



TECHNICAL ADVISORY COMMITTEE AGENDA

December 5, 2025 • 10:00 A.M.

Technical Advisory Committee

DATE & TIME:

Friday, December 5, 2025
10:00 a.m.

LOCATION:

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

CLICK HERE TO JOIN VIRTUALLY

[Technical Advisory Committee](#)

MEMBERS OF THE PUBLIC ARE WELCOME!

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



WiFi available | Network: MpoGuest | Password: mpoaccess

I.	CALL TO ORDER	Chair Lenny Barden
II.	CHAIR'S ANNOUNCEMENTS	Chair Lenny Barden
III.	AGENDA REVIEW	Slade Downs
IV.	AGENCY REPORTS • FDOT – Jonathan Scarfe	Agency Staff
V.	ROLL CALL & CONFIRMATION OF QUORUM	Rachel Frederick
VI.	COMMON PRESENTATIONS & STATUS REPORTS	
A.	Presentation and Annual Report on Best Foot Forward Pedestrian Safety Initiative Best Foot Forward focuses on getting more drivers to yield and stop for pedestrians in marked crosswalks, as Florida law requires. Best Foot Forward works to accomplish this goal using the proven, “Triple-E” approach of combining community education with low-cost engineering changes and high-visibility enforcement. The full annual report on the Best Foot Forward pedestrian safety initiative can be viewed at: https://metroplanorlando.gov/wp-content/uploads/FY25-Annual-Report-for-MetroPlan-Orlando-BFF-Program.pdf .	Emily Bush Bike Walk Central Florida

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 into MetroPlan Orlando staff. The chairperson will call on each speaker.
2. Each speaker has two minutes to address the board and should state his/her name and address for the record.

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

VIII. ACTION ITEMS

Section 1-5

A. October 24, 2025, Meeting Minutes (Section 1)

Chair Lenny Barden
TAC

Requesting approval.

Meeting Minutes are provided in **Section 1**.

B. Adoption of 2050 Metropolitan Transportation Plan (Section 2)

Taylor Laurent
MetroPlan Orlando

Requesting Approval of the Adoption of the 2050 Metropolitan Transportation Plan (MTP).

Action Item Fact Sheet provided in **Section 2**.

C. Amendments to the FY 2025/26 - FY 2029/30 Transportation Improvement Program (Section 3)

Alex Trauger
MetroPlan Orlando

Requesting Approval of Amendments to the FY 2025/26 – FY 2029/30 Transportation Improvement Program.

Letters from Florida's Turnpike Enterprise and the Florida Department of Transportation explaining the amendment requests is included in **Section 3**, along with a summary prepared by MetroPlan Orlando staff and the draft resolution to be presented at the upcoming Board meeting.

D. Election of 2026 TAC Officers (Section 4)

Chair Lenny Barden
TAC

Requesting action to elect the Officer Selection and Bylaws Review Subcommittee's nominations for 2026 TAC Chair and Vice Chair. A summary of the Subcommittee Meeting is included in **Section 4**.

E. Adoption of 2026 TAC Bylaws (Section 5)

Chair Lenny Barden
TAC

Adoption of the updated TAC Bylaws is requested by the Officer Selection and Bylaws Review Subcommittee. A copy of the Bylaws with noted changes is included in **Section 5**.

