually Kissimmee Vice Mayor Angela Eady in place of Mayor Jackie Espinosa and Seminole County Commissioner Lee Constantine. Mr. Huttman welcomed new staff member Giselle Valadez, Communication Specialist for Community Outreach. He provided updates on federal funding efforts. He provided an overview of the annual TIP planning process. Mr. Huttman called attention to items included in the supplemental folders and noted there were no additional changes to the agenda.

IV. AGENCY REPORTS

Orlando Sanford Airport: Mr. Stephen Smith, SFB Board Director, gave an overview of the airport's 2021 terminal expansion, airline partners, terminal and airfield projects, update on development opportunities and 417 Connector Road.

V. ROLL CALL AND CONFIRMATION OF QUORUM

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

VI. COMMITTEE REPORTS

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

VII. PUBLIC COMMENTS ON ACTION ITEMS

None

VIII. CONSENT AGENDA

- A. Minutes of the May 14, 2025 Board Meeting
- B. Approval of Financial Report for April 2025
- C. Approval of the Travel Report for April 2025
- D. Approval of FY26 Budget Amendment #1

- E. Approval of Resolution 25-03 Adopting the Procedures for Purchases, Sales, Services, and Contracts of Metroplan Orlando
- F. Approval for the Board Chair to approve FY'25 Budget Amendment #3 (if necessary) with Board ratification of the amendment at the September 10, 2025, meeting

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

IX. OTHER ACTION ITEMS

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

Mr. Jason Sartorio, MetroPlan Orlando, requested approval of amendments to the FY 2024/25 – FY 2028/29 TIP, including the following item(s):

FM# 441275-2: Complete Streets - Edgewater Drive - Segment A (Lakeview St. to Lake Adair Blvd.)

A letter from FDOT explaining the amendment was provided, along with a summary prepared by MetroPlan Orlando staff and the draft resolution.

MOTION: Mr. Carson Good moved approval of the amendments to the FY2024/25-FY 2029/30 Transportation Improvement Program. Commissioner Viviana Janer seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report –April 2025
- C. Bicycle & Pedestrian Report
- D. Air Quality Report
- E. Letter of Support – City of Casselberry SS4A Implementation Grant
- F. Letter of Support – Lynx FY27 Public Transit Service Development Grant Application
- G. Letter of Support – Seminole County Transit Service Development Grant Application
- H. U.S. 17/92 PD&E Study Infographic
- I. AMPO Letter T&I Portal Submission
- J. LOT Coalition Highways and Transit Subcommittee Letter

MOTION: Commissioner Brandon Arrington moved approval of the Information Items for Acknowledgement: Items A through J. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

XI. OTHER BUSINESS/PRESENTATIONS.

A. Preview of the 25/26-29/30 Transportation Improvement Program (TIP)

Mr. Jason Sartorio, MetroPlan Orlando staff, previewed the 2026/2030 TIP. The FDOT highway, FTE's, Traffic Operations and Safety, bicycle and pedestrian, transit and commuter rail sections of the new TIP. Mr. Sartorio summarized the proposed tip and reviewed projects with major changes. He announced dates and times for public engagement opportunities. He noted that the new TIP can be reviewed at the following link: <https://metroplanorlando.gov/wp-content/uploads/Draft-TIP-MetroPlan-Orlando-FY26-FY30.pdf>

B. Preview of the FY 30/31-FY 40/41 Prioritized Project List (PPL)

Mr. Slade Downs, MetroPlan Orlando previewed the PPL, approach, considerations, funding programs, priority lists, and key priorities. He provided information on the project categories and funding sources, along with a look at what's next. A draft list of projects can be viewed and downloaded using the following link: https://metroplanorlando.gov/wp-content/uploads/DRAFT_MetroPlanOrlando_PPL_Preview.pdf

C. Update of 2050 Metropolitan Transportation Plan (MTP)

Ms. Taylor Laurent, MetroPlan Orlando, Ms. Taylor Laurent, MetroPlan Orlando, briefed on the 2050 Metropolitan Transportation Plan (MTP)'s ongoing activities and the next steps. The presentation focused on the MTP funding scenarios and proposed actions for refinement. A monthly status report was provided.

XII. PUBLIC COMMENTS (GENERAL)

Ms. Joanne Counelis, 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.

XIII. BOARD MEMBER COMMENTS

None.

XIV. NEXT MEETING: Wednesday, July 9, 2025, 9:00 a.m.

XV. ADJOURN BOARD MEETING

There being no further business. The meeting was adjourned at 11:06 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 9th day of July 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 05/31/2025

ASSETS

Operating Cash in Bank	\$	773,154.02
Petty Cash	\$	125.00
SBA Investment Account	\$	2,023,289.01
FL CLASS Investment Account	\$	1,928,759.48
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,305.34
Accounts Receivable - Grants	\$	473,717.69
Capital Assets - Net	\$	735,695.86

TOTAL ASSETS:	\$	5,957,046.40
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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	\$	2,305.34
Deposits	\$	20,000.00
Unassigned:	\$	4,857,162.57

TOTAL EQUITY:	\$	4,879,467.91
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TOTAL LIABILITIES & EQUITY:	\$	5,957,046.40
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Net difference to be reconciled:	\$	-
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MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 05/31/2025

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 8,793,887.00	\$ 473,717.69	\$ 5,156,067.93	\$ 3,637,819.07	58.63%
State Revenue	\$ 116,281.00	\$ -	\$ 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	\$ 14,824.06	\$ 152,504.84	\$ (27,504.84)	122.00%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 380,655.00	\$ -	\$ -	\$ 380,655.00	0.00%
Other	\$ 13,250.00	\$ 2,684.42	\$ 20,800.20	\$ (7,550.20)	156.98%
Local Funds Transfer	\$ 208,517.00	\$ -	\$ 133,651.73	\$ 74,865.27	64.10%
Total Revenues	\$ 10,997,099.00	\$ 491,226.17	\$ 6,890,148.81	\$ 4,106,950.19	62.65%
Expenditures					
Audit Fees	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 26,191.00	\$ 4,405.00	\$ 14,620.31	\$ 11,570.69	55.82%
Community relations & advertising	\$ 141,750.00	\$ 4,526.99	\$ 122,126.71	\$ 19,623.29	86.16%
Computer Software	\$ 2,500.00	\$ -	\$ 950.00	\$ 1,550.00	38.00%
Consultants	\$ 5,770,723.00	\$ 330,019.50	\$ 3,028,624.67	\$ 2,742,098.33	52.48%
Contingency	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	0.00%
Contractual/Temporary Services	\$ 5,920.00	\$ 253.00	\$ 4,267.40	\$ 1,652.60	72.08%
Depreciation/Amortization	\$ -	\$ 6,330.70	\$ 74,157.84	\$ (74,157.84)	0.00%
Equipment & Furniture	\$ 70,000.00	\$ 9,165.01	\$ 44,711.27	\$ 25,288.73	63.87%
Indirect Costs	\$ 551,353.00	\$ 37,055.04	\$ 521,521.36	\$ 29,831.64	94.59%
Legal Fees	\$ 30,000.00	\$ 3,675.00	\$ 16,707.50	\$ 13,292.50	55.69%
Office Supplies	\$ 10,985.00	\$ 251.54	\$ 7,448.29	\$ 3,536.71	67.80%
Operating Supplies	\$ 45,948.00	\$ 4,802.93	\$ 18,812.24	\$ 27,135.76	40.94%
Operating Transfers Out	\$ 208,517.00	\$ -	\$ 133,651.73	\$ 74,865.27	64.10%
Other Misc. Expense	\$ 3,700.00	\$ -	\$ 3,136.68	\$ 563.32	84.78%
Pass-Through Expenses	\$ 533,250.00	\$ -	\$ 244,163.26	\$ 289,086.74	45.79%
Postage and Freight	\$ 3,700.00	\$ 10.50	\$ 1,122.17	\$ 2,577.83	30.33%
Printing and Binding	\$ 14,850.00	\$ 75.00	\$ 1,489.91	\$ 13,360.09	10.03%
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 5,556.39	\$ 1,943.61	74.09%
Salaries and benefits	\$ 3,395,114.00	\$ 209,943.42	\$ 2,443,085.72	\$ 952,028.28	71.96%
Training	\$ 39,345.00	\$ 240.00	\$ 11,457.54	\$ 27,887.46	29.12%
Travel and Per Diem	\$ 55,753.00	\$ 4,306.82	\$ 28,590.87	\$ 27,162.13	51.28%
Total Expenditures	\$ 10,997,099.00	\$ 615,060.45	\$ 6,751,201.86	\$ 4,245,897.14	61.39%
Agency Balance	\$ -	\$ (123,834.28)	\$ 138,946.95		

Travel Summary - May 2025

Traveler: Huttmann, Gary

Dates: April 24-25, 2025

Destination: Tallahassee, FL

Purpose of Trip: MPOAC Executive Committee Meeting

Cost: \$439.90

Paid By: MetroPlan Orlando Funds

Traveler: Hill, Eric

Dates: April 7-8, 2025

Destination: Miami, FL

Purpose of Trip: AASHTO CTSO Operations Practitioner Forum

Cost: \$618.98

Paid By: MetroPlan Orlando Funds

Traveler: Horne, Mary Ann

Dates: May 6-8, 2025

Destination: Tampa, FL

Purpose of Trip: Public Involvement in Transportation Decision Making,

Cost: \$733.13

Paid By: MetroPlan Orlando Funds

Traveler: Whittington, Virginia

Dates: May 6-9, 2025

Destination: Toronto, Canada

Purpose of Trip: Annual WTS Conference

Cost: \$3,203.20

Paid By: MetroPlan Orlando Funds



Board Action Fact Sheet

Meeting Date: July 9, 2025

Agenda Item: VIII.D. (Section 1)

Roll Call Vote: No

Action Requested:

Approval is requested to award four contracts, pending contract negotiations, for a period of three years, with the following consultants to perform work related to the Traffic Signal Retiming Project. Funds are budgeted in FY 2026 for this project.

1. Faller, Davis & Associates
2. Metric Engineering
3. Iteris
4. VHB

Should negotiations fail with any of the proposers listed, MetroPlan Orlando will adjust the amount of work as necessary for three or fewer retiming contracts.

Reason:

To continue traffic signal retiming studies in the MetroPlan Orlando Area

Summary/Key Information:

A Request for Proposals (RFP) was advertised in May 2025 and a selection committee consisting of four TSMO committee members met and ranked seven proposals received and short-listed to four.

MetroPlan Budget Impact:

Funds are included in the FY'26 budget to cover this expense in the current fiscal year.

Local Funding Impact:

None

Committee Action:

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

Staff Recommendation:

Recommends approval

Supporting Information:

None



Board Action Fact Sheet

Meeting Date: July 9, 2025

Agenda Item: VIII.E. (Section 1)

Roll Call Vote: No

Action Requested:

Approval of MetroPlan Orlando Board Resolution 25-06

Reason:

The MetroPlan Orlando Board heard a Florida Greenways & Trails presentation at the May 14, 2025, Board Meeting on the concept of the Lake-to-Lake Regional Trail. At that time, Seminole County had already adopted a Resolution of Support. It was stated at the meeting that after each of the other two MetroPlan Orlando Counties adopted a similar Resolution of Support, the MetroPlan Orlando Board would be presented with that same opportunity to provide a Resolution of Support.

Summary/Key Information:

Seminole County adopted a Resolution of Support on May 13, 2025; Osceola County adopted a Resolution of Support on June 2, 2025; it is anticipated that Orange County will adopt a Resolution of Support on July 1, 2025.

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:

Copies of supporting resolutions from Seminole and Osceola Counties. It is our understanding that Orange County will approve a Resolution of Support at their July 1 Board of County Commissioners Meeting. That resolution of support will be included for the record.



A RESOLUTION OF THE METROPLAN ORLANDO BOARD IN
SUPPORT OF THE CONCEPT OF THE LAKE TO LAKE MULTI-USE
REGIONAL TRAIL AS AN ECO-TOURISM CORRIDOR FOR WILDLIFE
AND PEOPLE, AND HEREBY DIRECTS STAFF TO INCORPORATE THE
PROPOSED REGIONAL TRAIL IN THE APPROPRIATE
TRANSPORTATION MAPS FOR THE METROPLAN ORLANDO STUDY
AREA

WHEREAS, the SUN Trails (Shared Use Non-motorized) Program was established in FDOT by the 2015 Session of the Florida Legislature to promote and fund the connection of local trails into regional long-distance trails to improve the transportation and safety aspects of existing local trails; and

WHEREAS, in 2023, Senate Bill (SB) 106 – passed by both Chambers of the Legislature and signed by Governor DeSantis – doubled the annual funding for SUN Trails and added Florida’s vast array of conservation lands and public parks as linkages to encourage eco- tourism pathways in the Florida Wildlife Corridor; and

WHEREAS, SB 106 also seeks to promote both trails-for-people and greenway corridors-for-wildlife to expand public awareness of Florida’s unique landscape and encourage economic development via eco-tourism in rural areas as well as financially support these regional trails through “sponsorship agreements” with FDOT and not-for-profit or private sector entities; and

WHEREAS, in 2024 the Florida Greenways & Trails Foundation (FGTF) in collaboration with the Florida Wildlife Corridor Foundation (FWCF) undertook a research effort to identify such a linked eco-tourism trail through the eastern reaches of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe – a vast conservation and cattle ranching landscape that includes no trails on the SUN Trail opportunity or priority trail system; and

WHEREAS, this research identified two abandoned railroad corridors that could serve as the alignment for such a connection: the “Kissimmee Valley Extension” of Flagler’s East Coast Railroad (historically linking DeLand and Kenansville) and the Peavine Railroad (begun to link Kenansville to Lake Okeechobee but never completed) via the historic railroad towns of Geneva, Chuluota, Bithlo, Wewahottee, Holopaw, and Kenansville; and

WHEREAS, the proposed alignment of the Lake to Lake Regional Trail would establish an eco-tourism trail connection to these historic communities and promote “slow travel” tourism to rural areas in four east central Florida counties: Seminole, Orange, Osceola and Okeechobee, exposing Florida residents

and visitors to the history of early 19th and 20th century settlement and the use of the land for farming, logging, cattle ranching and wildlife conservation.

NOW THEREFORE, BE IT RESOLVED, THAT METROPLAN ORLANDO SUPPORTS THE CONCEPT OF THE LAKE- TO-LAKE MULTI-USE REGIONAL TRAIL AS AN ECO-TOURISM CORRIDOR FOR WILDLIFE AND PEOPLE, AND HEREBY DIRECTS STAFF TO INCORPORATE THE PROPOSED REGIONAL TRAIL IN THE APPROPRIATE TRANSPORTATION MAPS FOR THE METROPLAN ORLANDO STUDY AREA.

FURTHERMORE, MetroPlan Orlando supports the proposal to request that the Office of Greenways and Trails (OGT) in the Department of Environmental Protection (DEP) add this corridor and its linkages to the Florida Opportunity Map.

FURTHERMORE, MetroPlan Orlando supports the importance of developing an eco- tourism corridor along and adjacent to the Lake-to-Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the Office of Greenways and Trails to rank this corridor as a State Trail Priority during the next ranking cycle.

FURTHERMORE, to address the long-term operation and management costs of the Lake-to-Lake Regional Trail corridor, MetroPlan Orlando directs staff to work in collaboration with FOOT and each of the counties along the corridor, as well as non-profit organizations such as the Florida Greenways & Trails Foundation and the Florida Wildlife Corridor Foundation. private entities and corporate landowners to create a regional trail alliance to support the long-term operation and management of this unique and valuable trail and wildlife corridor as provided in SB 106.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that we support the concept of the Lake-to-Lake Regional Trail.

CERTIFICATE

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

Commissioner Robert Dallari, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
Wednesday, July 9, 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

RESOLUTION NO. 25-080R

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA IN SUPPORT OF THE CONCEPT OF THE LAKE TO LAKE MULTI-USE REGIONAL TRAIL AS AN ECO-TOURISM CORRIDOR FOR WILDLIFE AND PEOPLE, AND HEREBY DIRECTS STAFF TO INCORPORATE THE PROPOSED REGIONAL TRAIL IN ALL TRANSPORTATION, RECREATION AND LAND USE MAPS FOR THIS AREA OF THE COUNTY.

WHEREAS, the SUN Trails (Shared Use Non-motorized) Program was established in FDOT in 2015 by the Florida Legislature to promote and fund the connection of local trails into regional long distance trails to improve the transportation and safety aspects of existing local trails; and

WHEREAS, in 2023, Senate Bill (SB) 106 -- passed by both Chambers of the Legislature and signed by Governor DeSantis – doubled the annual funding for SUN Trails and added Florida’s vast array of conservation lands and public parks as linkages to encourage eco-tourism pathways in the Florida Wildlife Corridor; and

WHEREAS, SB 106 also seeks to promote both trails-for-people and greenway corridors-for-wildlife to expand public awareness of Florida’s unique landscape and encourage economic development via eco-tourism in rural areas as well as financially support these regional trails through “sponsorship agreements” with FDOT and not-for-profit or private sector entities ; and

WHEREAS, in 2024 the Florida Greenways & Trails Foundation (FGTF) in collaboration with the Florida Wildlife Corridor Foundation (FWCF) undertook a research effort to identify such a linked eco-tourism trail through the eastern reaches of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe – a vast conservation and cattle ranching landscape that included no trails on the SUN Trail opportunity or priority trail system; and

WHEREAS, this research identified two abandoned railroad corridors that could serve as the alignment for such a connection: the “Kissimmee Valley Extension” of Flagler’s East Coast Railroad (historically linking Deland and Kenansville) and the Peavine Railroad (begun to link Kenansville to Lake Okeechobee but never completed) via the historic railroad towns of Geneva, Chuluota, Bithlo, Wewahotee, Holopaw, and Kenansville; and

WHEREAS, the proposed alignment of the Lake to Lake Regional Trail would establish a eco-tourism trail connection to these historic communities and promote “slow travel” tourism to rural areas in four east central Florida counties: Seminole, Orange, Osceola and Okeechobee, exposing Florida residents and visitors to the history of early 19th and 20th century settlement and the use of the land for farming, logging, cattle ranching and wildlife conservation.

NOW THEREFORE, BE IT RESOLVED, THAT OSCEOLA COUNTY SUPPORTS THE CONCEPT OF THE LAKE TO LAKE MULTI-USE REGIONAL TRAIL AS AN ECO-TOURISM CORRIDOR FOR WILDLIFE AND PEOPLE, AND HEREBY DIRECTS STAFF TO INCORPORATE THE PROPOSED REGIONAL TRAIL IN ALL TRANSPORTATION, RECREATION AND LAND USE MAPS FOR THIS AREA OF THE COUNTY.

FURTHERMORE, Osceola County endorses the proposal to request that the Office of Greenways and Trails (OGT) in the Department of Environmental Protection (DEP) add this corridor and its linkages to the Florida Opportunity Map.

FURTHERMORE, Osceola County supports the importance of developing an eco-tourism corridor along and adjacent to the Lake to Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the Office of Greenways and Trails to rank this corridor as a State Trail Priority during the next ranking cycle.

FURTHERMORE, to address the long term operation and management costs of the Lake to Lake Regional Trail corridor, Osceola County directs staff to work in collaboration with FDOT and the other counties along the corridor, as well as non-profit organizations such as the Florida Greenways & Trails Foundation and the Florida Wildlife Corridor Foundation, private entities and corporate landowners to create a regional trail alliance to support the long-term operation and management of this unique and valuable trail and wildlife corridor as provided in SB 106.