IX.	TAC ONLY PRESENTATIONS	Section 6
A.	Presentation on MetroPlan Orlando's Annual Traffic Signal Retiming (TSR) Before and After Study A presentation on the Annual Traffic Signal Retiming Before and After Study.	Eric Hill MetroPlan Orlando
B.	Presentation and Discussion: 2026 Call for Projects Guidelines (Section 6) A follow-up from the October 2025 TAC meeting - Presentation and Status Update based on the November 20th Working Group Meeting relating to the proposed guidelines for the 2026 Call for Local Agency Safety Countermeasure Projects. Additional materials included in Section 6 .	Alex Trauger MetroPlan Orlando
X.	GENERAL INFORMATION	Section 7
A.	FDOT Monthly Construction Status Report – October 2025 FDOT Monthly Construction Status Reports for the MetroPlan Orlando area are enclosed.	
B.	Highlights from November 12, 2025, MetroPlan Orlando Board Meeting – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.	
C.	Air Quality Report – The latest air quality report for the MetroPlan Orlando area is enclosed.	
D.	Bicycle and Pedestrian Report – A report on bicycle and pedestrian projects in the MetroPlan Orlando region is enclosed.	
E.	LYNX Press Release – a press release from LYNX detailing proposed service changes and other relevant information is enclosed.	
F.	Approved 2026 MetroPlan Orlando Committee Meeting Calendar – the approved committee meeting calendar and schedule for 2026 has been included.	
G.	Fiscal Year 2024/25 Federally Obligated Funds Report – the FY 2024/25 Federally Obligated Funds Report can be viewed at: https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2024_25-Federally-Obligated-Funds-Report.pdf	
H.	2024/25 BEBR Population Comparison – the University of Florida's Bureau of Economic and Business Research (BEBR) has published annual population estimates for 2025. A comparison of estimates from 2024 to 2025 is enclosed for information purposes.	

XI. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings to be held at MetroPlan Orlando's office. For more information and a full list of upcoming meetings, visit the [MetroPlan Orlando Calendar](#)

- | | |
|-----------|--|
| A. | MetroPlan Orlando Board – December 10, 2025 |
| B. | Vision Zero Speaker Series (<i>Virtual</i>) – December 16, 2025 |
| C. | LYNX Board (<i>at LYNX Central Station</i>) – January 22, 2026 |
| D. | Central Florida Commuter Rail Commission (<i>at LYNX Central Station</i>) – January 22, 2026 |
| E. | TSM&O Advisory Committee – January 23, 2026 |
| F. | Technical Advisory Committee (TAC) – January 23, 2026 |
| G. | Quality Assurance Task Force – January 27, 2026 |
| H. | Community Advisory Committee (CAC) – January 28, 2026 |
| J. | Municipal Advisory Committee (MAC) – February 5, 2026 |
| K. | MetroPlan Orlando Board – February 11, 2026 |
| L. | Transportation Disadvantaged Local Coordinating Board (TDLCB) – February 12, 2025 |
| M. | Central Florida MPO Alliance – February 13, 2026 |

XII. MEMBER COMMENTS

This is an opportunity for members of the Technical Advisory Committee to discuss committee business, municipal business, and other items on the agenda.

XIII. PUBLIC COMMENTS (GENERAL)

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

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

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

XIV. 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.gov 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.gov por lo menos tres días antes del evento.

Section 1



TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

DATE: Friday, October 24, 2025

TIME: 10:00 a.m.

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

Chair Lenny Barden, Presiding

Members Present:

Mr. Lenny Barden, City of Altamonte Springs
Ms. Sydney Boswell, City of Lake Mary
Ms. Kenna Henry for Dr. Kelly Brock, City of Casselberry
Mr. Michael Cash, City of Sanford (Virtual)
Mr. Hazem El-Assar for Mr. Humberto Castillero, Orange County
Mr. Gus Castro, City of Orlando
Ms. Lori Cox for Ms. Christina Colón, Osceola County
Ms. Ashley Cornelison, City of Kissimmee
Mr. Mike Zayas for Mr. Jacques Coulon, City of Orlando
Mr. Cameron Crandell, City of St. Cloud
Mr. Chris DeLoatche, GOAA
Ms. Alyssa Eide, City of Maitland
Ms. Tonya Elliot Moore, Town of Windermere (virtual)
Mr. David Falk, CFX
Mr. David Gomez, City of Kissimmee
Ms. Laura Hardwicke, City of Orlando
Mr. Medhat Hassan, Seminole County
Mr. Gary Yeager for Mr. Anthony Nelson, Osceola County
Mr. Myles O'Keefe, LYNX
Mr. Jeremy Owens, Orlando Sanford International Airport
Mr. Arturo Perez for Seminole County
Mr. Phil Price, City of Belle Isle
Ms. Lee Pulham, Central Florida Tourism Oversight District
Mr. Charles Ramdatt, City of Winter Park
Mr. Cedric Moffett for Ms. Regina Ramos, Orange County
Ms. Tammy Reque, City of St. Cloud

Ms. Terrilyn Rolle, City of Winter Springs
Ms. Jean Sanchez, City of Apopka
Mr. Brian Sanders, Orange County
Mr. Ramon Senorans, Kissimmee Airport
Mr. Shad Smith, City of Longwood
Mr. Ken Storey, ECFRPC
Ms. Jennifer Stults, Osceola County
Mr. Bill Wharton, City of Apopka
Mr. Daniel Bollone for Mr. Jon Williams, City of Winter Garden (virtual)

Members Absent:

Mr. Adam Mendenhall, City of Sanford
Ms. Anoch Whitfield, City of Ocoee
Mr. Paul Yeargain, City of Oviedo
Vacant, Seminole County
Vacant, Town of Eatonville
Vacant, City of Edgewood
Vacant, Town of Oakland
Vacant, Orange County Public Schools
Vacant, Osceola County Public Schools
Vacant, Seminole County Public Schools

Others in Attendance:

Mr. Jonathan Scarfe, FDOT District 5
Mr. Gary Huttman, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando
Ms. Taylor Laurent, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Ms. Sarah Larsen, MetroPlan Orlando
Mr. Slade Downs, MetroPlan Orlando
Mr. Jason Sartorio, MetroPlan Orlando
Ms. Leilani Vaiaoga, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando
Ms. Rachel Frederick, MetroPlan Orlando

I. CALL TO ORDER

Chair Lenny Barden called the meeting to order at 10:02 a.m. and welcomed everyone.

II. CHAIR'S ANNOUNCEMENTS

Chair Lenny Barden noted the importance of an in-person quorum and RSVPing for the meetings. He reviewed the public comment procedures.

III. AGENDA REVIEW

Mr. Slade Downs shared details of the following future events:

- Bike Walk Central Florida, 9th Annual BIKE 5 - October 25th [BIKE 5 | Cities & Main Streets! | Bike/Walk Central Florida](#)
- Florida Bike Association Summit – November 14th [Florida Bicycle Association | Join the Movement](#)
- Florida Autonomous Vehicle Summit – November 5th – 7th [2025 FAV Summit | Autonomous Vehicle Conference](#)

Mr. Downs noted MetroPlan Orlando office closures on November 11th, 27th, and 28th. He also shared details of 'The Blind Experience' held on October 15, which had 75 plus attendees who experienced navigating a downtown crosswalk with little or no vision.

Mr. Downs welcomed Mr. Mighk Wilson to present the Safety Moment for October, featuring pedestrian safety. He stated that in the last couple of years there has been a decline in pedestrian fatalities, which reflects a reduction in alcohol and drug use – by both drivers and pedestrians. Mr. Wilson showed the comparison of 2024-25 vs. 2017-23 with a downward trend in most categories of pedestrian fatalities, and unimpaired pedestrian fatalities being the only increase over the time period noted. He stated that these trends are related to a nationwide decline in alcohol consumption and drug use - particularly in younger drivers, with Gen Z involved in 70% fewer impaired related fatalities compared to older generations, which dropped only by 31%.

IV. AGENCY REPORTS – FDOT

Mr. Jonathan Scarfe, FDOT, guided members to the construction reports included in the agenda packets.

V. ROLL CALL & CONFIRMATION OF QUORUM

Ms. Rachel Frederick conducted the roll call and confirmed a quorum.