DULY ADOPTED this 2nd day of June, 2025.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: *Dwain Janer*
Chair/Vice Chair

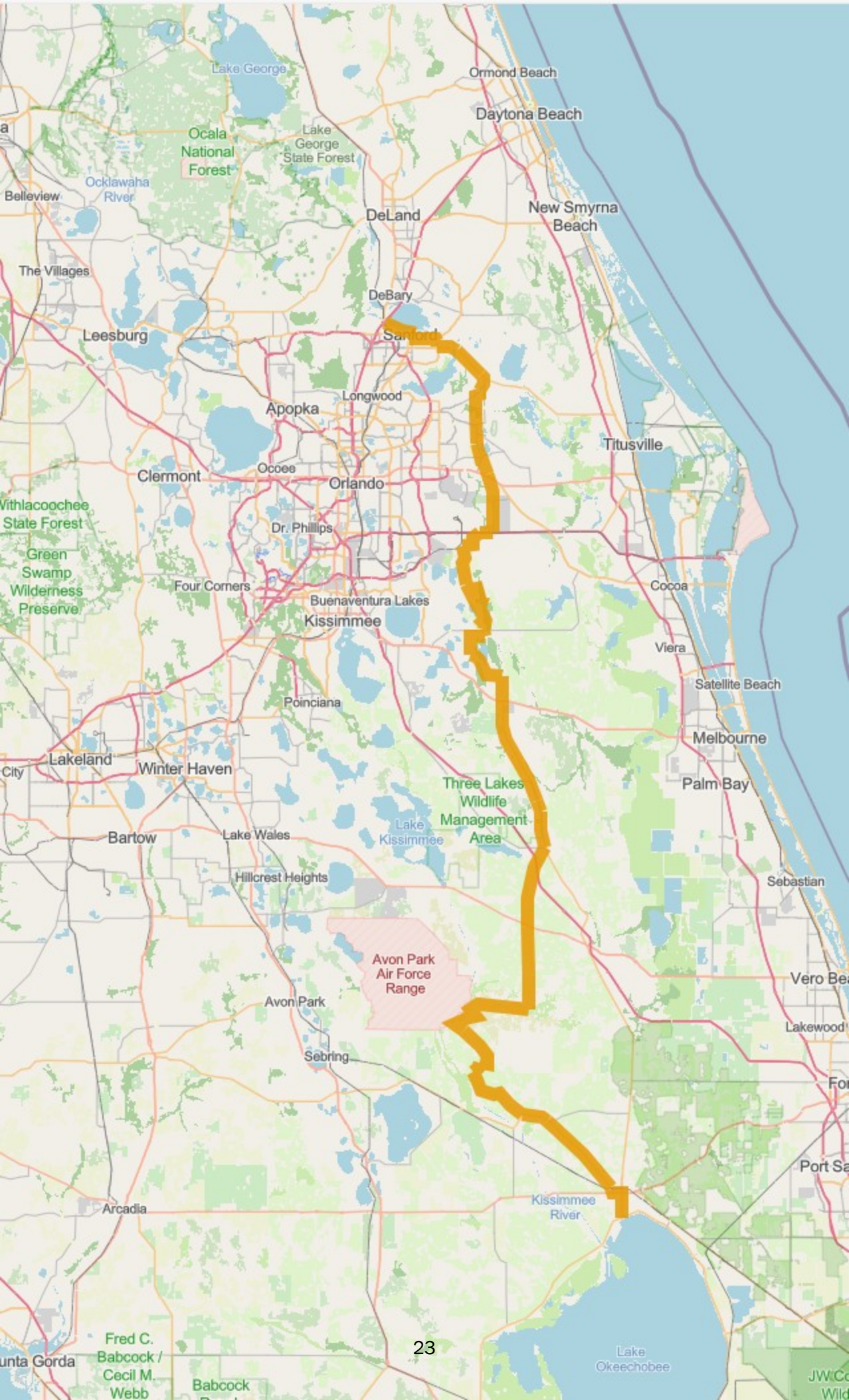
ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: *Frances Y. Mason*
Clerk/ Deputy Clerk of the Board

As authorized for execution at the Board of
County Commissioners meeting of:

6/2/2025





Lake George

Ormond Beach

Daytona Beach

Ocala
National
Forest

Lake
George
State Forest

Ocklawaha
River

DeLand

New Smyrna
Beach

DeBary

Sanford

Longwood

Apopka

Titusville

Clermont

Ocoee

Orlando

Dr. Phillips

Four Corners

Buena Vista Lakes

Kissimmee

Cocoa

Viera

Satellite Beach

Melbourne

Palm Bay

Poinciana

Lakeland

Winter Haven

Bartow

Lake Wales

Hillcrest Heights

Three Lakes
Wildlife
Management
Area

Lake
Kissimmee

Avon Park

Avon Park
Air Force
Range

Sebring

Sebastian

Vero Beach

Lakewood

Port St. John

Arcadia

Kissimmee
River

23

Lake
Okeechobee

Fred C.
Babcock /
Cecil M.
Webb

Babcock

J.W. Co.

RESOLUTION

of the

SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS**SUPPORTING THE LAKE TO LAKE REGIONAL MULTI-USE TRAIL;
AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the Shared-Use Nonmotorized (SUN) Trails Program was established within the Florida Department of Transportation (FDOT) in 2015 by the Florida Legislature to promote and fund the connection of local trails into regional, long-distance trails to enhance transportation and safety benefits; and

WHEREAS, in 2023, Senate Bill (SB) 106—passed by both chambers of the Legislature and signed by Governor DeSantis—doubled the annual funding for the SUN Trails Program and expanded its scope to include connections through Florida’s vast array of conservation lands and public parks, encouraging eco-tourism pathways through the Florida Wildlife Corridor; and

WHEREAS, SB 106 also promotes the development of trails-for-people and greenway corridors-for-wildlife to raise public awareness of Florida’s unique natural landscape, stimulate economic development in rural areas through eco-tourism, and authorize FDOT to enter into sponsorship agreements with not-for-profit or private sector entities to support regional trail development; and

WHEREAS, in 2024 the Florida Greenways & Trails Foundation (FGTF) in collaboration with the Florida Wildlife Corridor Foundation (FWCF) undertook a research effort to identify a linked eco-tourism trail spanning the eastern portion of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe – a region characterized by vast conservation and cattle ranches lacking on the SUN Trail opportunity or priority trail system; and

WHEREAS, this research identified two abandoned railroad corridors that could serve as the alignment for such a connection: the “Kissimmee Valley Extension” of Flagler’s East Coast Railroad (historically linking Deland and Kenansville) and the Peavine Railroad (begun to link Kenansville to Lake Okeechobee but never completed) via the historic railroad towns of Geneva, Chuluota, Bithlo, Wewahottee, Holopaw, and Kenansville; and

WHEREAS, the proposed alignment of the Lake to Lake Regional Trail would provide a meaningful eco-tourism trail connection through these historic communities, support “slow travel” tourism, and enhance rural economic development across four East Central Florida Counties: Seminole, Orange, Osceola and Okeechobee, while exposing Florida residents and visitors to the history of early 19th and 20th century settlement and the use of the land for farming, logging, cattle ranching and wildlife conservation.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Seminole County, Florida, that:



Section 1. The County supports the concept of the Lake-to-Lake Multi-use Regional Trail as an eco-tourism corridor for wildlife and people, and hereby directs staff to incorporate the proposed regional trail in all transportation, recreation and land use maps for this area of the County.

Section 2. The County endorses a formal request to the Office of Greenways and Trails (OGT) within the Florida Department of Environmental Protection (DEP) to add this corridor and its linkages to the Florida Opportunity Map.

Section 3. The County supports the importance of developing an eco-tourism corridor along and adjacent to the Lake to Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the Office of Greenways and Trails to rank this corridor as a State Trail Priority during the next ranking cycle.

Section 4. To address the long term operation and management costs of the Lake to Lake Regional Trail corridor, the County directs staff to work in collaboration with FDOT and the other counties along the corridor, as well as non-profit organizations, such as the Florida Greenways & Trails Foundation and the Florida Wildlife Corridor Foundation, private entities and corporate landowners to create a regional trail alliance to support the long-term operation and management of this unique and valuable trail and wildlife corridor as provided in SB 106.

Section 5. This Resolution shall be incorporated into the official minutes of Clerk of the Circuit Court in and for Seminole County.

Section 6. This Resolution shall become effective upon adoption by the Board of County Commissioners.

DULY ADOPTED this _____ day of _____, 20____.

ATTEST:



BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA

GRANT MALOY
Clerk to the Board of
County Commissioners of
Seminole County, Florida

By: _____
JAY ZEMBOWER, Chairman

Date: _____

For the use and reliance of
Seminole County only.

As authorized for execution by the Board of
County Commissioners at its
_____, 20____, regular
meeting.

Approved as to form and
legal sufficiency.

County Attorney

Section 2



Board Action Fact Sheet

Meeting Date: July 9, 2025

Agenda Item: IX.A (Section 2)

Roll Call Vote: Yes

Action Requested: Board approval is requested for the FY 2025/26 – 2029/30 Transportation Improvement Program (TIP) and Resolution No. 25-04.

Reason: Approval of the TIP by the Board is required before the TIP can be submitted to FDOT and other state and federal agencies by the July deadline.

Summary/Key Information: Items of particular significance for our Committees and the Board are as follows:

- Approximately \$3.5 billion in federal and state funds for I-4 and highway projects.
- Over \$1 billion in funding for Florida's Turnpike Enterprise projects
- Over \$87 million in federal and state funds for traffic operations and safety projects
- Over \$41 million in federal and state funds for bicycle and pedestrian projects
- Over \$273 million in federal and state funds for transit projects
- Over \$123 million in federal and state funds for commuter rail projects
- Over \$192 million in federal and state funds for aviation projects

MetroPlan Budget Impact: None

Local Funding Impact: Over \$1 billion in locally funded projects are included for information purposes.

Committee Action:

CAC:	To be taken up on June 25, 2025
MAC:	To be taken up on June 26, 2025
TSMO:	To be taken up on June 27, 2025
TAC:	To be taken up on June 27, 2025

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Section 2:

Link to Final Draft FY 2025/26 – 2029/30 TIP:
<https://metroplanorlando.gov/wp-content/uploads/Draft-Final-FY26-FY30-Transportation-Improvement-Program.pdf>

Proposed Board Resolution No. 25-04

(TIP public meeting comments will be provided separately.)

Endorsement of FY 2025/26 – FY 2029/30 Transportation Improvement Program

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

WHEREAS, MetroPlan Orlando is the organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104 (f) (3), and capable of meeting the requirements of Section 3 (a) (2) and (e) (1), and 4 (a), and 5 (9) (1) and (1) of the Federal transit Act 49 U.S.C. 1602 (a) (2) and (e) (1), 1603 (a) and 1604 (9) (1) and (1); and

WHEREAS, the Transportation Improvement Program, including the annual element, shall be endorsed annually by the MetroPlan Orlando Board and submitted (1) to the Governor and the Federal Transit Administration and (2) through the State to the Federal Highway Administration as provided in 23 U.S.C. 450.316;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the FY 2025/26 – FY 2029/30 Orlando Urban Area Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the area's priorities as developed through a continuing, comprehensive planning process carried on cooperatively by the State and local communities in accordance with the provisions of 23 U.S.C. 134.

CERTIFICATE

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

Commissioner Bob Dallari, Chair

Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
9th day of July 2025

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Section 3



Board Action Fact Sheet

Meeting Date: July 9, 2025

Agenda Item: IX.B (Section 3)

Roll Call Vote: No

Action Requested:

MetroPlan Orlando Staff requests adoption of the Prioritized Project List (PPL).

Reason:

By state statute, the Prioritized Project List needs to be transmitted to FDOT, and MetroPlan Orlando staff will transmit the document following the July 9th Board Meeting, pending Board approval. The MetroPlan Orlando Board last adopted the PPL on July 10, 2024. To comply with state guidance, MetroPlan Orlando staff are requesting the annual approval of the Prioritized Project List.

Summary/Key Information:

Items of particular significance for our Committees and the Board are as follows:

- Priority lists and funding programs consistent with Board policy.
- Prioritization approach consistent with 2045 MTP goals and objectives and quantitative network evaluation based on Board preference weighting. Weighting/scoring criteria emphasize vulnerable user safety.
- No priority rank changes to project lists.
- No new priority lists were included in the PPL.

MetroPlan Budget Impact:

None

Local Funding Impact:

None

Committee Action:

CAC: To be taken up at the June 25th Meeting
MAC: To be taken up at the June 26th Meeting
TSMO: To be taken up at the June 27th Meeting
TAC: To be taken up at the June 27th Meeting

Staff Recommendation:

Recommended Approval

Supporting Information:

These documents are provided in Section 3:
Prioritized Project List (PPL) 2031 – 2041 for adoption:
<https://metroplanorlando.gov/wp-content/uploads/DRAFT-FINAL-MetroPlan-Orlando-2025.pdf>
Board Action Fact Sheet – PPL Adoption

Section 4



July 9, 2025

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for July

- I attended the Transportation Disadvantaged Local Coordinating Board meeting on June 12
- I met with FDOT District 5 Leadership on June 13
- I met FDOT District 5 on June 17 to discuss MetroPlan's participation in the Sunshine Corridor PD&E Public Engagement
- I met with Dale Allen of the Florida Greenways & Trails Foundation on June 18 for further discussion on the proposed Lake-to-Lake Regional Trail Concept
- I attended the CAC meeting on June 25
- I attended the FDOT Local Agency Coordination Meeting on June 28 for the Osceola County Truck Parking Project
- I attended the TSMO Committee meeting on June 27
- I attended the TAC meeting on June 27
- I met with the Florida Greenways & Trails Foundation on June 27
- I met with Commissioner Moore on June 30 for the MetroPlan Orlando agenda review
- I met with Commissioner Uribe on July 2 for the MetroPlan Orlando agenda review
- I met with Mayor Demings on July 2 for the MetroPlan Orlando agenda review
- I met with Commissioner Dallari on July 3 for the MetroPlan Orlando agenda review
- I met with Commissioner Janer on July 3 for the MetroPlan Orlando agenda review
- I met with Commissioner Semrad on July 7 for the MetroPlan Orlando agenda review
- I met with Mayor Espinosa on July 7 for the MetroPlan Orlando agenda review
- I met with Council Member Gilbert July 7 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

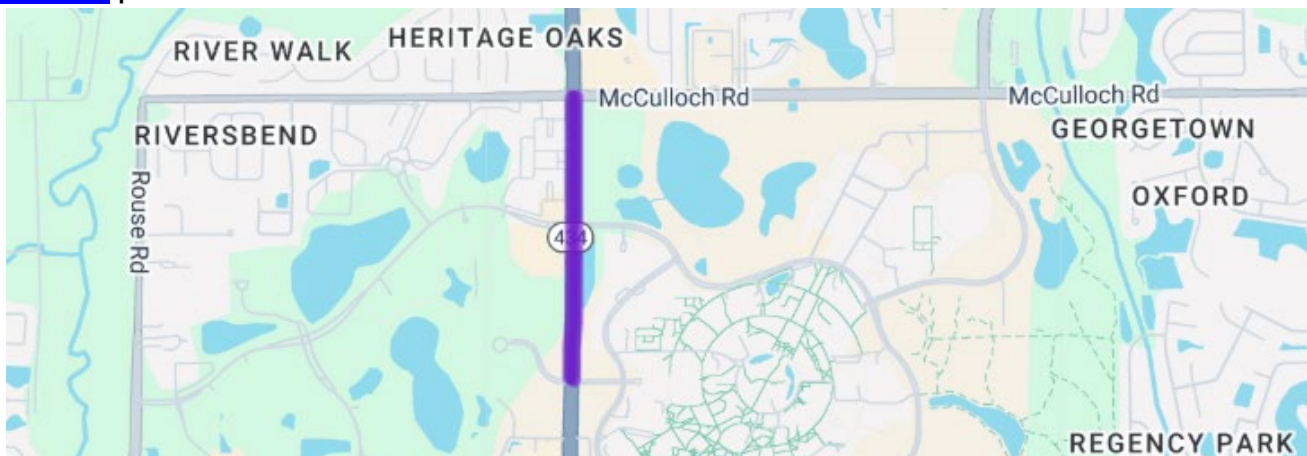
Orange, Osceola, and Seminole Counties Project Status Update as of June 2, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the June 2nd cutoff. The next cutoff date is July 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:

[448799-1](#) | S.R. 434 from Centaurus Boulevard to McCulloch Road

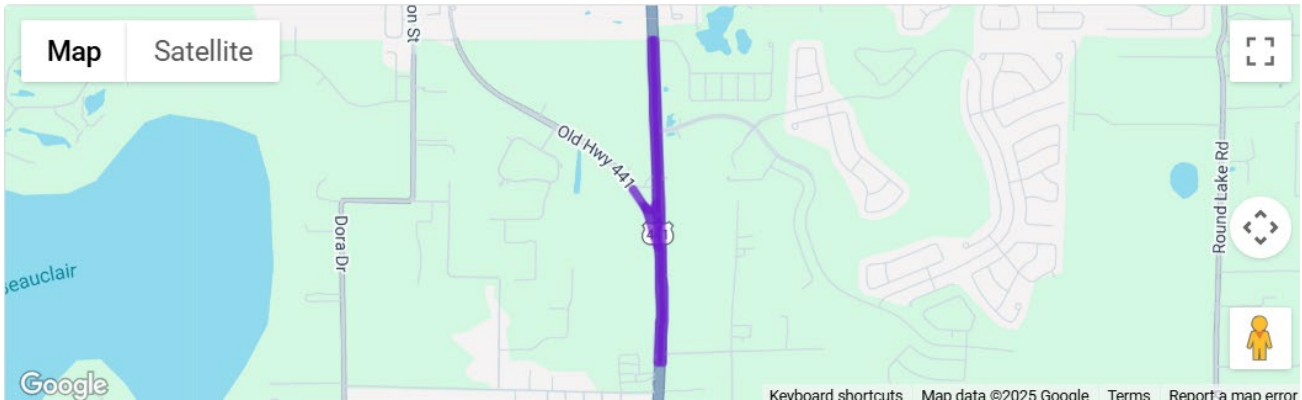


- Contract: T5846
- Contractor: American Design Engineering Construction, Inc.
- Construction Cost: \$1.4 million
- Project Start: June 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to resurface Alafaya Trail (State Road (S.R.) 434) from Centaurus Boulevard to McCulloch Road (Seminole County line).

Update: The contractor is currently negotiating a laydown yard agreement with the University of Central Florida (UCF). Once an agreement is finalized, on-site construction preparations may begin.

ORANGE COUNTY CURRENT PROJECTS:

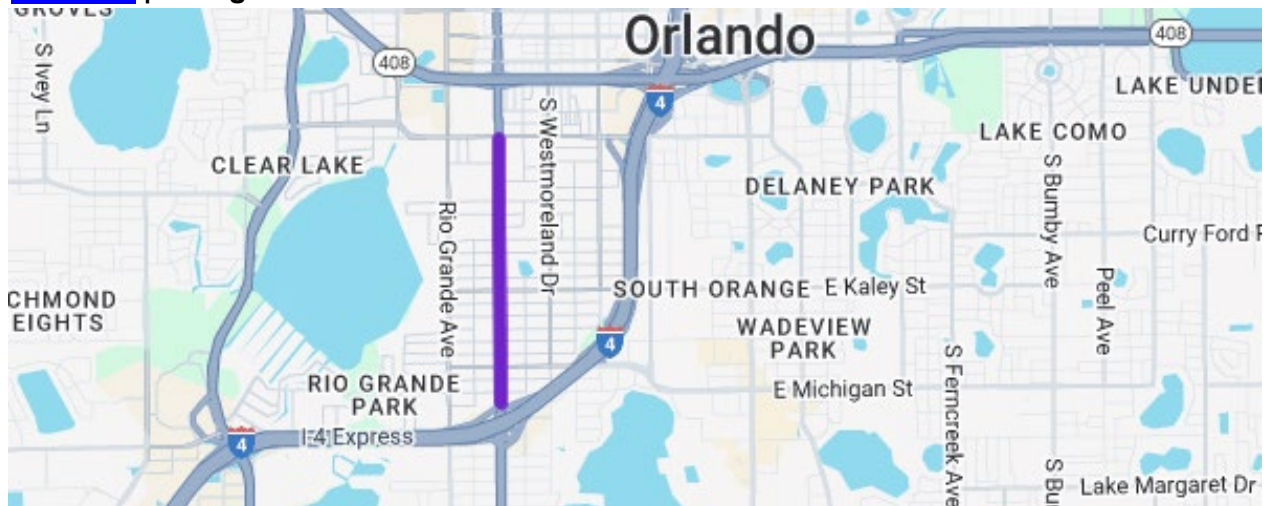
447610-1 | U.S. 441 from Wadsworth Road to Lake County Line



- 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: The contractor has begun median widening and drainage installation. Concrete curb and gutter construction will commence concurrently with other construction activities in the coming weeks.

437575-1 | Orange Blossom Trail Phase 2A from 30th Street to Gore Street

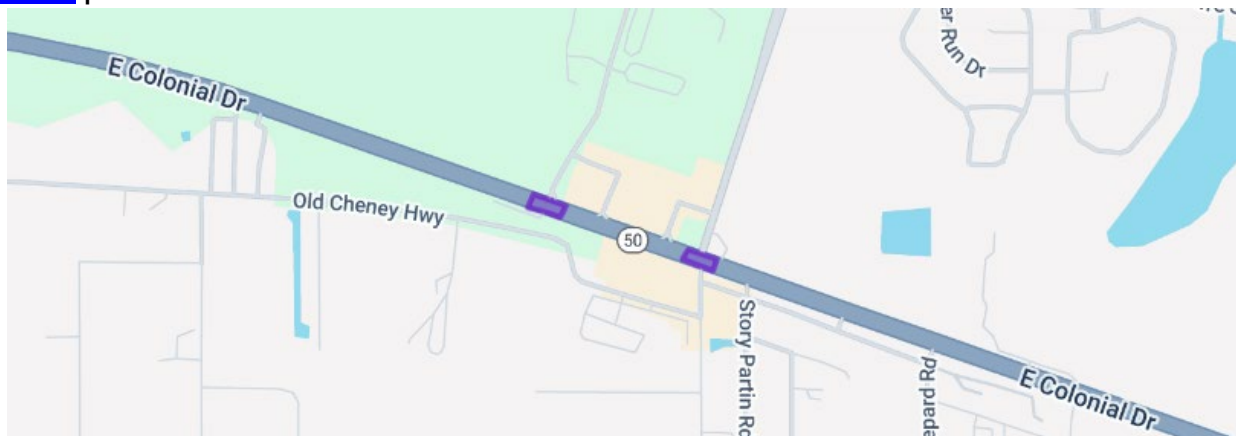


- Contract: T5804
- Contractor: Chinchor Electric, Inc.