VI. COMMON PRESENTATIONS/STATUS REPORTS

A Status Update: 2050 Metropolitan Transportation Plan (MTP)

Ms. Taylor Laurent presented a preview of the entirety of the 2050 MTP before action is taken at the next meeting. Ms. Laurent reminded members of the planning process to date and confirmed the key federal requirements that were adhered to. She shared the planning emphasis areas and the public participation that had been included during the planning process.

Ms. Laurent detailed the chapters and appendices contained in the final plan. She continued to share the programming structure of the cost feasible projects and highlights of some of those projects. Also detailed were the public & agency participation and the contributions each made. Ms. Laurent shared how people can submit public comments about the 2050 MTP and she concluded with what comes next with implementation of the plan.

B. Informational Presentation on FDOT District 5: Tentative Five-Year Work Program

Mr. Jonathan Scarfe– FDOT, District 5 presented the tentative five-year work program for fiscal years 2026/2027 – 2030/2031. Mr. Scarfe began by outlining the process of the Tentative

Work Program (TWP), the time frames and its' various stages with the work program being submitted to the governor in January 2026, and an expected date of adoption of July 1, 2026.

He explained there is an expected decrease in revenue to fund the TWP, with a reduction of \$328.7 million through 2031. There is a slight uptick in allocation funding through increased population in the central region. Mr. Scarfe also noted the decisions, policies and statutes that impacted the TWP, as well as the economic variables. He continued sharing the guiding principles adopted for the TWP.

Mr. Scarfe highlighted the amounts allocated to each of the three counties over the next five years with a total of just over \$2 billion. He also broke down the funding per project type with 32% of total funds being allocated to multi-modal projects. Also highlighted were the allocations for the i-4 forward project in Orange and Osceola with a total of c\$424k over the five-year period.

Moving on to other key project highlights he shared project phases, deferred and deleted projects, projects of interest and grant awards throughout the three counties. Mr. Scarfe also noted where projects had been segmented and the reasons why. Truck parking was highlighted with \$58m allocated for the Osceola County site, construction beginning in 2026 and \$5m for a Sand Lake Road site in Orange County, design phase in FY26/27. Further details were provided of resurfacing projects in Orange, Osceola & Seminole counties, multi-modal corridor improvements, and other projects.

Mr. Scarfe directed members to the following websites for further details on the work program. [District 5 WP](#) and [Your source for information on FDOT projects in Central Florida \(CFLRoads.com\)](#)

Member comments included the observation that some resurfacing projects had been changed to POP only, which they feel did not align with safety being the number one prioritization.

C. Informational Presentation on Florida's Turnpike Enterprise: Tentative Five-Year work Program

Ms. Katina Kavouklis began by introducing Mr. Loren Hughes, who is the new Turnpike representative for MetroPlan Orlando.

Ms. Katina Kavouklis – Turnpike Planning Manager presented. She began outlining the area the turnpike covers, with 132 miles in the three-county area. The Turnpike are proposing \$277m in major projects in Orange and Osceola Counties. Ms. Kavouklis highlighted two investment projects in the region, with a new interchange at Sand Lake Road due for completion in 2028 and the widening of the Turnpike Mainline on SR 91 – which began in October 2023 and has an anticipated completion date of Summer 2030.

She explained the handout given to members which lists all the projects, and went on to detail the major projects and projects in PD&E, PE and ROW phases. Ms. Kavouklis also noted \$300m is allocated in construction projects to widen SR 417 from four lanes to eight lanes

between Aloma avenue and SR 434 in Seminole County. Also mentioned was the widening of SR 417 from SR 434 to CR 427, which will be added to future work programs.

Ms. Kavouklis concluded, referencing National Teen Safety Week, October 19–25.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. ACTION ITEMS

A. August 22, 2025, TAC Meeting Minutes

Approval of the meeting minutes for the August 22, 2025, TAC meeting is requested.

MOTION: Mr. Shad Smith moved to approve the TAC August 22, 2025, meeting minutes. Mr. Bill Wharton seconded the motion. Motion passed unanimously.