- Construction Cost: \$2.3 million
- Project Start: January 2025
- Estimated Completion: Summer 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 Americans with Disability Act (ADA) criteria.

Update: The contractor is finalizing punch list items and signalization.

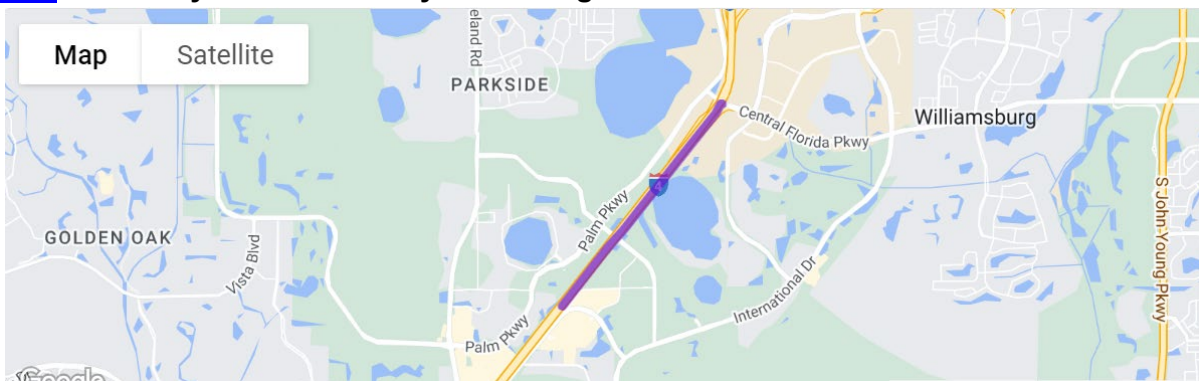
[452932-1](#) | S.R. 50 at Corner School Drive and Chuluota Road



- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Summer 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 constructed median traffic separators approaching both intersections along the corridor and has also completed sidewalk construction and grading at each location.

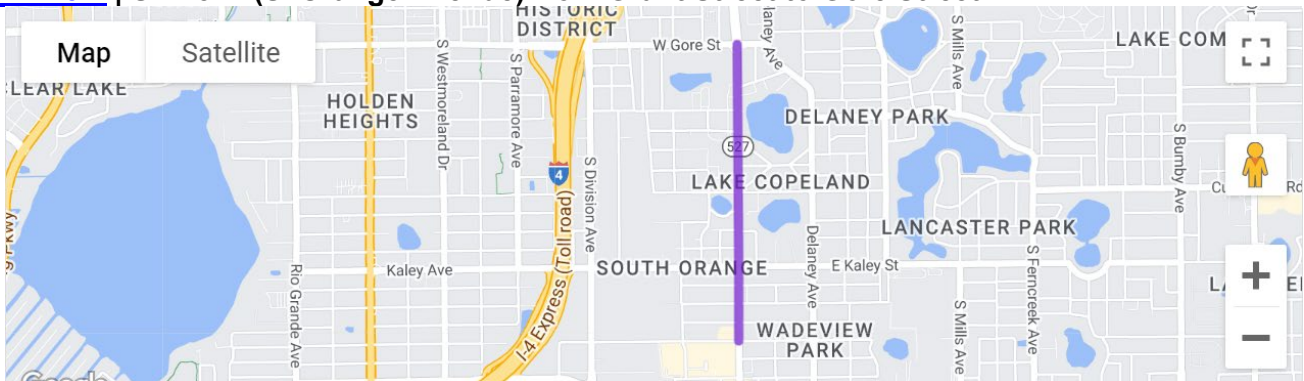
[441113-1](#) I-4 at Daryl Carter Parkway Interchange



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

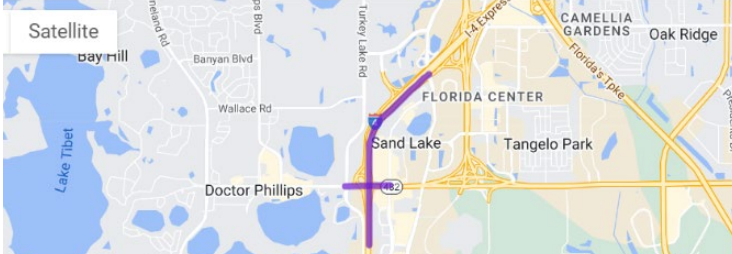
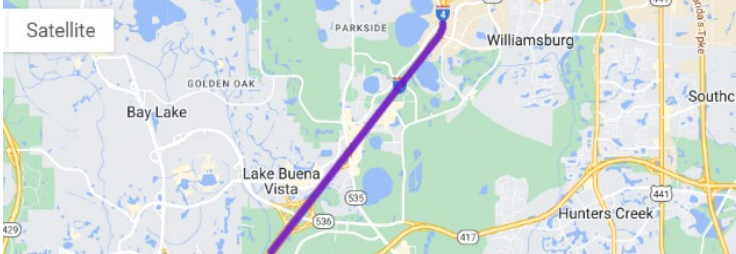
- Project Cost: \$83 million
- Project Start: November 2022
- Estimated Completion: Summer 2025
- **Description:** This project will convert the Daryl Carter Parkway overpass, between Central Florida Parkway and State Road 535, into a diverging diamond interchange. The interchange will give motorists 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 preparing to tie in the ramps (westbound I-4 exit ramp, eastbound I-4 exit ramp, and eastbound I-4 entrance ramp) to complete the conversion into a diverging diamond interchange (DDI). Paving is underway on eastbound and westbound I-4 from Central Florida Parkway to S.R. 535. Crews anticipate thermoplastic installation to begin on June 8 and for the ramps to open in mid-July.

[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 2024
 - Estimated Completion: Summer 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 finalizing punch list items and signalization.

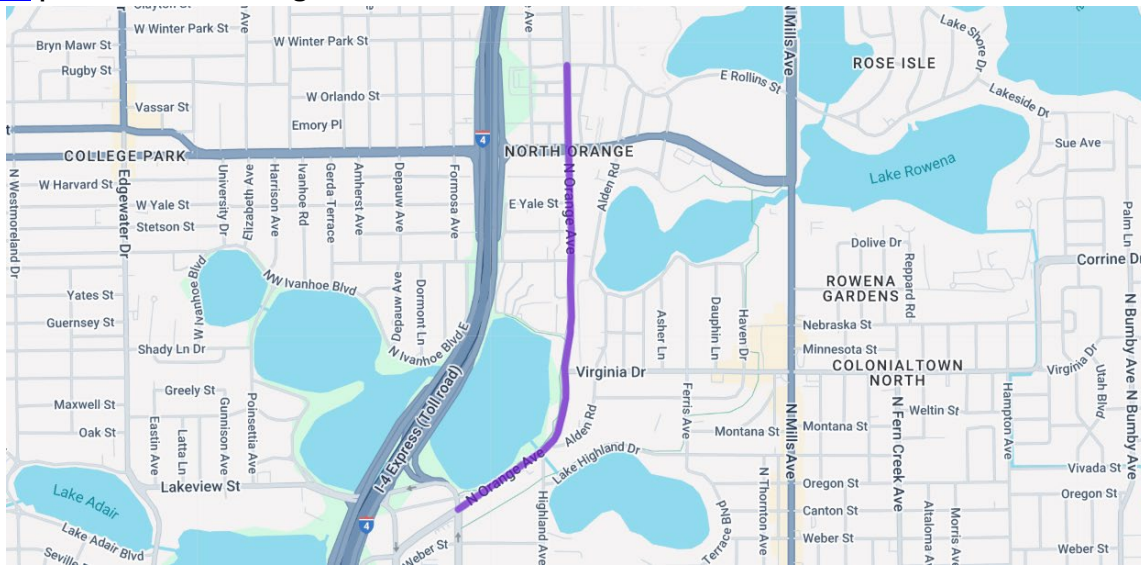
444315-1 & 444315-3 | I-4 at Sand Lake Road Interchange

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 shifted motorists to a new westbound I-4 exit ramp to Sand Lake Road on May 17. The new shift brings motorists closer to the overpass and underneath a loop ramp that is being constructed to relieve congestion at the nearby intersections. Next, they will start work on the eastbound I-4 exit ramp to Sand Lake Road. Crews anticipate all ramps being complete by the end of the year.

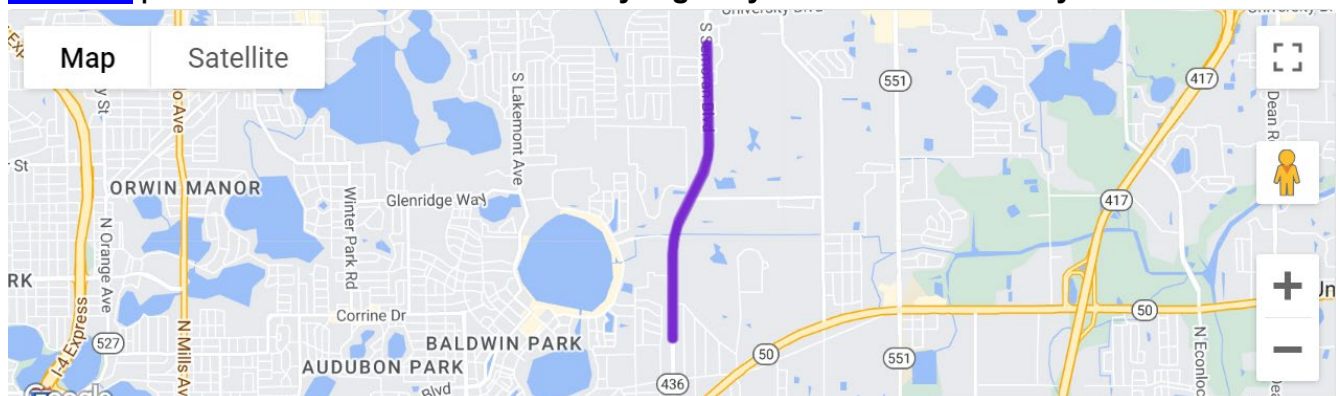
[445220-1](#) | S.R. 527 from Magnolia Avenue to north of Rollins Street



- 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, dewatering, and pedestrian facilities. There have been several delays due to utility conflicts.

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

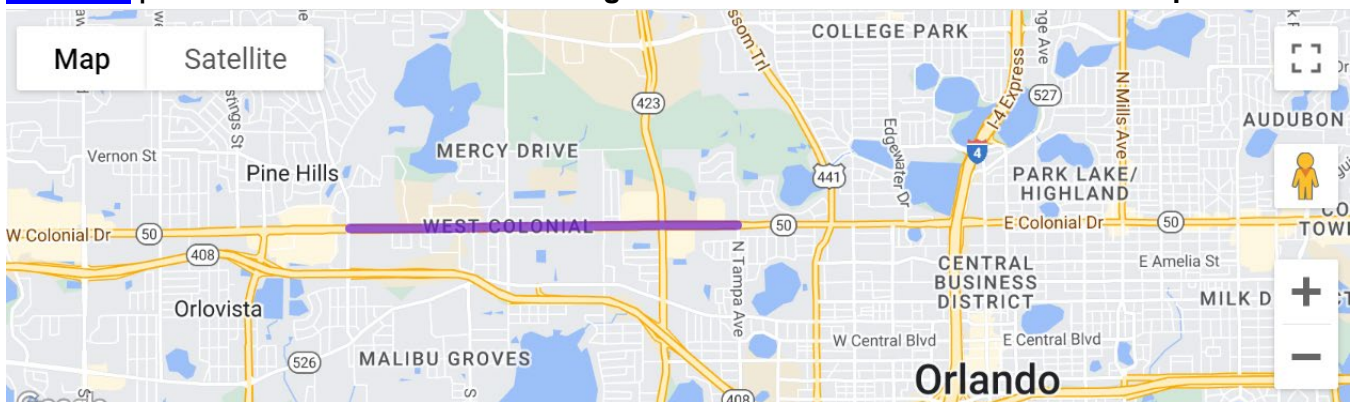


- Contract E57B5
- Contractor: Ranger Construction Industries, Inc.

- Construction Cost: \$11 million
- Project Start: November 2023
- Estimated Completion: Summer 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 is completing pavement marking corrections and installing permanent signage. Repairs to traffic separators and final punch list items are also underway. A concurrent landscaping project conducted by FDOT Maintenance has recently started and is expected to be finalized by early 2026.

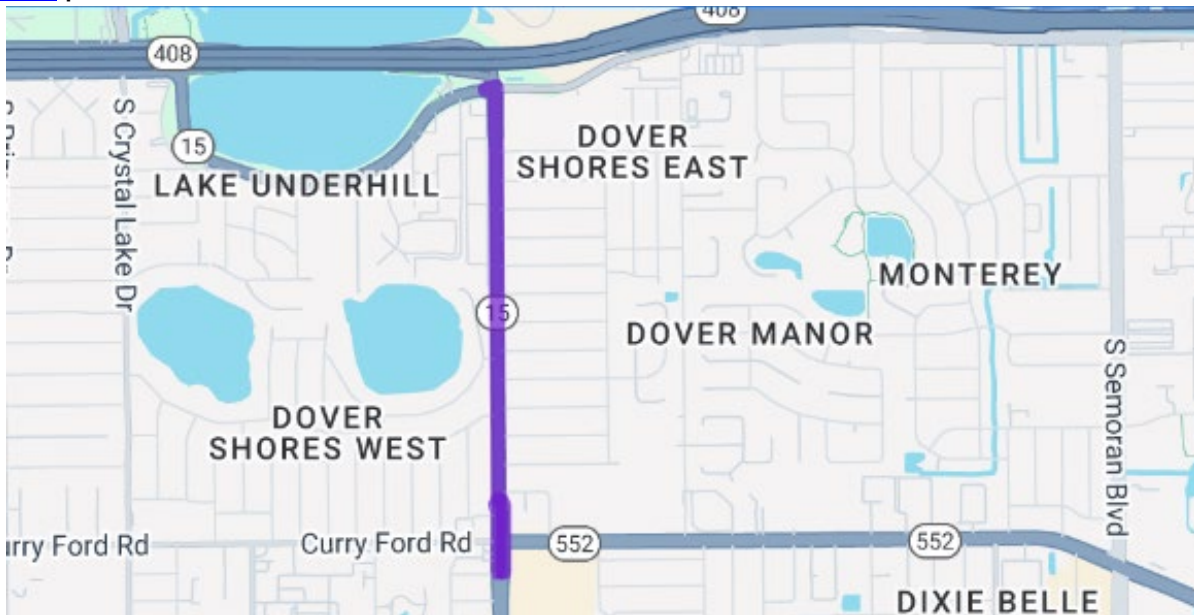
[445694-1](#) | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue



- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 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 continuing work on curbs, paving, sidewalks, signage, and utility installations. The contractor began landscaping the medians.

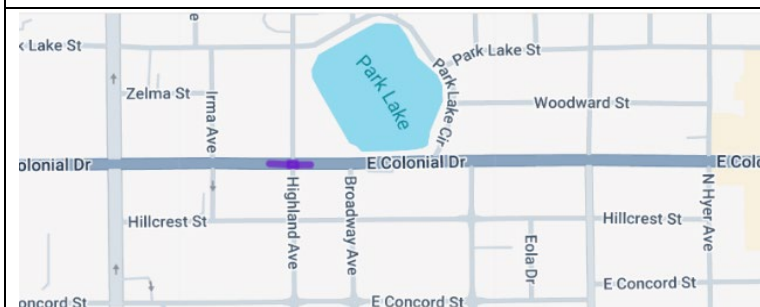
447090-1 | S.R. 15 from Devonshire Lane to Lake Underhill Road



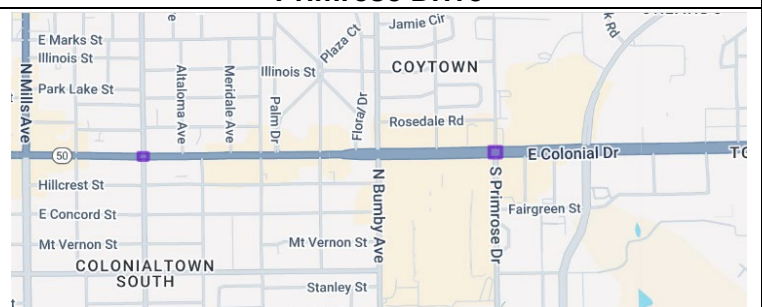
- Contract: E57B8
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: November 2024
- Estimated Completion: Summer 2025
- **Description:** The goal of this project is to provide improvements along Conway Road (State Road (S.R.) 15) from Devonshire Lane 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 project has reached Phase 3, so the lanes have been shifted to one travel lane each way. Medians are being constructed to outline the left turn lanes. The contractor continues to work on paving, pedestrian signal bases, signage, and median separators. The contractor is also working on paving on and off S.R. 408 ramps.

447607-1 | S.R. 50 at Highland Avenue



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



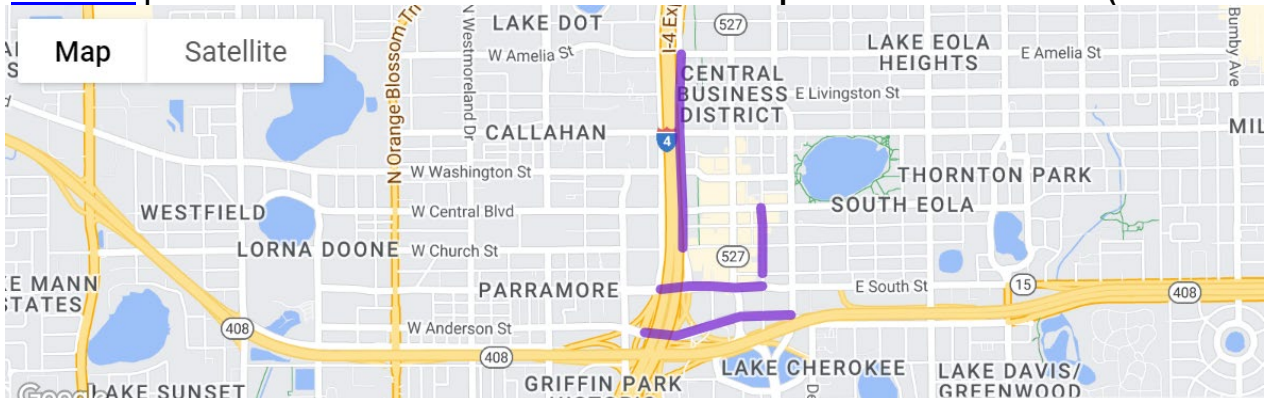
- **Description:** The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the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

A map of the Princeton/Silver Star area. A thick purple line runs horizontally across the map, labeled 'Silver Star Rd' at both ends. In the center, it is labeled 'PRINCETON/SILVER STAR'. To the right of the center, it is labeled 'Silver Star Rd' again. The map shows several streets: Silver Meteor Dr to the north, N Orange Blossom Trail to the east, and various local streets like Mercy Dr, Eunice Ave, Bryn Mawr St, Lynx Ln, Taft Ave, and Coolidge Ave. A road marker for 423 is visible near the center. The map also shows some green spaces and a river or canal on the left side.

- ### 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/

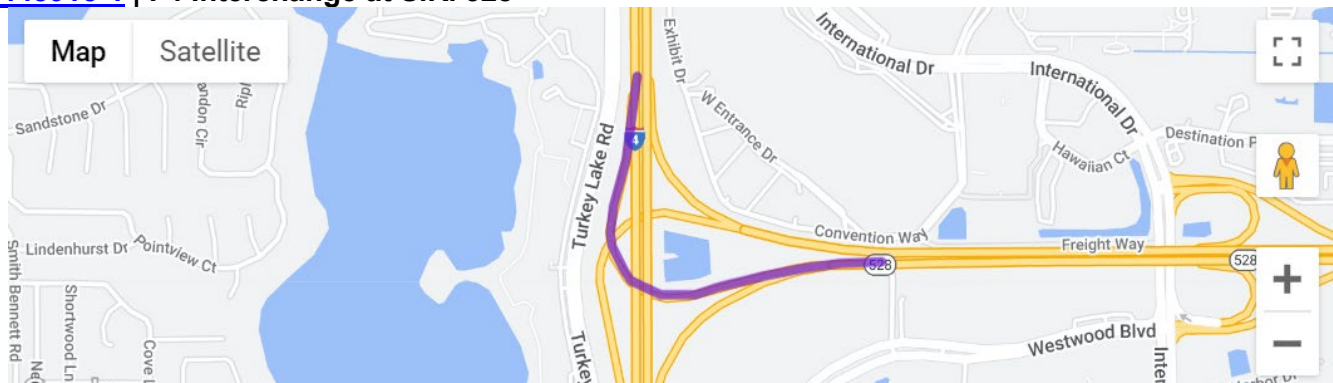
Description: This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (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 in early March 10. Due to mechanical issues on the pile driver, crews anticipate an additional month of pile driving. Crews have been installing MSE wall and conducting bridge work in the area that was formerly The Crossroads.