B. Amendments to Transportation Improvement Plan (TIP) FY 2025/26 – FY 2029/30

Mr. Jason Sartorio presented twelve TIP amendments, which consisted of six new projects which are receiving State Legislative Appropriation and are programmed for construction in FY 2026. Five further projects listed were new railroad projects which are receiving RHH funds for RRU phase in FY 2026. The final amendment was to add funds to the existing LYNX 5310 project.

Mr. Sartorio asked for the recommended approval of the TIP Amendments of the FY 2025/26 – FY 2029/30, as presented.

MOTION: Mr. Charles Ramdatt recommended approval of the TIP Amendments FY 2025/26 – FY 2029/30 TIP as presented. Ms. Jennifer Stults seconded the motion, which passed unanimously.

C. Draft 2026 MetroPlan Orlando Committee Meeting Calendar

Mr. Downs presented the draft meeting schedule for the calendar year 2026.

MOTION: Mr. Shad Smith moved to approve the meeting schedule as presented. Mr. Ramon Senorans seconded the motion, which passed unanimously.

D. Appointment of Officer Selection Subcommittee

Mr. Downs requested volunteers to be part of the Selection Subcommittee. Mr. Anthony Nelson (Osceola), Mr. Arturo Perez (Seminole), Mr. Humberto Castillero (Orange County) all volunteered.

MOTION: Mr. Bill Wharton moved to approve the meeting schedule as presented. Mr. Shad Smith seconded the motion, which passed unanimously.

IX. TAC-ONLY PRESENTATIONS

A 2050 MTP Boxed Fund Application Discussion

Mr. Alex Trauger detailed the Boxed Funds that had been set aside within the 2050 MTP and gives opportunity for near term programs, identified through the prioritized project list and will be implemented in the next fifth year of the tentative work program.

He identified the three boxed funds in the 2050 MTP, with the Off State Highway System High Injury Countermeasure projects (LAP projects), being the first priority. Beginning in FY 2031, Mr. Trauger estimated \$3.5m a year for preliminary engineering, construction and CEI. The purpose is to support implementation of local government Vision Zero Safety Action Plans.

Mr. Trauger clarified the eligibility process for projects to be considered, the application requirements and how to submit. He followed with a proposed approach to project evaluation and prioritization, as well as the proposed criteria for consideration. Mr. Trauger outlined the schedule and process for the 2026 Call for Projects, beginning with the TAC Working Group finalizing the method/approach in December 2025 and taking action at TAC in April 2026 to incorporate new candidate safety projects into the PPL. After presentation to the MetroPlan Orlando Board for approval in May/June 2026, staff would submit the priority list to FDOT for programming in August 2026.

Mr. Trauger asked how the committee wish to convene to finalize the process, proposing two options. After member questions and discussion, the committee opted to establish an Ad hoc Working Group who would report back to TAC. Volunteers were requested and the following members agreed to participate in the Working Group.

- Ms. Laura Hardwicke – City of Orlando
- Ms. Ashley Cornelison – City of Kissimmee
- Mr. Humberto Castillero – Orange County
- Ms. Jennifer Stults – Osceola County
- Mr. Lenny Barden – City of Altamonte Springs
- Mr. Arturo Perez – Seminole County
- Mr. Myles O’Keefe - LYNX

Discussions ensued regarding LAP certification. Mr. Trauger confirmed the Working Group will meet before the next TAC meeting and encouraged all TAC members who may have initial questions or comments on the draft 2026 Call for Projects guidelines to please provide feedback before November 12th to Ms. Taylor Laurent.

Mr. Alex Trauger concluded by announcing the departure of Mr. Jason Sartorio from MetroPlan Orlando. He thanked him for his service and wished him well in his next position with the City of Winter Park.