448915-1 | I-4 Interchange at S.R. 528



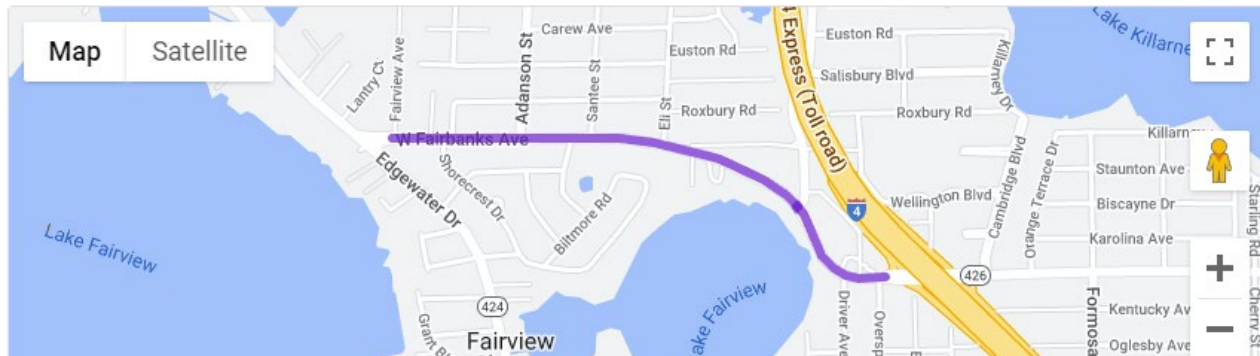
- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: Early 2026

- **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 are removing barrier walls and demolishing the older left lane and westbound exit ramp to S.R. 528 as traffic utilizes the new right lane and westbound exit ramp.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

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: Received final acceptance on 05/21/2025.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

[443702-1](#) | S.R. 60 EB & WB Passing Lanes from Blanket Bay Slough to Peavine Road



- Contract T5836
- Contractor: C.W. Roberts Contracting, Inc.
- Project Cost: \$18.3 million
- Project Start: Summer 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road 60. Other improvements include reapplying audible and vibratory roadway treatments, enhancing signs, and drainage improvements.

[453058-1](#) | U.S. 192 from E of Harmony Square Drive to Nova Avenue



- Contract E56F7
- Contractor: Middlesex Paving, LLC
- Project Cost: \$6.6 million
- Project Start: Summer 2025
- Estimated Completion: Early 2026
- **Description:** The purpose of the project is to resurface U.S. 192 from Harmony Square Drive to Nova Avenue near Harmony in Osceola County.

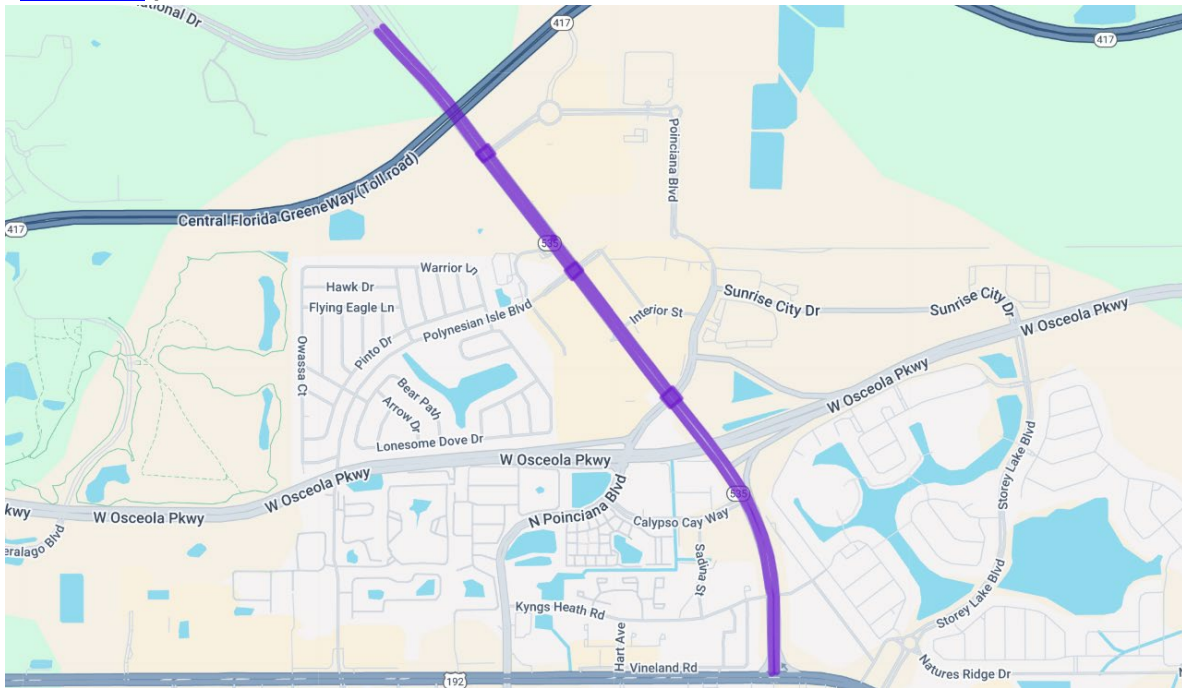
448783-1 | U.S. 192 from Bamboo Lane to Main Street



- Contract: T5843
- Contractor: Hubbard Construction Company
- Construction Cost: \$26 million
- Project Start: July 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, installing cabinets, sodding, paving, and signals.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

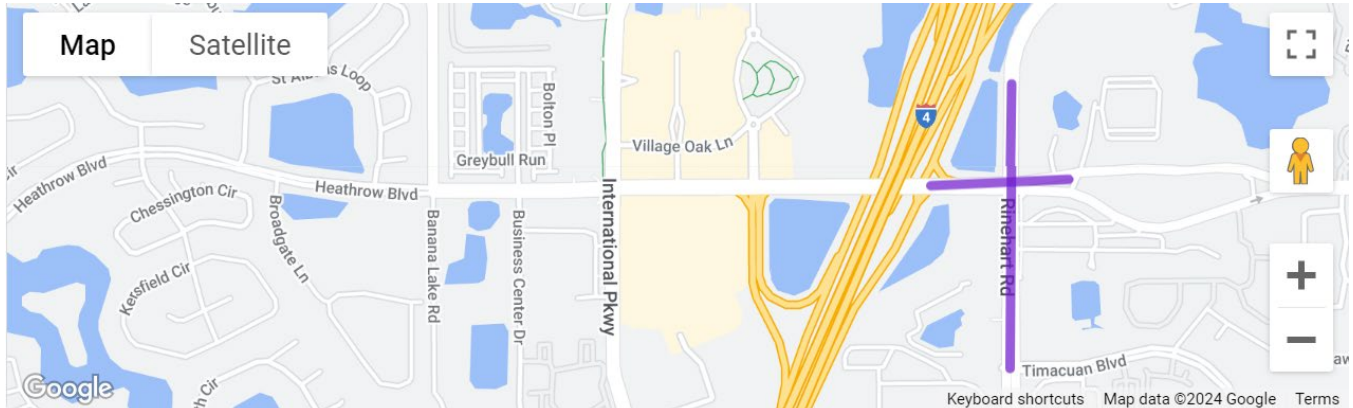
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

SEMINOLE COUNTY CURRENT PROJECTS:

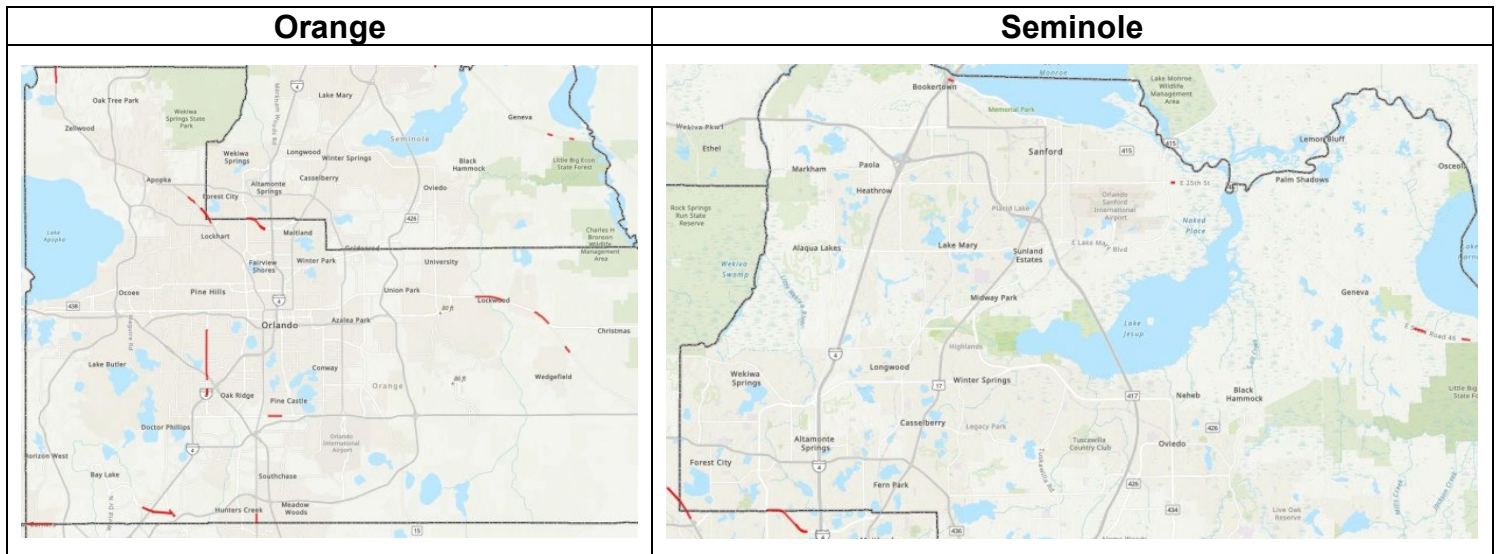
[242592-6](#) | C.R. 46A and Rinehart Road Intersection



- 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 cleanup, punch list items, and light pole installation. 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)

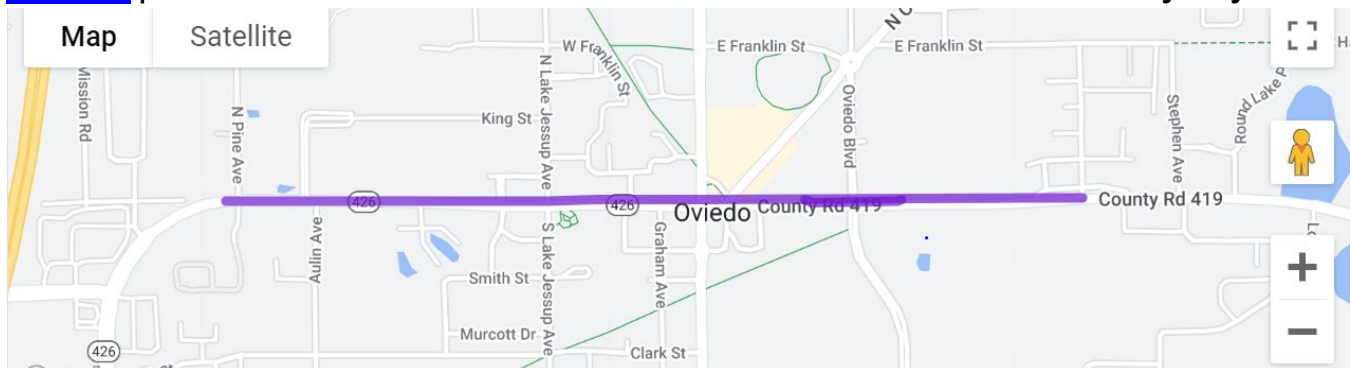
- From south of Hunters Creek Boulevard to the Osceola County line
- S.R. 414:
 - From Forest City Road (S.R. 434) to the I-4 Interchange
- S.R. 50:
 - From east of North Avalon Park Boulevard to the S.R. 520 Interchange
- S.R. 520:
 - From Macon Parkway to Maxim Parkway
- S.R. 435:
 - From north of 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: Final punch list items in Brevard and Orange counties are still ongoing.

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

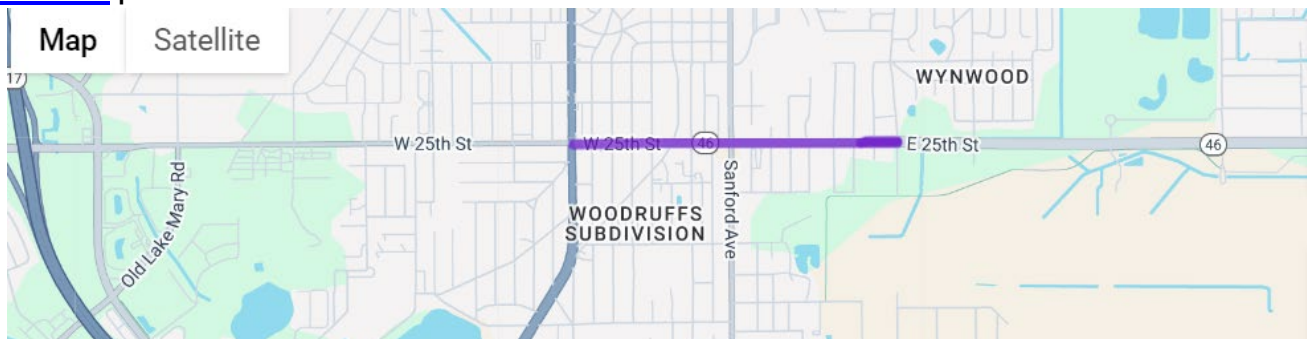


- Contract: T5736
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Spring 2025

- **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 repairing and replacing damaged fiber optic cable and conduit while completing final punch list items such as a final mowing and litter pickup cycle. All construction activities are anticipated to be completed by mid to late June.

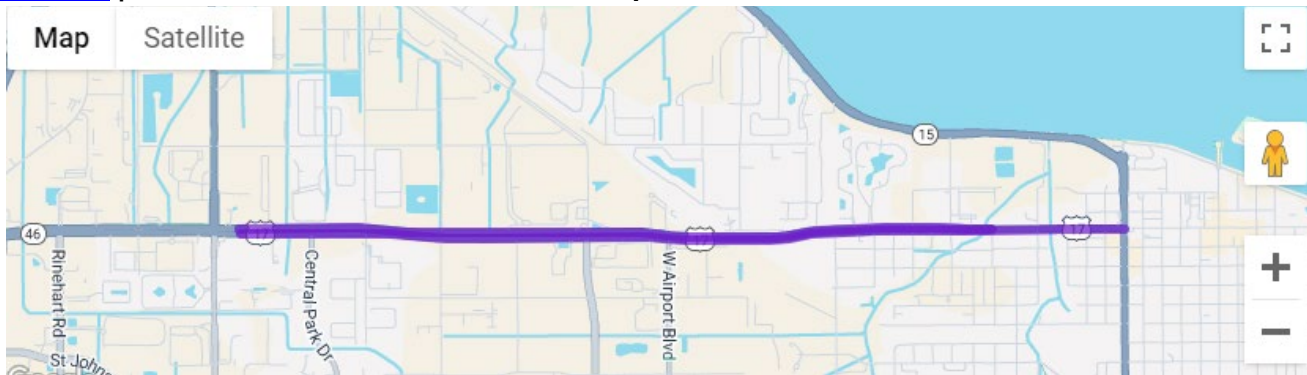
445316-1 | S.R. 46 from U.S. 17-92 to Mellonville Avenue



- Contract: E57B2
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$5.7 million
- Project Start: September 2024
- Estimated Completion: Fall 2025
- **Description:** This project will 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: All friction course and thermoplastic pavement marking work has been completed. The contractor is currently finalizing the new pedestrian push buttons and attaching placards to the pedestrian poles. Final punch list items have been compiled and will soon commence.

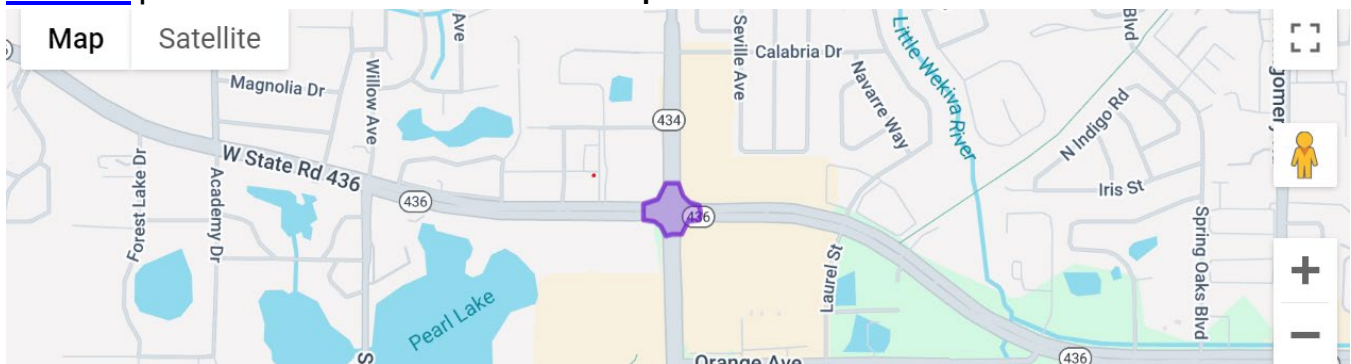
[447103-1](#) | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- 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 continuing friction course paving on the outside lanes and shoulders in both directions. Final sign installation, grading, sod placement, and other restorative activities remain in progress. Additionally, conduit boxes have been buried at several locations.

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

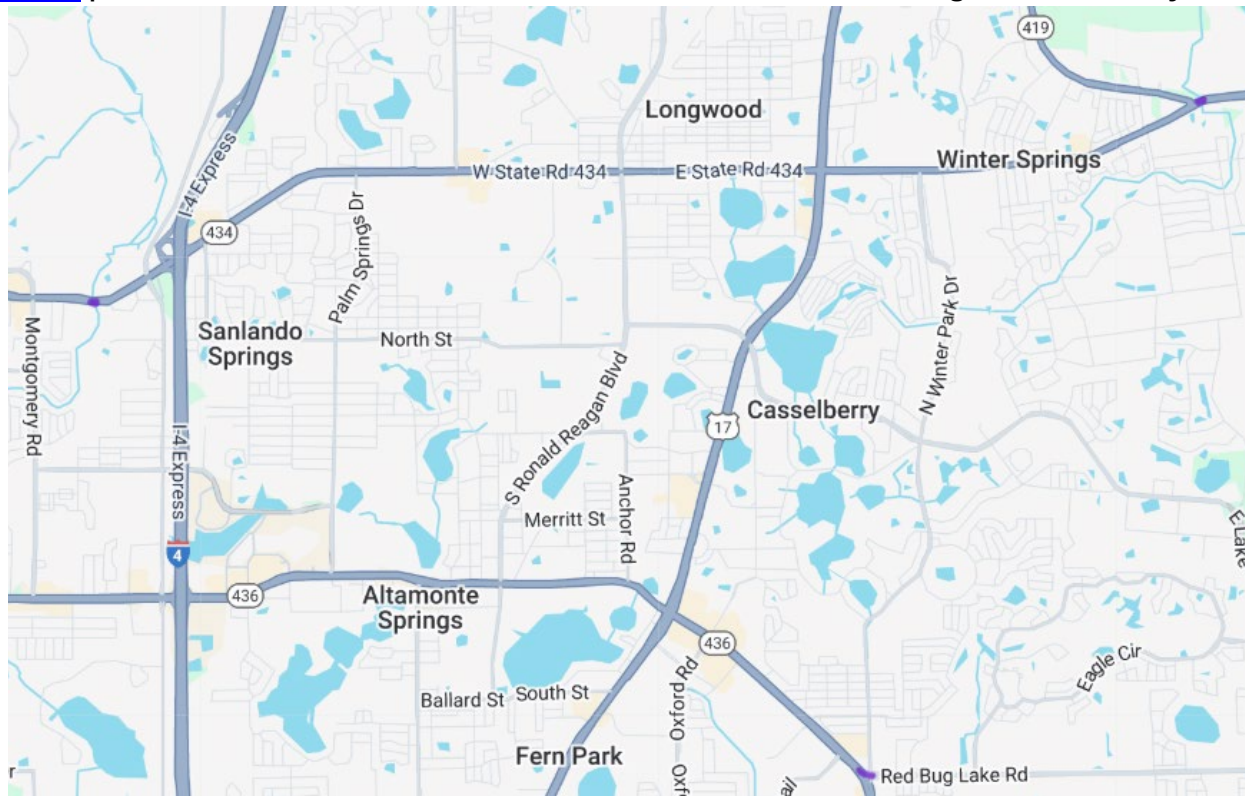


- Contract: E51F5
- Contractor: Alexander Design + Build, LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Summer 2025

- **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 removed the continuous lane closure on southbound S.R. 434 and transitioned to the next MOT phase, which includes a continuous lane closure in the westbound S.R. 436 right turn lane onto northbound S.R. 434. Concrete demolition has begun on the existing pedestrian island in preparation for the new traffic signal and pedestrian landing construction. Drainage installation is currently ongoing.

[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: Shotcrete application at the Gee Creek culvert is ongoing, with completion projected for mid-June, pending favorable weather conditions. Once a final inspection has been completed, crews will begin applying the epoxy coating to the S.R. 434 bridge.

RECENTLY COMPLETED:

None to report.



CENTRAL FLORIDA

SAFETY SUMMIT 2025

Special Edition

District 5

CREATING MOMENTUM TOWARDS 'ZERO'

BY LOREEN BOBO, P.E.

FDOT District Five Safety Administrator

The second annual Central Florida Safety Summit was held Friday, May 9, at the Daytona International Speedway. Local partners gathered with a common goal: Getting to 'zero' fatalities and serious injuries on Central Florida's roadways.

We were glad to see you at this year's summit. If you couldn't attend, we know you are also working to 'Get to Zero.'

Central Florida is seeing a decrease in traffic fatalities, and while this is great, our work is not done until we get to zero.

The Safety Summit showcased incredible safety efforts across FDOT's District Five. Thank you to the speakers, elected officials, award winners and others who helped make this year's summit an inspiring success.

Click [here](#) to watch a recap of the 2nd Annual Central Florida Safety Summit.

Over the next year, I encourage you to consider how you can positively impact transportation safety. From your daily travels to influencing efforts and those around you, we can all save lives.

Attendees received two challenge coins commemorating the event. They were invited to keep the first one as a daily reminder of their efforts to save lives. With the second coin, they were asked to share it with someone they thought was also making a difference in saving lives. In the month since the summit, we've heard several stories about who individuals decided to give their second coin to; this has been very inspiring.



We all deserve to get home safely, just as everyone around us does. We look forward to seeing you at next year's Central Florida Safety Summit to honor all we have accomplished this coming year. We hope you enjoy this special edition of the Safety Central Newsletter, learning more about this year's event.

**OVER THE NEXT YEAR, I
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Uniting for Safer Streets: 2025 Central Florida Safety Summit Highlights

FDOT District Five's second annual Central Florida Safety Summit was held on May 9, 2025, at the Daytona International Speedway. Designed to stimulate ideas and networking among the nine counties comprising District Five, the packed agenda featured presentations, at-table exercises, awards programs, and lunch. District Five Secretary John Tyler and Safety Administrator Loreen Bobo were co-hosts to more than 250 attendees.

Throughout the pages of this special edition newsletter, we commemorate the activities, speakers, accolades, and those who supported this year's event. Here's a look back at some memorable moments from the highly successful summit!

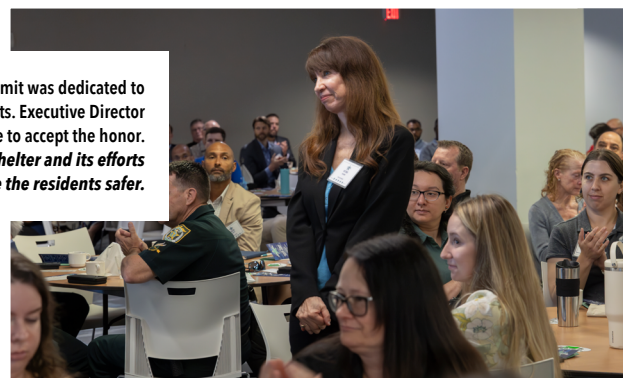


FDOT District Five's Secretary John Tyler and Safety Administrator Loreen Bobo co-hosted the 2025 Central Florida Safety Summit.



What's a safety event without Koda the Fluff?!

This year's Central Florida Safety Summit was dedicated to the First Step Shelter and its residents. Executive Director Victoria Fahlberg was in attendance to accept the honor. [Click here](#) to learn more about the shelter and its efforts to make the residents safer.



The Central Florida Safety Summit was held inside the fabulous Daytona International Speedway.

FDOT District Five Office of Safety team members gathered at the 2025 Central Florida Safety Summit to promote collaboration and celebrate pedestrian and roadway transportation safety.



Daytona Tortugas mascots Shelldon and Shelly were on hand to greet people as they arrived at the summit.



Executive Director of Bike/Walk Central Florida Emily Bush shares information about Best Foot Forward safety programs.



Marion County Commissioner Michelle Stone spoke on Marion's teen driving safety action plan.

FDOT's Target Zero table offered educational materials and other items.



Attendees were engaged with the event's speakers.



Attendees focused on "The Intersection" table exercise.



Best Foot Forward Showcases Safety Progress at 2025 Central Florida Summit



At the 2025 Central Florida Safety Summit, Best Foot Forward (BFF), a program by Bike/Walk Central Florida, took the stage to share exciting updates on the region's ongoing pedestrian safety efforts. The team highlighted recent progress, celebrated key milestones, and recognized outstanding community partners with awards for their commitment to safer streets.

For summit attendees, BFF organized a collaborative activity called "The Intersection." It required participants to put themselves in the shoes of various road users and analyze a busy photo of a signalized intersection with each type of road user. They were encouraged to discuss with their tables which parts of the intersection worked well for them and which could be improved. When participants finished the activity, they were asked to envision their roles in traffic safety and how they could positively impact more of these various road users.

During the program, BFF Program Manager Vince Dyer celebrated all the success stories over the past year, including record improvements in driver yield rates, effective enforcement campaigns, and significant infrastructure upgrades. For example, BFF started conducting sign-waving events at program crosswalks to help bring extra visibility to the area and more directly improve driver yield rates. In addition, comments from the community are now being tracked in the BFF database to review potential



crosswalks of concern and other community questions.

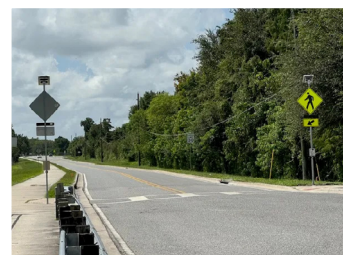
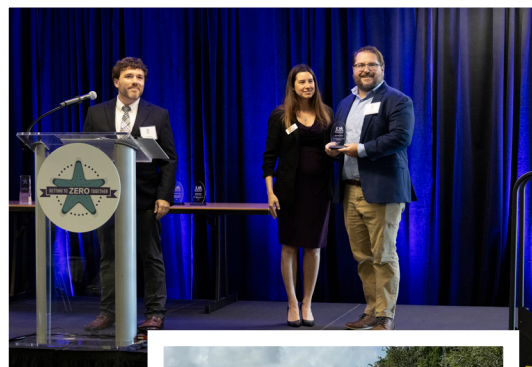
Vince also highlighted some of the activities in Flagler and Lake counties, which joined the BFF program for the first time this year with support from FDOT's Target Zero initiative and the Volusia-Flagler TPO.

Lastly, BFF presented four awards during the summit, including the new Randy Schrader Lifetime Achievement Award.

THE ENGINEERING AWARD

The City of St. Cloud

The City of St. Cloud enhanced pedestrian safety near Peghorn Nature Park by upgrading the Budinger Avenue crosswalk with a Rectangular Rapid Flashing Beacon (RRFB). Positioned close to St. Cloud Elementary School and the BMX park, the crosswalk had previously benefited from enforcement efforts that brought gradual improvements. However, following the RRFB installation, driver yield rates saw a dramatic increase – from 33% to 81% – marking a significant step forward in protecting pedestrians in the area.



THE ENFORCEMENT AWARD

Volusia County Sheriff's Office

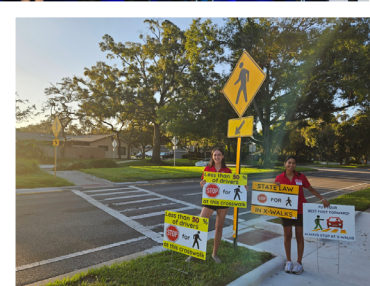
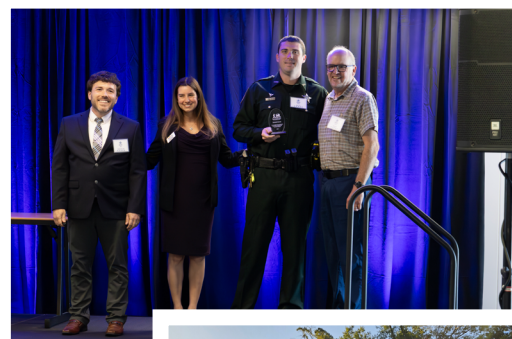
The Volusia County Sheriff's Office was honored for its efforts to enhance pedestrian safety at the Ocean Shore Blvd (State Road A1A) crosswalk near Tom Renick Park in Ormond Beach. Through two targeted enforcement operations, deputies issued 75 warnings and citations at this high-traffic beach access location. Their work substantially increased driver yield rates from 19% to 42%, representing the most significant improvement achieved through enforcement alone across all counties last year.



THE "TRIPLE E" AWARD (ENFORCEMENT, ENGINEERING, EDUCATION)

Seminole County

Seminole County Government received this award for improving the midblock crosswalk on Hunt Club Boulevard at the Wekiva Neighborhood Trail in Longwood. After years of monitoring, significant upgrades were made, including removing visibility-obstructing trees, redesigning sidewalk and median ramps for better access by bicycles, scooters, and strollers, and installing enhanced pavement markings and signage. These changes increased driver yield rates from 14% to 44%. The crosswalk now stands as a regional model for high-use pedestrian crossings.



THE RANDY SCHRADER LIFETIME ACHIEVEMENT AWARD

MetroPlan Orlando

This year, BFF introduced a new distinction: the Randy Schrader Lifetime Achievement Award, named in honor of the late Randy Schrader, a dedicated BFF team member and lifelong public servant who tirelessly advocated for pedestrian safety. The inaugural award was presented to MetroPlan Orlando in recognition of their longstanding support of BFF and leadership in advancing pedestrian safety initiatives across Central Florida. From helping launch county-wide steering committees to organizing regional safety summits and enforcement operations, MetroPlan Orlando has played a pivotal role in shaping the region's pedestrian safety strategy.



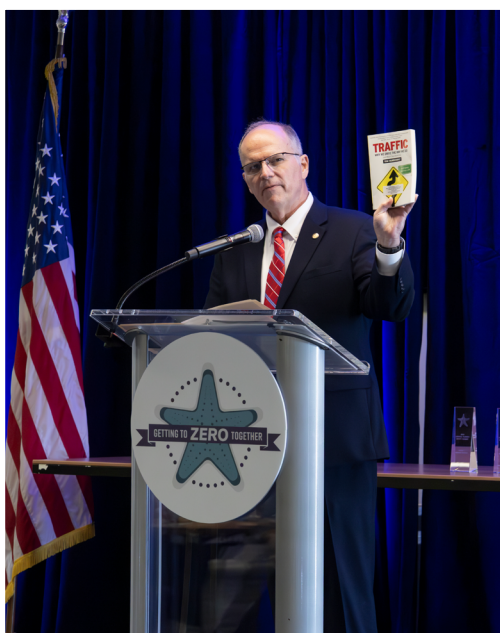
Safety Summit Speakers Take the Stage

The distinguished speakers at the 2025 Central Florida Safety Summit were quite an engaging group!

District Five Secretary John Tyler and District Five Safety Administrator Loreen Bobo

Secretary John Tyler delivered the opening remarks and served as co-host and master of ceremonies for the second annual Central Florida Safety Summit. He also provided district updates and discussed collaborative activities, such as focus groups, underway to improve the district's efforts to Get to Zero.

Safety Administrator Loreen Bobo discussed the ongoing Target Zero efforts, the importance of the First Step Shelter collaboration, the tragic recent loss of two surveyors on I-95 in Palm Bay, and the meaning behind the starfish used in the awards programs. She also shared statistical trends for Central Florida and discussed the Central Florida Safety Strategic Plan.



State Rep. Bill Partington

As the keynote speaker, State Rep. Bill Partington spoke about the importance of a strong traffic safety mindset, how much Central Florida has changed since his childhood, and some safety improvements he has seen over the years.



State Sen. Tom Wright

Sen. Tom Wright, who represents parts of Volusia and Brevard counties and serves on several committees, including the Transportation Committee, helped kick off the event with a warm welcome. He also shared his perspectives on how the Florida Legislature is considering policies and working to help fund programs that can assist Florida in "Getting to Zero."

Sean Belgrade, Regional Vice President for Business Relations, NASCAR Southeast Region

Sean Belgrade greeted everyone at the Daytona International Speedway, the iconic 600-acre racing complex where cars may reach speeds of 200 mph, but safety remains a top priority. He shared how the Speedway is collaborating with FDOT to bring a broader Teen Safe Drive program to Volusia County, an initiative aimed at enhancing safety training for young drivers by allowing them to learn safer driving techniques – potentially from professional race car drivers themselves.



Safety Summit Speakers Take the Stage (cont.)

Lt. Christopher Thibodeau, Sumter County Sheriff's Office

Lt. Thibodeau shared how his office uses data to help them make informed decisions. The data helps respond to complaints quicker and aids in using enforcement resources more efficiently and effectively. Overall, this increases road safety because the data can help address roadway congestion issues, plan traffic flow for special events and reduce crashes.



Colleen Nicoulin, Executive Director, Volusia-Flagler Transportation Planning Organization (TPO)

Colleen Nicoulin spoke about the Smart Driving College Challenge, which in coordination with FDOT District Five, was developed through a social marketing class and focuses on eliminating driving behaviors that can contribute to crashes. It was launched as a competition between four area universities, which were provided with toolkits and hosted special on-campus events that promoted the initiative. Prize incentives were offered to participants who agreed to use the Safe Roads Challenge app. Volusia-Flagler TPO found a positive correlation between outreach, participation, and driving behavior improvements at the schools that participated.



Koda the Fluff and Jena

Social media influencer Koda the Fluff was joined on stage with her owner, Jena. They have both become great safety partners over the past year. Koda has over 383,000 followers on Facebook, nearly 50,000 followers on Instagram, and almost 5,000 fans on YouTube. Koda has partnered with multiple FDOT districts, the Children's Safety Village of Central Florida, Florida Highway Patrol, multiple sheriff's offices, and hospitals to promote fun safety messages.

**Here's a look at one of Koda's entertaining but educational videos:
*Koda Learns to MOVE OVER at Safety Village With FDOT & FHP.***





Marion County Commissioner Michelle Stone, Ocala Marion Transportation Planning Organization (TPO)

Commissioner Michelle Stone touched on Ocala Marion TPO and Marion County's *Safety Matters* video series. The goal is to produce 10 videos over six months to teach motorists the importance of driving safely. Topics will range from bicycle and pedestrian safety, school safety, aggressive driving, and seat belt use to stopping for red lights, the Move Over law that protects first responders, and motorcycle safety. Stone also mentioned how the Marion County Tax Collector's Office is helping distribute teen driver education packets to new teen drivers.

Lara Bouck, Manager of Project Development, MetroPlan Orlando

Lara Bouck provided a Vision Zero Central Florida update for the MetroPlan Orlando area. A \$3.79 million grant was used to develop a regional safety action plan and individual plans for each jurisdiction in the three-county planning area. Ongoing efforts include the quarterly safety speaker series featuring trending safety topics, safety moments shared at each board and advisory committee meeting, and quarterly task force meetings facilitating information sharing within the region and supporting local implementation.



Lenny Barden, P.E., City Engineer, City of Altamonte Springs

Lenny Barden touted successful local projects, such as the Spring Lake Boulevard traffic calming project, which reduced the likelihood of a serious injury crash on that roadway by 30 percent. He also highlighted the addition of a 10-foot-wide sidewalk and a bicycle track along State Road 436 and the Central Parkway Flex Path, which will eventually connect the Seminole-Wekiva Trail to the Altamonte Springs SunRail station.

Champions of Change: Central Florida Safety Awards

The second annual Central Florida Safety Awards were presented for excellence in six categories: Public Safety, Community, Individual, Outreach, Partner, and Project. FDOT District Five Safety Administrator Loreen Bobo and FDOT District Five Secretary John E. Tyler presented each award. The award design included a single starfish to signify that while these efforts may have benefited many, they matter most to the person whose life was saved. Thank you to all of our Central Florida partners for your dedication to safety – whether through enforcement, planning, administration, incident response, education, or community outreach. Your combined efforts and steadfast commitment help make our Central Florida roads safer!

THE PUBLIC SAFETY AWARD Palm Bay Police Department

The Palm Bay Police Department participates in FDOT's High Visibility Enforcement (HVE) Program. The HVE program helps increase awareness of and compliance with Florida's traffic laws and regulations pertaining to pedestrian and bicyclist safety. Through the HVE grant, the Palm Bay Police Department educates those they stop instead of writing a ticket for non-compliance. They are also recipients this year of a Speeding and Aggressive Driving grant, supporting sustained high-visibility and enforcement of speed limits, and education on the dangers of excessive speed and aggressive driving. Commitment to education in their community about the safety implications of excessive speed and aggressive driving was also evident in 2024. Officer Eddy Lutz was recognized as the impaired driver enforcement Officer of the Year for the State of Florida. Congratulations to the Palm Bay Police Department for your efforts toward transportation safety!



THE COMMUNITY AWARD City of Port Orange

The City of Port Orange takes a highly proactive, year-round approach to outreach and, as a result, has a very engaged community. Port Orange hosts multiple safety message campaigns and events throughout the year, including the Port Orange Bike Safety Rodeo. This event was held in partnership with the Volusia County School District, the Volusia-Flagler TPO, Bike/Walk Central Florida, and FDOT. In addition to enhancing youth safety, fostering confidence in young riders, and promoting healthy, active transportation, the Bike Safety Rodeo supports a broader initiative to improve roadway safety and encourage active travel throughout Volusia County. Congratulations to the City of Port Orange!



THE INDIVIDUAL AWARD

Brenda Urias

Brenda Urias co-owns the Bicikleta Bike Shop in Sanford. She is the founder of Sanford Tours & Experiences. Even with these work commitments, Brenda also made time to serve as a board member of Bike/Walk Central Florida in 2024. She says her passion for cycling and love of the Sanford community make her want to continually enhance the culture of hospitality and inclusiveness in the Central Florida cycling community. Brenda is also committed to practicing and teaching bicycling safety to riders of all ages and is an excellent role model of citizen participation for the greater good. Congratulations to Brenda for her efforts to bring safe cycling to her community!



Brenda is also committed to practicing and teaching bicycling safety to riders of all ages and is an excellent role model of citizen participation for the greater good.



THE OUTREACH AWARD

Ocala Marion County Transportation Planning Organization (TPO)

Ocala Marion County TPO's Safety Matters initiative is a community-driven effort to promote roadway safety for drivers, pedestrians, and cyclists around Marion County. Key aspects of this effort include community engagement and broad education and awareness campaigns through the Safety Matters video series. Ocala Marion TPO works with the following organizations on Safety Matters and credits the success of this series to their participation: Ocala Police Department, Dunnellon Police Department, Belleview Police

Department, Marion County Sheriff's Office, Florida Department of Health, City of Ocala, City of Dunnellon, City of Belleview, Florida Highway Patrol, Ocala Fire Rescue, Marion County Public Schools, FDOT District Five, Marion County Fire Rescue, and National Coalition for Safer Roads. Congratulations to Marion County and Ocala Marion TPO for bringing safety messages to your community!

Champions of Change: Central Florida Safety Awards (cont.)

THE PARTNER AWARD

Children's Safety Village of Central Florida

Children's Safety Village of Central Florida is a nonprofit organization that aims to prevent child injuries and fatalities through lifesaving education and experiential learning. Educational content and experiences focus on unsafe conditions children encounter, thereby helping to prevent childhood accidents and serious injuries. In recent years, the Children's Safety Village partnered with FDOT, the Florida Highway Patrol, Orange County and other organizations to provide opportunities to educate Florida's youngest transportation users to help them learn good habits at an early age. Children's Safety Village is a recipient of an FDOT grant that will allow them to expand their activities, reaching more students with vital safety programs in Central Florida. Congratulations to the Children's Safety Village of Central Florida for all you do to keep our children safe!



THE PROJECT AWARD

Orange County – UCF Pedestrian Safety Improvement Project

The nine counties that make up FDOT District Five have all implemented admirable safety improvements this past year. However, Orange County won this year's Project Award for the University of Central Florida (UCF) Pedestrian Safety Improvement Project. Orange County studied the roadways along UCF's main campus after multiple students were killed trying to cross them. After significant study and in coordination with UCF and FDOT, Orange County began a \$13.2 million project to enhance safety on crosswalks and across UCF property.

Construction began in fall 2023 and concluded in spring 2025. Among the many improvements made for better safety are pedestrian fencing and landscaping in the medians to direct people to crosswalks; a 10-foot-wide pedestrian/bike path running the length of UCF along the east side of Alafaya Trail with pedestrian scale lighting; signalized mid-block crosswalks at Alafaya Trail and Solon Drive and at University Boulevard and Turbine Drive; high-visibility crosswalks and smaller turning radii to slow down vehicle traffic at multiple intersections; textured crosswalks at smaller roads and driveways; and upgraded LED roadway lighting along Alafaya Trail. Congratulations to Orange County for recognizing a need and taking action!



Charting the Course to Zero: Central Florida Safety Strategic Plan Update

Partners across Central Florida have continued to advance the Central Florida Safety Strategic Plan (CFSSP) over the last year. The CFSSP was unveiled in May 2024 and contains 21 Action Steps designed to help the region “get to zero.” Over the previous year, the CFSSP Steering Committee has met three times, and Focus Groups have been meeting monthly to advance the 21 Action Steps.