X. GENERAL INFORMATION

- A. **FDOT Monthly Construction Status Report** – August & September 2025 FDOT Monthly Construction Status Reports for the MetroPlan Orlando area were enclosed.
- B. **Highlights from September 9, 2025, MetroPlan Orlando Board Meeting** – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.
- C. **Air Quality Report** – The latest air quality report for the MetroPlan Orlando area was enclosed.
- D. **PD&E Tracking Status Report** – A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area was enclosed.
- E. **LYNX Press Release** – a press release from LYNX detailing proposed service changes and other relevant information was enclosed.
- F. **TIP Modification Letter** – A letter explaining modifications to the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP) was included.
- G. **2025 Florida Autonomous Vehicle Summit** – the annual Florida Autonomous Vehicle Summit will be held November 5-7 in Orlando at the Omni Champions Gate Resort. For more details, please visit <https://favsummit.com/>

XI. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings is below. For more information and a full list of upcoming meetings: [MetroPlan Orlando Meeting Calendar](#)

- A. Quality Assurance Task Force – October 28, 2025
- B. **MetroPlan Orlando Board – November 11, 2025**
- C. Transportation Disadvantaged Local Coordinating Board (TDLCB) – November, 13, 2025
- D. **TDLCB Public Meeting – November 13, 2025**
- E. Vision Zero Task Force – November 18, 2025
- F. Central Florida Commuter Rail Commission (*at LYNX Central Station*) – November 18, 2025
- G. Community Advisory Committee (CAC) – December 3, 2025
- H. Municipal Advisory Committee (MAC) – December 4, 2025
- I. TSM&O Advisory Committee – December 5, 2025
- J. **Technical Advisory Committee (TAC) – December 5, 2025**
- K. **MetroPlan Orlando Board – December 10, 2025**
- L. LYNX Board (*at LYNX Central Station*) – December 11, 2025

XII. MEMBER COMMENTS

Mr. Myles O’Keefe – LYNX, advised of a Customer Satisfaction Survey they are currently conducting and encouraged members to complete and share. A link to the survey would be mailed out to members.

Ms. Laura Hardwicke congratulated MetroPlan Orlando for receiving the Harold W. Barley Regional Partnership Award from the WTS Central Florida chapter. Also she shared the City of Orlando had soft launched their Vision Zero progress report, available at [Vision Zero - City of Orlando](#), with a key takeaway being a 40% drop in deadly and serious injuries in the last five years. She acknowledged the work of various departments at the City of Orlando and also Micheal Greco who put together the report and a story map of 100 safety projects.

Chair Lenny Barden reminded members of the Florida Automated Vehicle summit on November 5 -7 and encouraged attendance.

XIII. PUBLIC COMMENTS (GENERAL)

None.

XIV. ADJOURNMENT

There being no further business, Chairman Lenny Barden adjourned the meeting of the Technical Advisory Committee at 11:57 a.m. The meeting was recorded and transcribed by Ms. Rachel Frederick.

Approved this 5th day of December, 2025

Mr. Lenny Barden, Chairman

Ms. Rachel Frederick, Board Services Coordinator

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

Section 2



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: IX.A (Section 2)

Roll Call Vote: Yes

Action Requested: Board approval is requested for the 2050 Metropolitan Transportation Plan (MTP) – Resolution No. 25-12.

Reason: Federal and state regulations require MPOs to develop Metropolitan Transportation Plans (MTPs) through a performance-driven, outcome-based approach. The Plan must cover a 20-year horizon and is required to be updated every five years. Projects and programs must be in the Plan to receive federal and state funding. The MTP/LRTP was last updated December 9, 2020. Staff requests the Board take action to adopt the 2050 MTP and regional Congestion Management Process.

Summary/Key Information: The 2050 MTP was prepared cooperatively with partner agencies and engaged members of the public throughout the planning process. The Plan was adequately noticed and was made readily available for public review and comment, including electronically accessible formats. The 2050 MTP identifies roadway, transit, TSM&O, and active transportation (bicycle and pedestrian) facility improvements which are described in detail within the twenty chapters of the 2050 MTP and the Congestion Management Process. The Cost Feasible Plan (Chapter 19) identifies transportation projects that are expected to be able to be funded by the year 2050 within the Metropolitan Planning Area. Total value of the 2050 MTP Cost Feasible Plan is estimated at \$29.6 billion in federal, state, local, and toll funding.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

CAC:	To be taken up on December 3, 2025
MAC:	To be taken up on December 3, 2025
TSMO:	To be taken up on December 5, 2025
TAC:	To be taken up on December 5, 2025

Staff Recommendation: Recommends approval of the 2050 MTP.