At the Steering Committee meeting in April in Cape Canaveral, Focus Group representatives presented their action step work and detailed the work they anticipated continuing to advance in 2025. Steering Committee members asked questions, discussed safety-related items in their communities and provided guidance to the Focus Groups as they look to continue to advance the 21 Action Steps. At the meeting, FDOT District Five Secretary John Tyler noted how impressive it is to see the public sector, private sector, and safety advocates working so closely together to help our region “get to zero.”

At the Central Florida Safety Summit, FDOT District Five Safety Administrator Loreen Bobo provided details about the Central Florida Safety Strategic Plan and key highlights and she summarized the collaborative work being advanced by the Steering Committee and the Focus Groups.

The next Steering Committee meeting is scheduled for September in Casselberry, while the Focus Groups will continue to meet monthly to advance the 21 Action Steps through 2025.



The Central Florida Safety Strategic Plan Steering Committee met three times in the last year to advance the Central Florida Safety Strategic Plan.

FDOT District Five has created a link on the Office of Safety website that includes the Steering Committee meeting materials and the Action Step Tracking Spreadsheet.

This information can be found at: [Central Florida Safety Steering Committee](#)

Thank You to Our Supporters

We would like to thank everyone who attended this year's safety summit. More than 250 people from 70 agencies and organizations were represented. We also extend our gratitude to the agencies, municipalities, community partners, advocacy groups and safety sponsors that prioritize transportation safety daily.

MPO/TPO Agencies & Counties



Cities & Towns



Public Safety



Advocacy Groups & Partners



Safety Champion Sponsors



Safety Advocate Sponsors



Safety Supporter Sponsors





Join the Mission

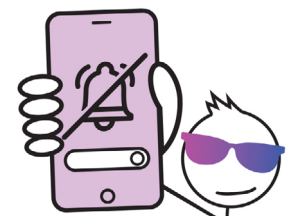
Safety on our roads is not just a personal responsibility—it's a shared commitment that affects every life in Central Florida and beyond. Whether riding a bike, crossing the street, or driving behind the wheel, every decision can impact those around you. One moment of distraction or impatience can have lasting consequences.

That's why FDOT District Five Office of Safety calls on everyone to take action and support achieving our collective goal of zero traffic fatalities and serious injuries. Together, we can make our roads safer for all. Here are some ways you can get involved:

- Participate in an outreach event being hosted by partners across Central Florida. The Office of Safety frequently hosts and attends community events, providing safety outreach. FDOT employees must obtain their supervisor's approval before volunteering. To view outreach events, visit www.eventbrite.com/cc/fdot-d5-office-of-safety-outreach-events-1473989.
- Target Zero focuses on influencing safe driving behaviors. Educational materials and resources are available for use in safety campaigns and programs or at community outreach events. Visit www.fdot.gov/agencyresources/target-zero for more information.
- The Central Florida Safety Steering Committee (CFSSC) is comprised of 16 leaders from across Central Florida, with representation from FDOT, every local metropolitan planning organization/transportation planning organization, and municipalities within FDOT's District 5. The CFSSC was created to guide and direct the action steps outlined within the Central Florida Safety Strategic Plan (CFSSP). The CFSSC created focus groups to help address these action steps. If you want to participate in a focus group, sign up [here](#).
- Community Traffic Safety Teams (CTSTs) are locally based, data-driven groups of highway safety advocates committed to improving traffic safety in their communities. By working with interested citizens and other traffic safety advocates, the CTSTs help solve local traffic safety problems and promote public awareness of traffic safety best practices. For more information on the CTSTs in Central Florida and how to get involved, contact Joe Steward at Joe.Steward@dot.state.fl.us.



DRIVE TIME IS YOU TIME
Ride with DO NOT DISTURB



For additional resources and information, visit the FDOT District Five Office of Safety website at www.fdot.gov/d5safety.



www.fdot.gov/d5safety



facebook.com/myFDOTCFL



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



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

Air Quality Monitoring: Ozone Attainment Status

January - June

As of June 16, 2025

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	62	11-Apr
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: 63

Change 0

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	62	16-Apr
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: 64

Change 0

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	66	23-May
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: 67

Change 2

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	65	16-May
2024	68	18-Apr
2023	66	6-Sep
2022	62	3-May

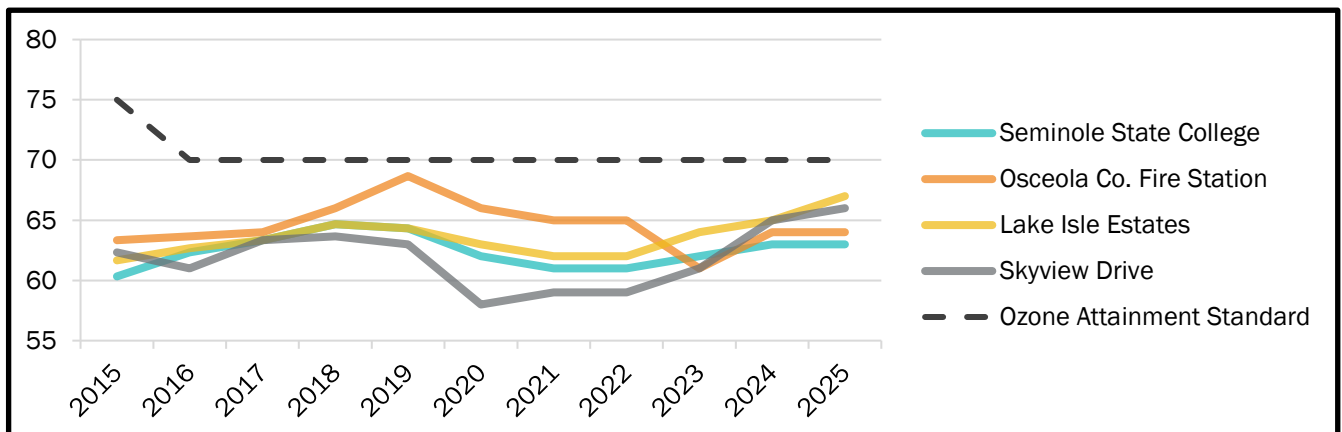
2024 3-Year Attainment Average: 65

2025 Year-to-Date 3-Year Running Average: 66

Change 1

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Air Quality Monitoring: Particulate Matter 2.5 Attainment Status

As of June 16, 2025

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

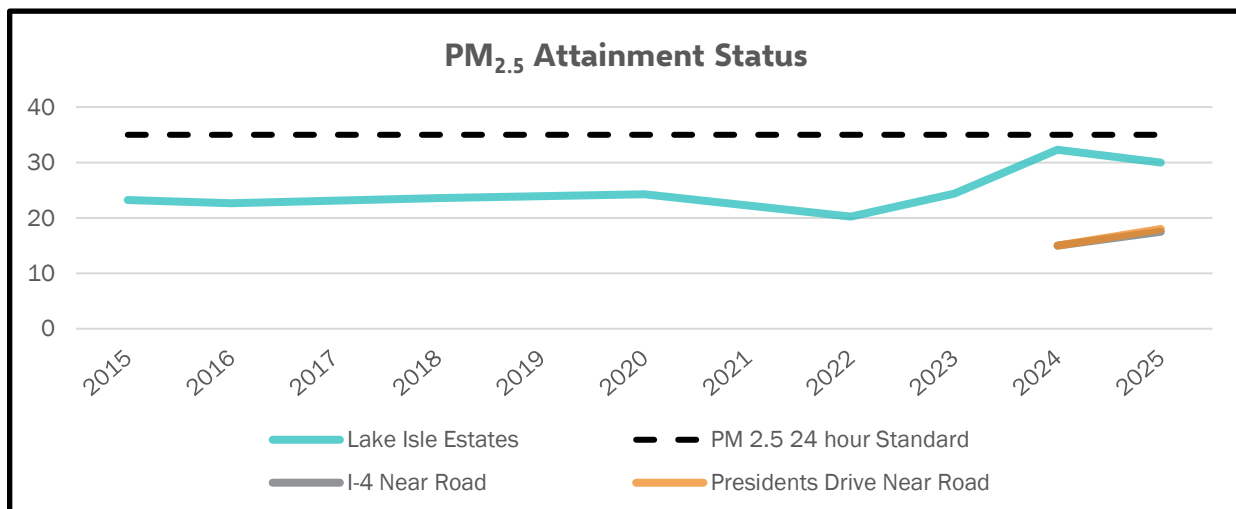
PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2025	30
98th percentile, 3 year average - 2024	32
Change	(2)

I-4 Near Road (#095-0009)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	20	5-Jun
2024	15	3-Dec

PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2025	18
98th percentile, 3 year average - 2024	15
Change	3

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	21	5-Jun
2024	15	8-Aug

PM _{2.5} 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2025	18
98th percentile, 3 year average - 2024	15
Change	3



Air Quality Monitoring: Primary NO₂ Attainment Status As of June 16, 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

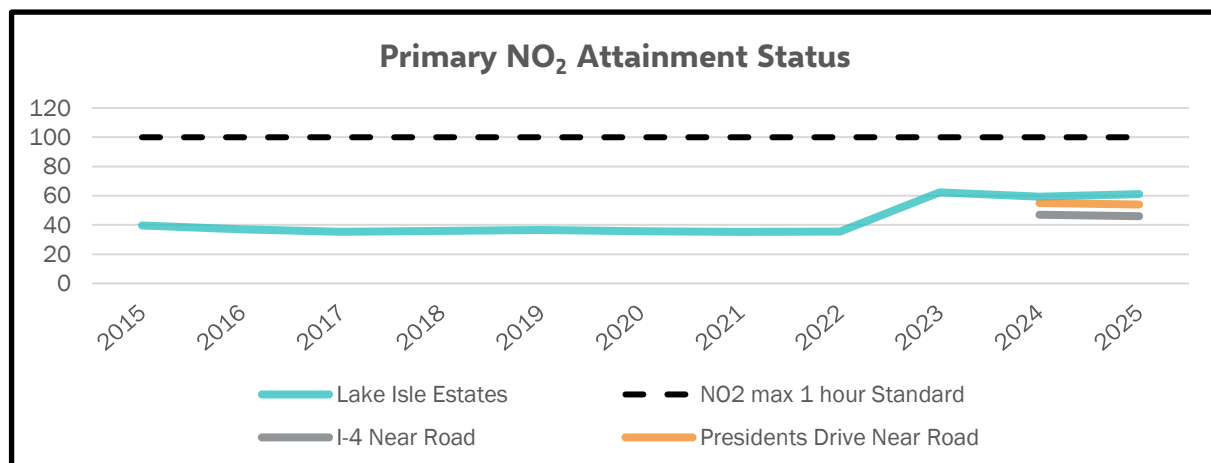
NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2025	61
98th percentile, 3 year average - 2024	59
Change	2

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

NO ₂ 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

NO ₂ 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

June 10, 2025

The Honorable Sean Duffy, Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Secretary Duffy,

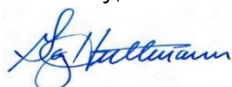
In 2024, Orange County Government, Florida published the *Orange County Vision Zero Action Plan* with the goal to reduce the number of fatalities and severe injuries on the transportation system to zero by 2040. The Vision Zero Action Plan determined four corridors within each Orange County Commission District that experienced high incidence of fatalities and serious injuries from 2018 through 2022. These corridors represent a safety need within their communities. Through the Vision Zero Action Plan, Orange County Government identified engineering countermeasures that may significantly reduce or eliminate roadway fatalities and serious injuries along these corridors.

In support of the Vision Zero Action Plan, Orange County is requesting *Safe Streets for All (SS4A) Implementation Grant* funding from the U.S. Department of Transportation to deploy these critical countermeasures, greatly improving safety for all transportation users. Many of the proposed solutions are low-cost, high-impact strategies, spread across a wide variety of corridors within Orange County. The proposed project will ensure County leadership, partner agencies, and the public are engaged in this implementation of the Vision Zero Action Plan.

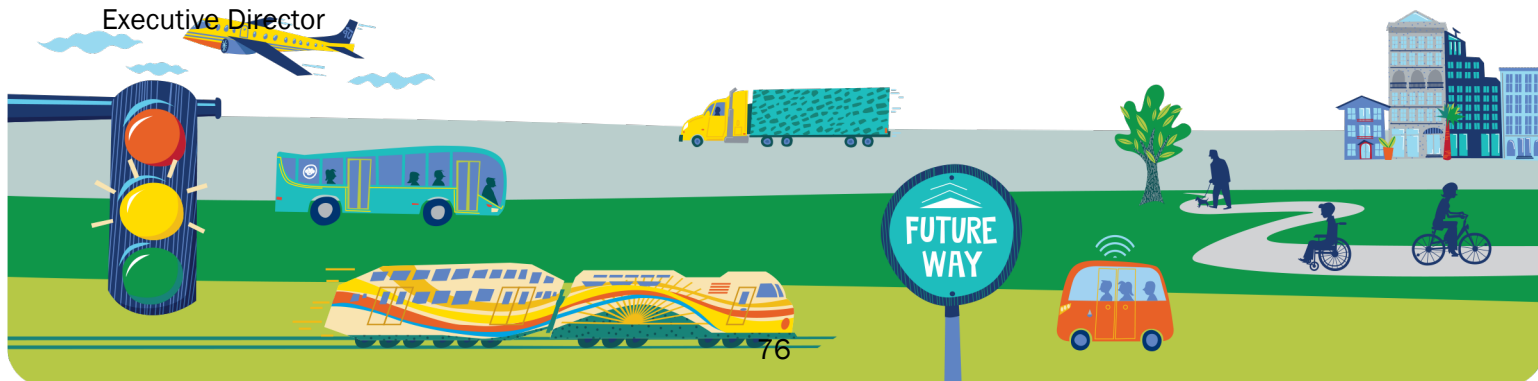
On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, we support Orange County's continued efforts to improve safety for the traveling public through this SS4A Implementation Grant. The Action Plan's proposed improvements are vital to the safety of the transportation system, and MetroPlan Orlando will provide support as needed.

In conclusion, we anticipate the SS4A Implementation Grant will empower Orange County to deploy safety improvements that have already been vetted for feasibility and effectiveness. These countermeasures will contribute to the safety and well-being of residents and visitors in Orange County. I encourage your favorable consideration of this request.

Sincerely,



Gary Huttman, AICP
Executive Director



June 10, 2025

The Honorable Sean Duffy, Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support – Seminole County SS4A Grant Application

Secretary Duffy,

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I am pleased to offer this letter of support for Seminole County's application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program.

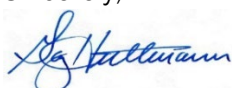
Seminole County's proposed deployment of Intelligent Transportation System (ITS) infrastructure at all signalized intersections across the County is a timely and strategic investment that aligns directly with our region's shared commitment to advancing traffic safety. This project supports the implementation of the *Increasing Momentum Toward Vision Zero in Central Florida Action Plan*—a regional initiative led by MetroPlan Orlando—and demonstrates leadership in leveraging advanced technology to improve safety outcomes for all users.

The planned enhancements—including connected vehicle roadside units (RSUs), CCTV, adaptive signal control, and near-miss detection software—will significantly improve intersection performance, reduce crash potential, support emergency response, and promote equitable access for pedestrians, cyclists, and motorists alike.

This project aligns closely with MetroPlan Orlando's Vision Zero objectives, and we applaud Seminole County's proactive and data-informed approach to reducing fatalities and serious injuries in our transportation network.

MetroPlan Orlando supports this application and is committed to continued partnership throughout its implementation. We respectfully encourage your favorable consideration.

Sincerely,



Gary Huttman, AICP
Executive Director



June 18, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE Washington, DC 20590

Subject: *Letter of Support for the City of Orlando's "Safe Speeds Lab" Safe Streets for All (SS4A) 2025 Grant Application*

Secretary Duffy,

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, we support the City of Orlando for this SS4A 2025 Grant Application. If approved, the 2025 SS4A grant will help finance the creation of the "Safe Speeds Lab." The Safe Speeds Lab will craft a speed management plan to reduce speeds on the City of Orlando's streets by constructing low-cost, high-impact traffic calming devices on 20 miles of city-maintained streets with identified chronic speeding and safety issues.

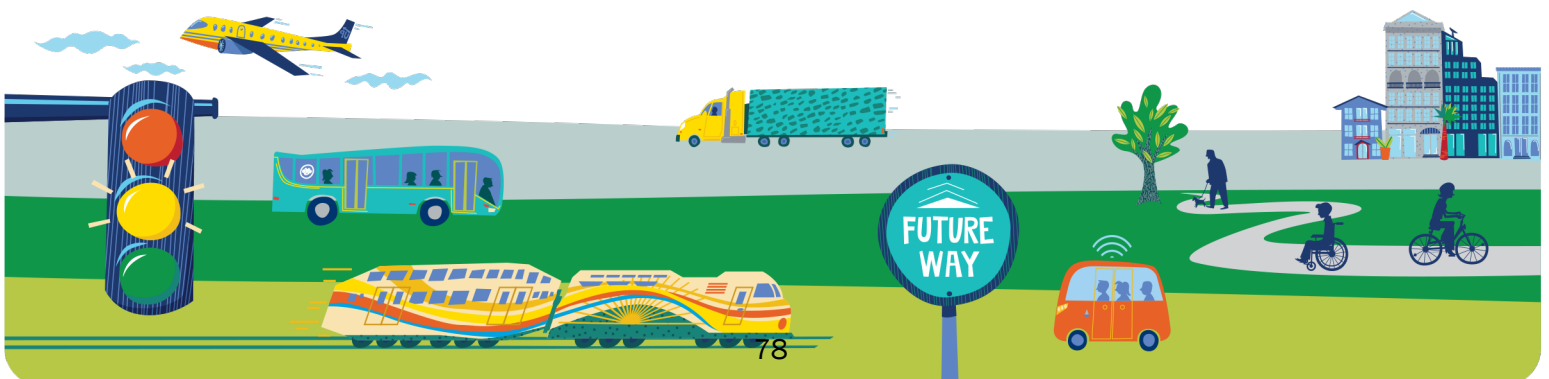
These research-backed traffic calming devices will include speed humps, speed cushions, raised crosswalks, bulb-outs, chicanes, and islands. The city will also explore innovative traffic calming solutions like signal timing progression and daylighting.

We request your favorable consideration and ultimate approval of this grant application to improve safety on Orlando's streets by reducing speeds, improving visibility between drivers and pedestrians, and installing low-cost, high-impact traffic calming devices in areas with documented speed concerns. The Safe Streets Lab will make Orlando an even safer, more accessible, and more enjoyable place for residents, workers, and visitors who rely on the city's transportation networks.

Sincerely,



Gary Huttman, AICP
Executive Director



June 18, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE Washington, DC 20590

Re: Letter of Support – City of Apopka’s FY 2025 SS4A Implementation Grant Application for the Ocoee-Apopka Road Complete Streets and Trail Project

Secretary Duffy:

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 City of Apopka’s FY 2025 Safe Streets and Roads for All (SS4A) Implementation Grant application for the **Ocoee-Apopka Road Complete Streets and Trail Project**.

With a population of just over 60,000 people, Apopka is one of 13 cities and towns in Orange County. This critical infrastructure project will improve regional connectivity, enhance roadway safety, and support transportation access across Apopka and surrounding communities in Central Florida. Ocoee-Apopka Road serves as a vital corridor for emergency responders, local businesses, schools, and neighborhoods—connecting residents to jobs, services, and community centers. Importantly, this project also supports the long-term industrial, commercial, and residential growth planned for the area.

The City of Apopka’s commitment to a Complete Streets approach is commendable. By implementing proven safety countermeasures such as signal enhancements, median islands, and pedestrian and bicycle infrastructure, the project will reduce crash risk, provide safer travel options for all users and move goods safely. The addition of sidewalks and a multi-purpose trail will link neighborhoods to Downtown Apopka, retail districts, and the public transit depot—fostering multimodal accessibility and regional mobility.

I appreciate your favorable consideration of the City of Apopka’s application and encourage the Department to support this important investment in safety, equity, and regional transportation resilience.

Sincerely,


Gary Huttmann, AICP
Executive Director

June 23, 2025

The Honorable Sean Duffy, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Osceola County's FY25 Safe Streets for All Implementation Grant Application

Secretary Duffy:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I offer our support for Osceola County's FY25 Safe Streets for All Implementation Grant application. This funding request will enable the County to implement a targeted suite of systemic safety strategies that align with its adopted 2024 Vision Zero Action Plan and address persistent fatal and serious injury crash patterns.

The County's proposed implementation efforts will focus on four corridors across the county, that have a history of severe crashes - which underscore the urgent need for proven safety countermeasures. These locations have been prioritized based on crash data from 2019 to 2024 and are well-documented in the County's high-injury network analysis.

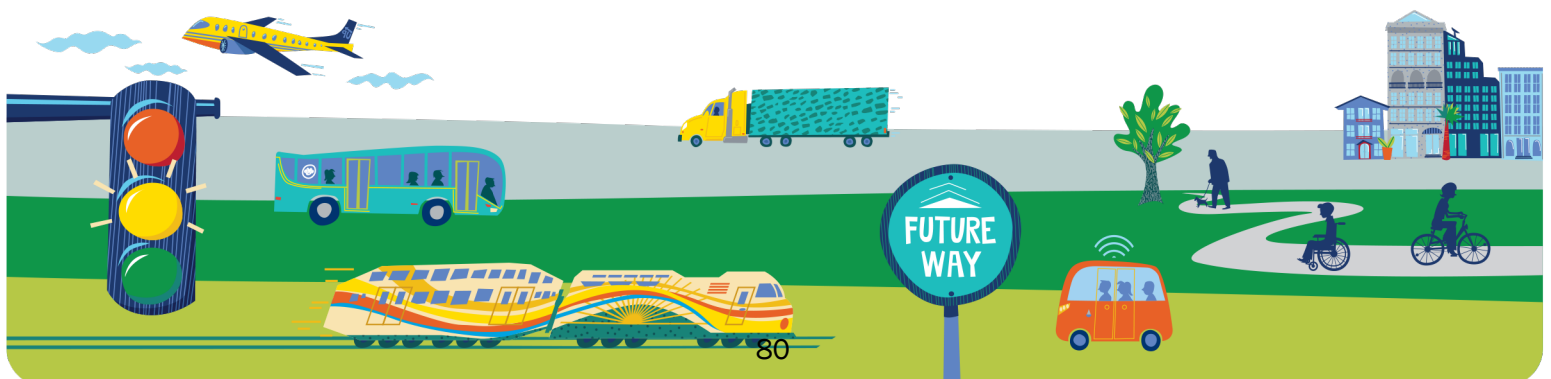
All planned improvements are outlined in FHWA's Proven Safety Countermeasures list and align fully with the Safe System Approach promoted by the U.S. Department of Transportation. These interventions are data-driven and scalable. Many of the improvements are located in historically underserved communities and census tracts with high proportions of low-income households.

I respectfully urge your full and favorable consideration of this request and stand ready to support its implementation in any way we can.

Sincerely,



Gary Huttman, AICP
Executive Director



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

June 17, 2025

Subject: **Public Hearing – July 15 & 17, 2025**
State Road 417 Sanford Airport Connector
Project Development & Environment (PD&E) Study
CFX Project Number: 417-246A

Dear Government Partner:

The [Central Florida Expressway Authority](#) (CFX) is holding a Public Hearing for the State Road 417 Sanford Airport Connector Project Development & Environment (PD&E) Study.

The Connector is being considered to help alleviate traffic on local roads such as East Lake Mary Boulevard and Ronald Reagan Boulevard while meeting the growing demands of area residents and businesses that rely on SR 417 Seminole Expressway, including Orlando Sanford International Airport.

Community input from public agencies, public meetings, project area stakeholders, engineering evaluations and refinements developed the Preferred Alternative for the SR 417 Sanford Airport Connector PD&E Study. The study team will hold a public hearing on the Preferred Alternative for review and comment.

The Preferred Alternative includes a connection between SR 417 and East Lake Mary Boulevard near Red Cleveland Boulevard that would meet the project's purpose and need. The study goals include identifying transportation mobility options that could meet current and future demands, enhancing mobility for the area's growing population and economy by providing additional transportation infrastructure, providing consistency with local plans and policies, providing direct access to the Orlando Sanford International Airport, and promoting regional connectivity.

The Public Hearing is being held both in-person and virtually. All hearings will present identical information and allow for public comment. Please see below for details on how to participate:

Virtual Hearing

- Tuesday, July 15, 2025
- 6 p.m. – 7 p.m.
- View presentation and submit written comments and questions via the online meeting platform

In-person Hearing

- Thursday, July 17, 2025
- Sanford Civic Center
401 E. Seminole Blvd
Sanford, FL 32771
- **(Exhibits and Staff Interactions)**
5:30 p.m. – 6:30 p.m.
- **(Formal presentation and public comment)**
6:30 p.m. – 7:30 p.m.

Pre-register for the Public Hearing by scanning the QR code:



All comments received or postmarked by July 31, 2025, will become part of the hearing record. A court reporter will be present at the in-person hearing to take individual comments and to record a formal transcript.

The draft study documents will be available for public viewing from June 24, 2025, through July 31, 2025, at the following locations:

- Seminole County Public Library - North Branch
150 N Palmetto Ave., Sanford, FL 32771
Monday - Thursday, 9 a.m. - 8 p.m.; Friday - Saturday, 9 a.m. - 5 p.m.; Sunday, 1 p.m. - 5 p.m.
- Central Florida Expressway Authority
4974 Orl Tower Rd., Orlando, FL 32807
Monday - Friday, 8:30 a.m. – 4:30 p.m.; Saturday, Closed; Sunday, Closed
- On the study website at <http://bit.ly/SR417-Sanford-Airport-Connector>

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

Please see the attached fact sheet or visit <http://bit.ly/SR417-Sanford-Airport-Connector> for study details. For questions or to be added to the project contact database, contact Nick Lulli, Public Involvement Coordinator, by email at ProjectStudies@CFXway.com.

Sincerely,



Glenn Pressimone, PE
Chief of Infrastructure
Central Florida Expressway Authority

Attachments: Fact Sheet



SR 417 SANFORD AIRPORT CONNECTOR PD&E STUDY

SR 417 TO RED CLEVELAND BOULEVARD

SUMMER 2025

- (407) 505-5594
- ProjectStudies@CFXway.com
- www.CFXway.com
- @CFXway



STUDY DESCRIPTION

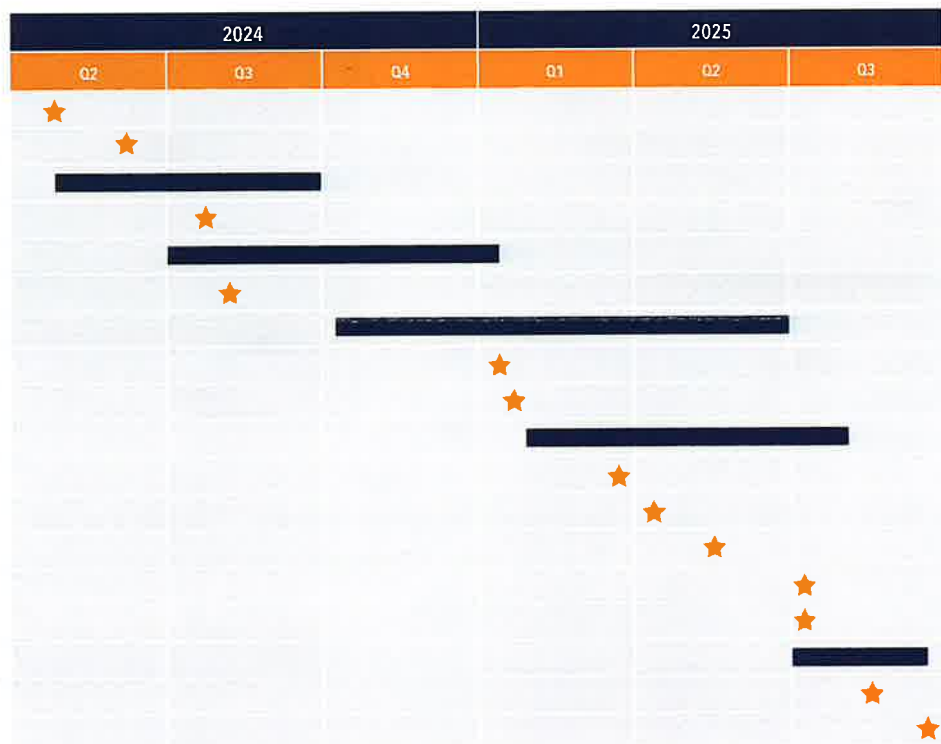
The State Road 417 Sanford Airport Connector proposes providing direct access between SR 417 (Seminole Expressway) and East Lake Mary Boulevard, near Red Cleveland Boulevard. The new connector would help alleviate traffic on local roads (such as East Lake Mary Boulevard and Ronald Reagan Boulevard) and meet the growing demands of residents and businesses in the area that rely on SR 417, including Orlando Sanford International Airport.

Based on agency and community input – including from the January 2025 Alternatives Public Workshop and April 2025 Refined Alternatives Public Workshop – and engineering evaluations and refinements, the State Road 417 Sanford Airport Connector Project Development & Environment (PD&E) Study has developed a Preferred Alternative, Alignment 2A, and will hold a series of Public Hearings for review and comment.



STUDY SCHEDULE

- Notice to Proceed
- ESC Project Kickoff Meeting
- Data Collection
- EAG, PAG, CEG, & ESC Meetings
- Alternatives Evaluation
- Public Kickoff Meeting
- Draft PD&E Study Reports
- EAG, PAG, CEG, & ESC Meetings
- Alternatives Public Workshop
- Refine Alternatives
- EAG, PAG, CEG, & ESC Meetings
- Refined Alternatives Public Workshop
- ESC Meeting
- EAG, PAG, & CEG Meetings
- Public Hearing
- Finalize PD&E Study Reports
- Present to CFX Governing Board
- CFX Review/Study Complete



The Central Florida Expressway Authority (CFX) is an independent agency of the State of Florida that operates and maintains a regional network of expressways for 3 million residents of Brevard, Lake, Orange, Osceola, and Seminole counties and more than 75 million annual visitors to Central Florida. CFX's 125-centerline mile, user-funded system includes 73 interchanges, 14 mainline toll plazas, 5 mainline gantries, 76 ramp toll plazas and 369 bridges. On average, more than 1.6 million toll transactions are recorded daily, nearly 98 percent of them electronically. CFX operates E-PASS, the first electronic toll collection system in Florida, with more than one million E-PASS accounts. For more information, visit CFXway.com.

SR 417 SANFORD AIRPORT CONNECTOR PD&E STUDY

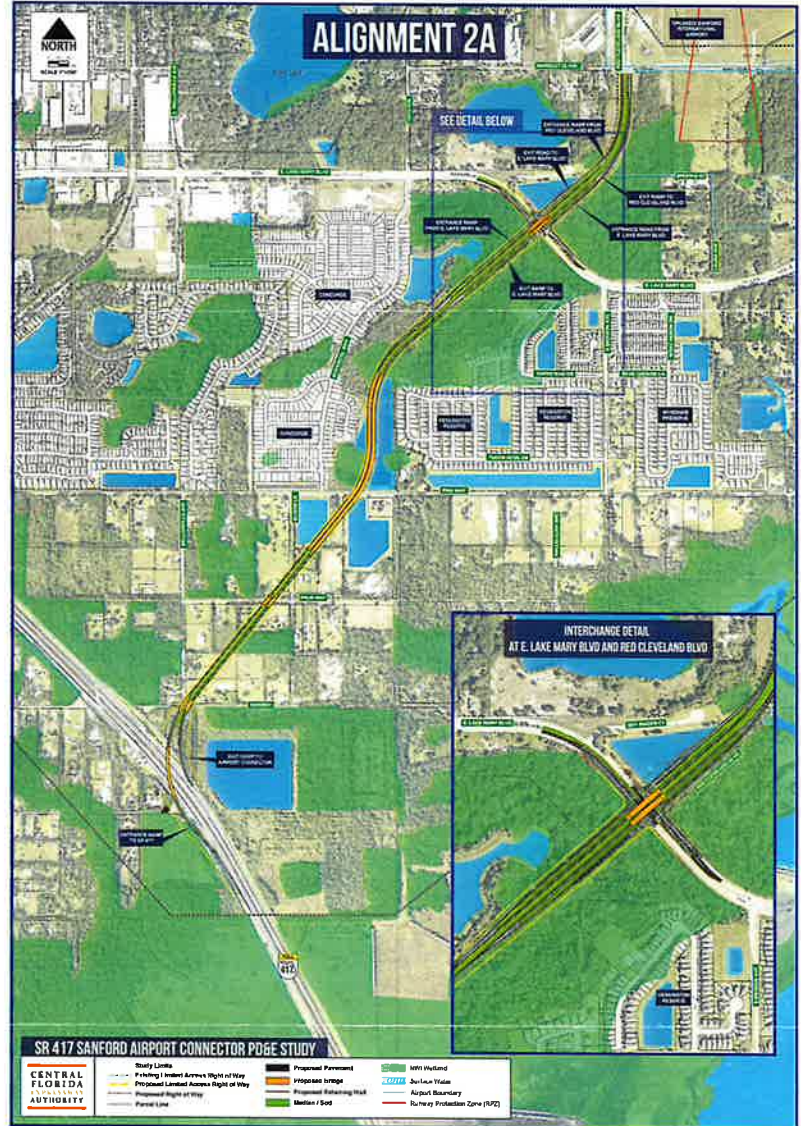
SR 417 TO RED CLEVELAND BOULEVARD

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

★ STUDY GOALS

- Identifying transportation mobility options that could meet future demand
- Enhancing mobility for the area's growing population and economy by providing additional transportation infrastructure
- Providing consistency with local plans and policies
- Providing direct access to the Orlando Sanford International Airport
- Promoting regional connectivity and fulfilling the recommendation of the Seminole County Board of County Commissioners to re-evaluate the feasibility of the Sanford Airport corridor

📍 STUDY MAP



💡 STUDY PARTICIPATION

We value your input. Public engagement and interagency coordination are an integral part of the study, and opportunities for public participation will be provided. CFX will hold a Public Hearing on July 15, 2025 (virtual) and July 17, 2025 (in-person).

For questions or to be added to the project database, call **407.505.5594** or email ProjectStudies@CFXway.com. For the latest information on this project scan the QR code to the right to visit the project webpage

Para más información en español comuníquese con Tiany Sousa al **407.636.0209** o por correo electrónico a Tiany.Sousa@CFXway.com.



SCAN HERE

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por favor comuníquese con Tiany Sousa al 407-636-0209 o por correo electrónico a Tiany.Sousa@CFXway.com.

June 27, 2025

Secretary John Tyler, P.E.
Florida Department of Transportation, District 5
719 South Woodland Blvd, DeLand FL, 32720

Subject: Confirmation of Requested TIP Modification for FM# 446445-5

Secretary Tyler:

This correspondence serves as confirmation that MetroPlan Orlando's FY 2024/25 – 2028/29 Transportation Improvement Program (TIP) has been modified per the request of the Florida Department of Transportation on June 26, 2025, to include the details below:

FM #	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
446445-5	Truck Parking Central Florida Corridor – Osceola County Site	N/A	0.375	ROW ENV	NFPD NFPD Total	\$ 11,370,000 <u>\$ 1,700,000</u> \$ 13,070,000	2026

MetroPlan Orlando staff will be uploading the necessary documentation to the FDOT GAP Portal. Please let us know if you require any additional information on this matter.

Sincerely,



Gary Huttman, AICP
Executive Director



FPN: 445210-1		From: E of Ham Brown Rd.			MTP Ref.: Pg. 73; ID # EC105				
Project Name: SR 600/ US 17/92		To: S of Portage St.			Managed by: FDOT				
Description: Resurfacing		Length: 3.88 miles			Roll Forward Amendment				
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	DIH	PE	\$ 1	\$ -	\$ -	\$ -	\$ -		\$ 1
	DDR	CST	\$ 26	\$ -	\$ -	\$ -	\$ -		\$ 26
	DIH	CST	\$ 2	\$ -	\$ -	\$ -	\$ -		\$ 2
\$ 17,712			\$ 28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,740

FPN: 445697-1		From: Three Lakes WMA			MTP Ref.: Pg. 73; ID # EC106				
Project Name: SR 60		To: W of US 441			Managed by: FDOT				
Description: Signing/Pavement Markings		Length: 14.74 miles			SIS Roll Forward Amendment				
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	ACSS	PE	\$ 6	\$ -	\$ -	\$ -	\$ -		\$ 6
	DIH	CST	\$ 4	\$ -	\$ -	\$ -	\$ -		\$ 4
\$ 1,737			\$ 9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,746

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FPN: 446445-5		From: -			MTP Ref.: Pg. 20; ID # EC238				
Project Name: Truck Parking - Central Florida Corridor: Osceola Co. Site		To: -			Managed by: FDOT				
Description: Parking Facility		Length: 0.38 miles			SIS Modified 6/27/2025				
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	ACFP	PE	\$ 3,303	\$ -	\$ -	\$ -	\$ -		\$ 3,303
	DIH	PE	\$ 10	\$ -	\$ -	\$ -	\$ -		\$ 10
	NFPD	ENV	\$ -	\$ 1,700	\$ -	\$ -	\$ -		\$ 1,700
	ACNP	ROW	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,750		\$ 3,500
	NFPD	ROW	\$ -	\$ 11,370	\$ -	\$ -	\$ -		\$ 11,370
\$ -			\$ 3,313	\$ 13,070	\$ -	\$ 1,750	\$ 1,750	\$ 14,445	\$ 34,328

Section 5



2050 MTP Status Report | June/July 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.
- Draft environmental documents development underway.
- Final preparation of the resilience documents underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Coordination to refine and the development of the planning consistency needs lists for non-TMA-Eligible projects are underway.
- Final revisions of the freight component completed.
- Continued development of a 2050 MTP Data Visualization Dashboard and online supporting materials.
- Developed revised, second draft funding scenarios for review and discussion at the MTP Technical Workshop, MPO Board, and MPO Advisory Committee meetings.

COST FEASIBLE PLAN DEVELOPMENT

- Began development of the Cost Feasible Plan narrative outline, cost feasible project needs list structure, and unfunded needs list structure.





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
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
July 24, 2025 at 12:00PM	Journey to 2050: Future Trends Webinar	Additional Information Coming Soon Virtual / Zoom
August 14, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
August 21, 2025 at 12:00PM	Journey to 2050: Community Characteristics Webinar	Additional Information Coming Soon Virtual / Zoom
September 11, 2025 at 12:00PM	Journey to 2050: Multimodal Transportation Needs Webinar	Additional Information Coming Soon Virtual / Zoom
September 29, 2025	2050 MTP Public Meeting	Additional Information Coming Soon Pine Hills Multicultural Center

For more information on the 2050 MTP, contact:

Taylor Laurent

2050 MTP Project Manager

MTP@MetroPlanOrlando.gov

(407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne

2050 MTP Public Information Manager

MTP@MetroPlanOrlando.gov

(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 Stay the Course scenario. A dial pointing to “more” indicates stronger support for the MTP goal compared to staying the course, while a “neutral” dial signifies a similar level of support to staying the course. 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**.

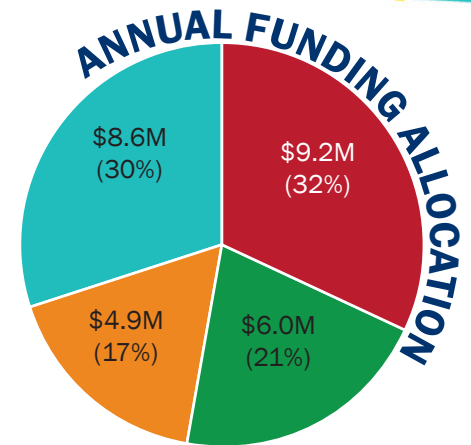
Program	Eligible Projects
 High Injury Network Countermeasures (Safety Projects)	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
 Complete Streets/Urban Corridor Improvements	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.
 Transportation Systems Management & Operations (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
 Active Transportation (Bike & Pedestrian Projects)	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
 Transit Capital	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
 Widening/New Corridor Development	Includes dedicated funding to support construction of widening/new roadway projects (CST and CEI phases only).

Stay the Course

The **Stay the Course** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets/Urban Corridor Improvements, TSMO, Active Transportation, and Transit Capital, but does not include a funding allocation for independent High Injury Network Countermeasure projects.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	Despite no safety funding allocation, safety components are included in other funded project types.
	COMPLETE STREETS/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	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	Capital expenses including vehicles, facilities, passenger amenities, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 6/4/2025.

*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

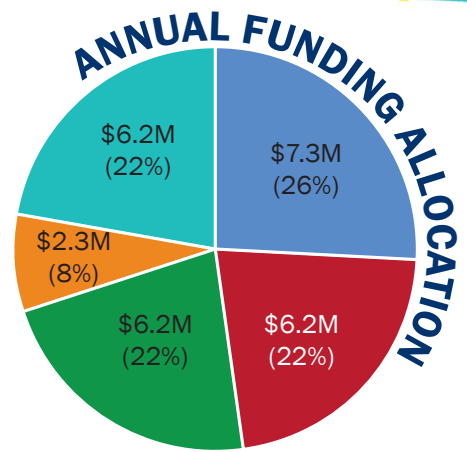
Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.4	7	miles
Buses	5.3	105	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	4.3	86	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0.0	0	miles

Safety Set Aside

The **Safety Set Aside** scenario includes a dedicated funding allocation for safety countermeasures along the High Injury Network. This includes annual set-asides for safety improvements along the state highway system and funding for priority projects along the High Injury Network.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	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/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



Notes:

These scenarios represent a draft as of 6/4/2025.