Supporting Information: These documents are provided at Section 2:

- 2050 MTP Adopting Resolution 25-12
- 2050 MTP Summary of Plan Revisions (Draft vs Final)
- Official Record of Public Comments

Given the size of the file, the 2050 MTP Cost Feasible Plan is accessible at:

https://metroplanorlando.gov/wp-content/uploads/2050-MTP_Chapter19_Cost-Feasible-Plan_Draft_8-22-2025.pdf

Other 2050 MTP Technical Documentation is accessible at:
www.MetroPlanOrlando.gov/2050

Approval of the Orlando and Kissimmee Urbanized Areas' 2050 Metropolitan Transportation Plan

WHEREAS, MetroPlan Orlando is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando and Kissimmee Urbanized Areas; and

WHEREAS, Federal regulations 23 C.F.R. 450.306, 450.322, 450.324; 23 U.S.C. 134; Florida Statutes 339.175; 334.046, and 339.175; require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

WHEREAS, a primary responsibility of MetroPlan Orlando, as the MPO, is the development and adoption of a Metropolitan Transportation Plan (formerly: Long Range Transportation Plan) for the Orlando and Kissimmee Urbanized Areas and approved Metropolitan Planning Area; and

WHEREAS, the 2050 Metropolitan Transportation Plan is multimodal in scope and considers the transportation needs of the region as well as identifying what is financially feasible to accomplish; and;

WHEREAS, the 2050 Metropolitan Transportation Plan identifies roadway, transit, technology, safety, and bicycle and pedestrian transportation facility improvements, all of which are incorporated as part of this plan; and

WHEREAS, the 2050 Metropolitan Transportation Plan establishes MetroPlan Orlando's Congestion Management Process (CMP) to improve efficiency, reliability and safety through implementation of Transportation Systems Management and Operations (TSM&O) solutions and continued performance monitoring; and

WHEREAS, the 2050 Metropolitan Transportation Plan also incorporated by reference aspects of the Florida Transportation Plan (FTP) and its safety and modal-focused plans, Expressway Authority Master Plans and Transit Development Plans (TDP); and

WHEREAS, the 2050 Metropolitan Transportation Plan consists of a Cost Feasible Plan element and an Unfunded Needs Plan element; and

WHEREAS, the Cost Feasible Plan identifies transportation projects that we expect to be able to fund, within an acceptable margin of estimation for both costs and revenues, by the year 2050 within Central Florida; and

WHEREAS, MetroPlan Orlando is committed to supporting and seeking the advancement of a comprehensive transportation system that places a high priority on safety as well as on transportation projects that facilitate the use of many different modes and accommodate a comprehensive group of users; and

WHEREAS, as a Due Diligence Disclosure Statement, the 2050 Metropolitan Transportation Plan acknowledges certain uncertainties that may affect the plan, including:

1. New federal transportation legislation in the future may alter the revenue estimates used in the preparation of the Year 2050 Metropolitan Transportation Plan.
2. FDOT revenue estimates used for the preparation of the 2050 Metropolitan Transportation Plan may change as a result of differing fuel tax collections, new federal transportation legislation and/or state funding policy changes.
3. The development of funding plans and their sources for such toll roads and components of the Central Florida Expressway Authority Master Plan and Florida Turnpike Enterprise Work Program.
4. The identification of new and/or alternate funding sources that could make federal and/or state funds currently programmed available for programming to other transportation projects; and

WHEREAS, it is acknowledged that as the uncertainties are resolved, the 2050 Metropolitan Transportation Plan will be revised as appropriate; and