*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	1.4	28	miles
Safety Projects Along the HIN	0.8	16	projects
3R/Goes-with SHS Improvements	1.9	37	miles
Trails or Sidepaths	0.1	3	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.7	154	miles
Intersection Improvements	0.3	5	intersections
Complete Streets	1.0^	17	miles
Roadway Widening Improvements	0.0	92 ⁰	miles

Recategorizing Safety

The **Recategorizing Safety** scenario evaluates High Injury Network Countermeasure projects alongside the modal program they most align with, but does not include dedicated funding for those projects. This scenario is similar to the “Stay the Course” scenario policy with minor funding reallocations across the four modal programs.

SCENARIO MODAL CATEGORIES



HIGH INJURY
NETWORK
COUNTERMEASURES
(SAFETY PROJECTS)

Includes projects aimed at enhancing safety with engineering countermeasures. Projects are categorized into the modal category they fit best within.



COMPLETE STREETS/
URBAN CORRIDOR
IMPROVEMENTS

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.



TRANSPORTATION
SYSTEMS
MANAGEMENT &
OPERATIONS (TSMO)

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities.



ACTIVE
TRANSPORTATION
(BIKE & PEDESTRIAN
PROJECTS)

Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.

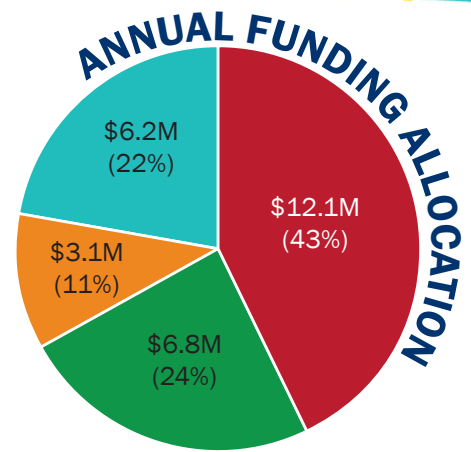


TRANSIT CAPITAL

Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.

SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.5	30	miles
Safety Projects Along the HIN	0.0	0	projects
3R/Goes-with SHS Improvements	0.0	0	miles
Trails or Sidepaths	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	7.9	159	miles
Intersection Improvements	1.0^	25	intersections
Complete Streets	2.6	52	miles
Roadway Widening Improvements	0.0	93 0	miles



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



NEUTRAL

RELIABILITY



MORE

CONNECTIVITY



MORE

COMMUNITY



MORE

PROSPERITY



NEUTRAL

Notes:

These scenarios represent a draft as of 6/4/2025.


*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.

ITS Set-Aside and Restricted Active Transportation


The **ITS Set-Aside and Restricted Active Transportation** scenario features an annual set aside for ITS-specific projects. This scenario also restricts active transportation projects to local and regional trail projects only.

SCENARIO MODAL CATEGORIES




HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)

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/ URBAN CORRIDOR IMPROVEMENTS

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.




TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for ITS-specific projects.



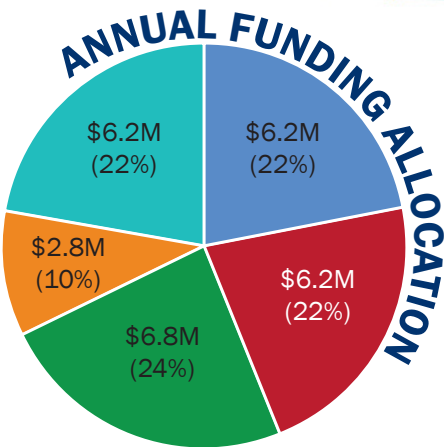
ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)

Includes funding set-asides for the school mobility program as well as local and regional trail projects.



TRANSIT CAPITAL

Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.



SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	0.7	13	projects
3R/Goes-with SHS Improvements	1.6	32	miles
Trails	0.3	6	miles
Buses	3.8	76	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	6.7	134	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0.0	94 0	miles

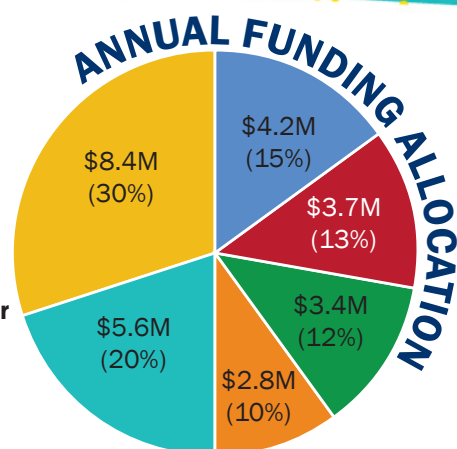
Notes:
These scenarios represent a draft as of 6/4/2025.
*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.
^This value is approximated as projects will be in various phases.

Widening/New Corridor Category

The **Widening/New Corridor Category** scenario includes funding to support construction for roadway widening projects. When compared to the Stay the Course, the **Widening/New Corridor Category** scenario includes a safety category and reduces funding for Complete Streets/Urban Corridor Improvements, Active Transportation, TSMO, and Transit Capital projects.

SCENARIO MODAL CATEGORIES

	HIGH INJURY NETWORK COUNTERMEASURES (SAFETY PROJECTS)	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/ URBAN CORRIDOR IMPROVEMENTS	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.
	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	ACTIVE TRANSPORTATION (BIKE & PEDESTRIAN PROJECTS)	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, and the school mobility program.
	TRANSIT CAPITAL	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, rail-eligible expenses, support equipment, technology, and safety and security.
	WIDENING/NEW CORRIDOR DEVELOPMENT	Includes dedicated funding to support construction of widening and new corridor projects (CST and CEI phases only).



RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to the Stay the Course scenario.

SAFETY



RELIABILITY



CONNECTIVITY



COMMUNITY



PROSPERITY



SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	0.5	9	projects
3R/Goes-with SHS Improvements	1.1	22	miles
Trails or Sidepaths	0.3	5	miles
Buses	3.4	69	buses
Signals Retimed	131.1	2622	signals
TSMO/ITS Corridors	3.2	64	miles
Intersection Improvements	1.0^	15	intersections
Complete Streets	0.5	11	miles
Roadway Widening Improvements	0.8	95 16	miles

Notes:

These scenarios represent a draft as of 6/4/2025.

*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 Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
High Injury Network Countermeasures	0%	26%	0%	22%	15%
Complete Streets/Urban Corridor Improvements	32%	22%	43%	22%	13%
Transportation Systems Management & Operations	21%	22%	24%	24%	12%
Active Transportation	17%	8%	11%	10%	10%
Transit Capital	30%	22%	22%	22%	20%
Widening/New Corridor Development	0%	0%	0%	0%	30%

Annualized Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
Miles of Sidewalk	2.7	1.4	1.5	1.4	1.4
Safety Projects Along the HIN	0	0.8	0	0.7	0.5
3R/Goes-with SHS	0	1.9	0	1.6	1.1
New Buses	5.3	3.8	3.8	3.8	3.4
Miles of Trails	0.4	0.1	0.3	0.3	0.3
Miles of TSMO Improvements	4.3	7.7	7.9	6.7	3.2
Number of Intersections Improved	1	0.3	1	1	1
Miles of Complete Streets	1.1	1	2.6	0.8	0.5
New Lane Miles	0	0	0	0	0.8
Number of Signals Retimed	131	131	131	131	131

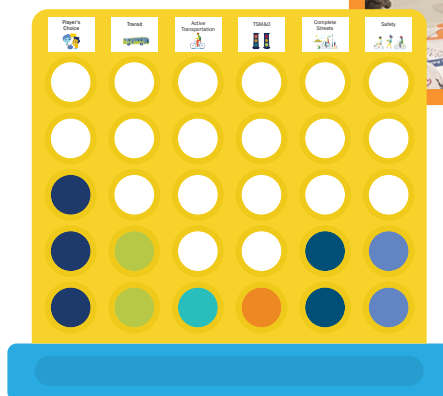
People of Clarcona-Ocoee Community Association Meeting

May 20, 2025

Event Attendance: 15
Location: **ORANGE** / 2050 Plan Community Conversation

In-Meeting Tabletop Exercise

Each group worked together to allocate funding into 5 different buckets, plus the addition of two player's choice buckets:

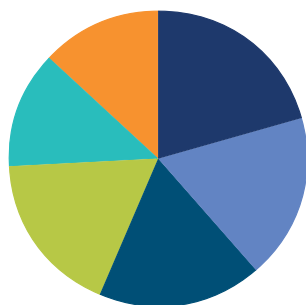


Player's Choice (other areas of investment that we heard were important to this group):

- Beautification
- Sustainability/Flood Resiliency
- School bus cameras



Making Money Move Results



- 21% Player's Choice
- 18% Safety
- 18% Transit
- 18% Complete Streets
- 13% TSM&O

Group Discussion Highlights

- Enthusiasm was expressed for many transit types from microtransit (NeighborLink) service to the possibility of a commuter rail line along US 441.
- Barriers to safety were mentioned:
 - need for more lighting
 - school zone enforcement



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A REGIONAL TRANSPORTATION PARTNERSHIP

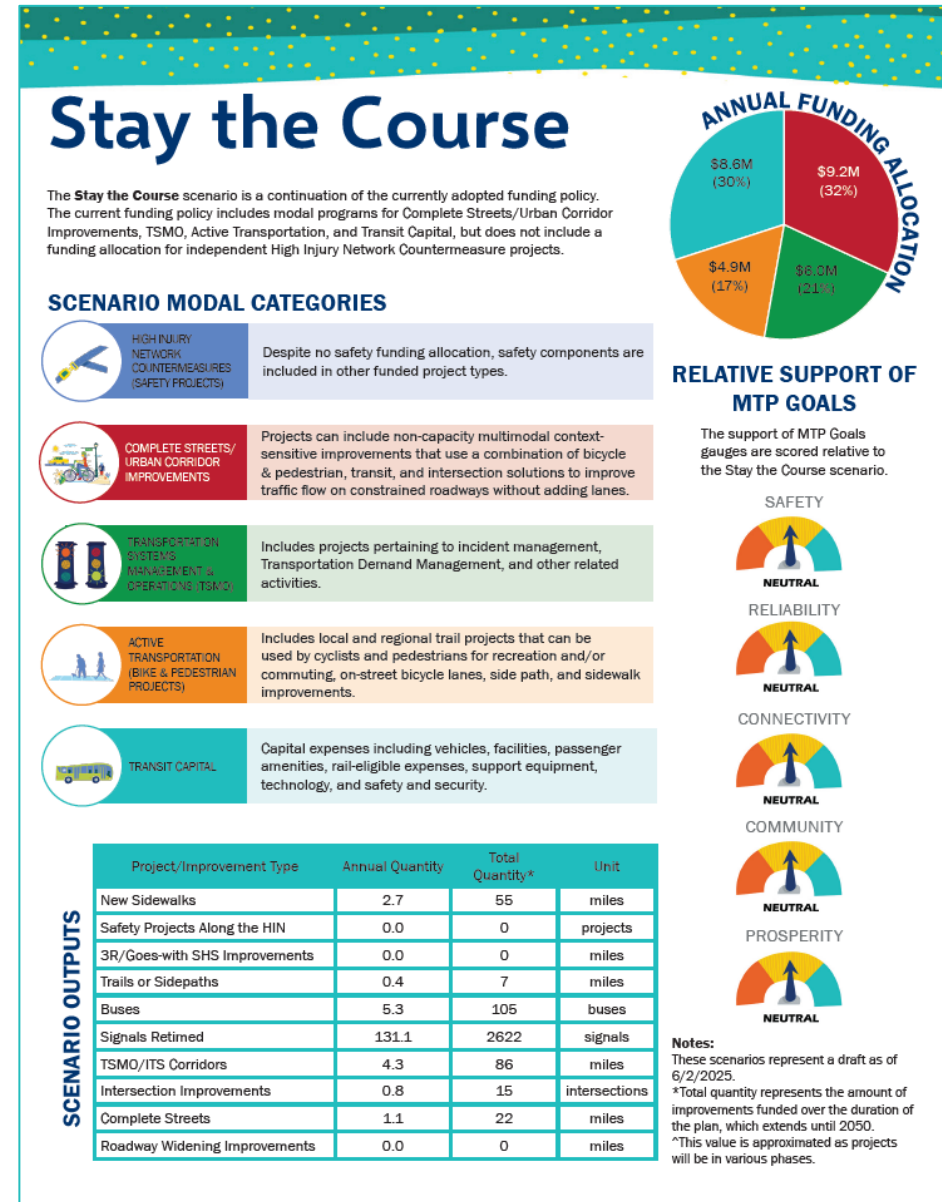
2050 Metropolitan Transportation Plan Status Update

July 9, 2025



Detailed handouts located in Section 5 of your agenda.

- Individual Scenario One-Pagers
- Comparative Summaries
 - By funding allocation
 - By scenario outputs





2nd Draft Funding Scenarios

Feedback from Board & Advisory Committees was used to curate the second draft funding scenarios.

Stay the
Course

HIN
Set Aside

Recategorizing
HIN

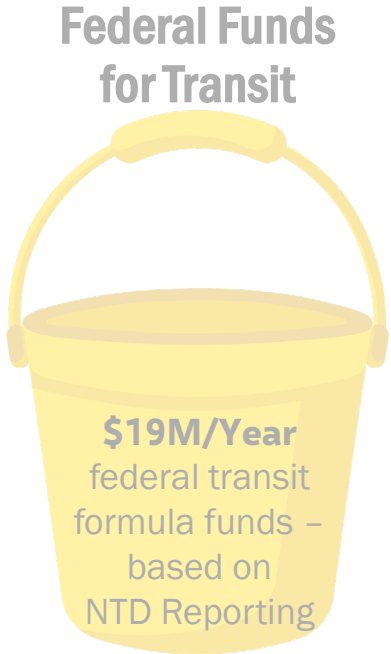
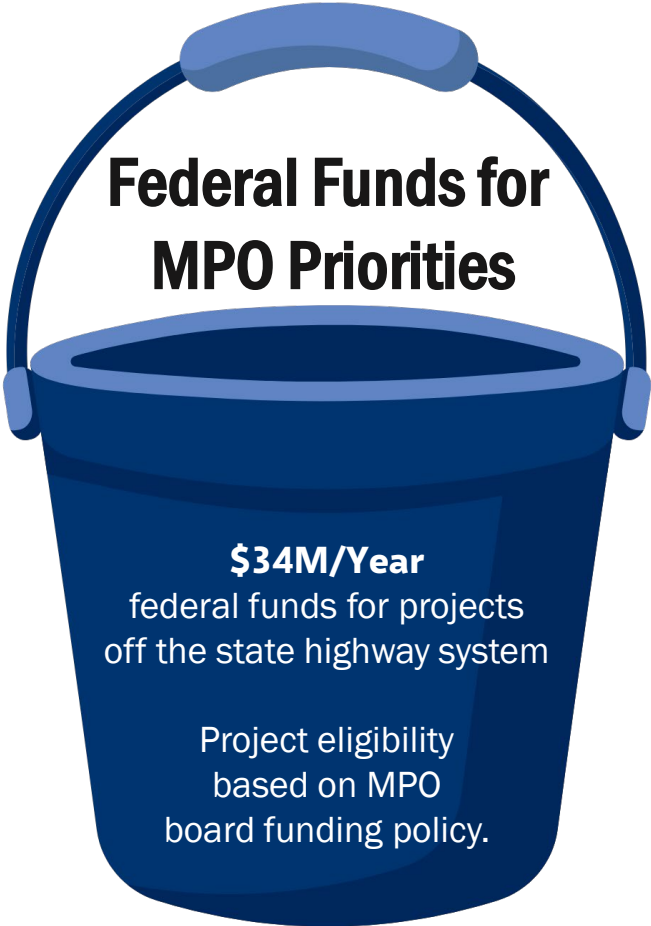
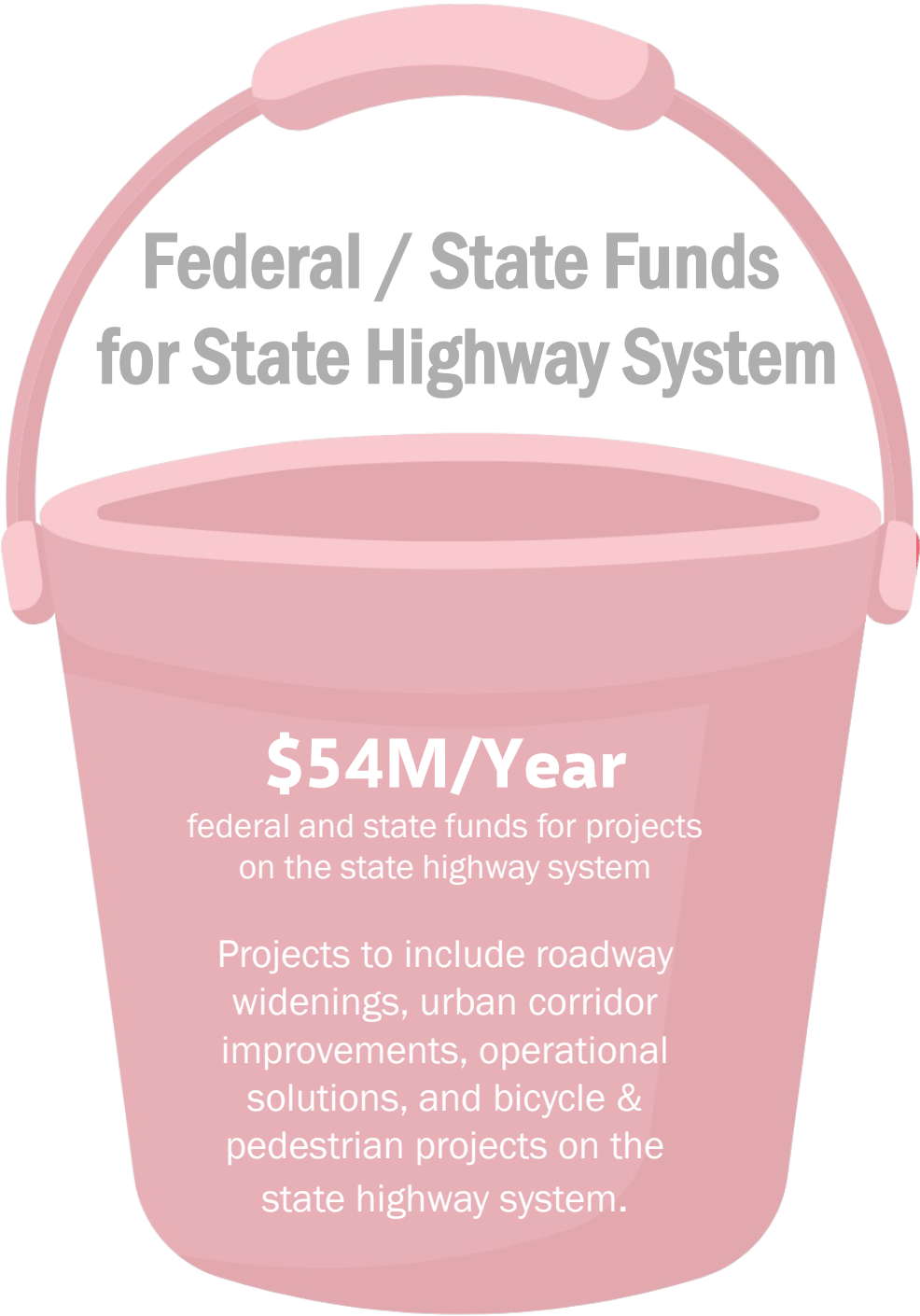
ITS Set-Aside
and Restricted
Active
Transportation

Widening /
New Corridor
Category

Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)

Annualized Estimates

- Pass Thru to LYNX
- MPO / TMA
- State / FDOT



Advisory Committee Recommendations

Feedback from citizen and technical advisors

- Set aside funding for safety countermeasure projects on HIN
- Do not prescribe a “technology” set aside for TSM&O projects
- Fund all types of bicycle and pedestrian infrastructure
- Broaden the school mobility program to include projects that improve “hazardous walking conditions”
- Do not use MPO/TMA funds for roadway widening projects



Scenario Comparison and Staff Recommendation

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General support for “HIN Set-Aside” scenario based on technical workshop feedback and advisory committee discussions.

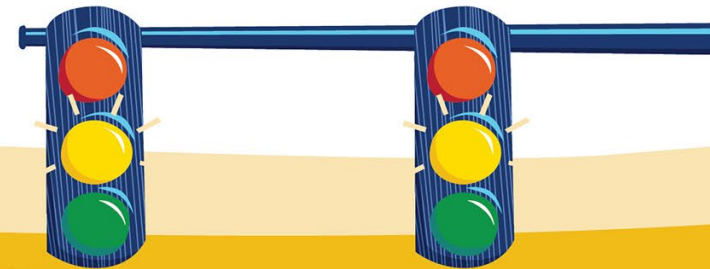
Next Steps

MPO Staff Activities:

- Develop draft Cost Feasible Plan (based on recommended funding policy)
- Continue preparation of technical documentation
- Continue public participation and agency coordination

Late-August / Early-September Board & Committee Meetings:

- Preview of draft 2050 MTP Cost Feasible Plan





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

Scenario Comparison and Staff Recommendation

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General support for “HIN Set-Aside” scenario based on technical workshop feedback and advisory committee discussions.



Thank you!

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