WHEREAS, both the proposed funded and unfunded transportation projects within the 2050 Metropolitan Transportation Plan have been presented for public review and comment in a public meeting, and the comments received from the public review process have been reported to and considered by the MetroPlan Orlando Board;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board in its capacity as the Orlando Urbanized Area Metropolitan Planning Organization that the 2050 Metropolitan Transportation Plan is hereby approved as the adopted long range transportation plan for the Orlando and Kissimmee Urbanized Areas, superseding and replacing all previously adopted plans. The 2050 Plan:

- A. Sets the Direction for System Growth and Investment for the Next 25 Years
 - a. Identifies a multimodal transportation vision for long-term future projects in Orange, Osceola and Seminole Counties that includes roadway (Context-based Design, Capacity, and TSM&O) and transit projects, and identifies a Needs and Cost Feasible Plan based on goals, objectives, and targets.
 - b. The Cost Feasible Plan is established with a forecasted cost, based on year of expenditure, of \$29.6 billion for federal, state, local, and toll funded projects.
 - c. The Cost Feasible Plan follows the TMA funding allocation policy, directing eligible urbanized area funds to Off-State Highway System multimodal projects; and allocates funding annually to each of the following programs: Special Planning Studies, Safety Planning Studies, School Mobility, Signal Retiming, Regional Travel Data and Analyses, and Outreach and Training.
 - d. The Cost Feasible Plan includes:
 - i. 61 multimodal projects and programs on the National/State Highway System totaling \$1.1 billion;
 - ii. 2 high injury network countermeasures programs totaling \$146 million;
 - iii. 31 Context-based Design projects and programs totaling \$154 million;
 - iv. 30 TSM&O projects and programs totaling \$135 million;
 - v. 15 active transportation projects and programs totaling \$45 million; and
 - vi. \$13.3 billion in federal, state, and local transit investment (Capital, Operations & Maintenance).
- B. Coordinates Transportation System, Land Use and Funding
 - a. Land Use – Consistent with local government Comprehensive Plans, the 2050 Metropolitan Transportation Plan examines the impacts of land use and development upon the transportation system.
 - b. Funding – The 2050 Metropolitan Transportation Plan’s investment in the transportation system, based on existing revenue sources, is clearly unable to keep pace with the area’s population growth and its associated mobility needs.

- c. Year of Expenditure – The plan addresses Year of Expenditure requirements by forecasting inflation factors and programming projects in five-year increments (2026 - 2030, 2031 - 2035, 2036 - 2040) and a ten-year increment (2041-2050) for the final years of the Plan.
 - d. Coordination – The plan incorporates and includes coordination with the Central Florida Expressway Authority, FDOT, Florida’s Turnpike Enterprise, LYNX, SunRail, the Greater Orlando Aviation Authority, Sanford Airport Authority, and the Kissimmee Gateway Airport Authority plans and programs.
 - e. Other Factors – The plan includes future active transportation improvements; freight and goods movement strategies, environmental mitigation considerations, and recommendations for improving transportation system resilience, safety, and reliability.
- C. Is Guided by a Public Participation Plan and Incorporates Public Feedback
- a. Used a variety of creative communication tools to reach all parts of the region.
 - b. Provided public presentations throughout the area both in-person and in virtual environments.
 - c. Conducted a public meeting on September 29, 2025, to present the draft 2050 Plan and established an online summary and review of the Draft 2050 Plan at MetroPlanOrlando.org throughout the public comment period (September 29, 2025 – November 21, 2025).
 - d. Created and executed an additional Public Participation Plan for the 2050 Metropolitan Transportation Plan to ensure the plan update process included consideration of public input.
- D. Incorporated Feedback Received at Advisory Committee Meetings
- a. Community Advisory Committee (January 24, 2024 – December 3, 2025);
 - b. Technical Advisory Committee (January 26, 2024 – December 5, 2025);
 - c. Municipal Advisory Committee (February 8, 2024 – December 3, 2025);
 - d. Transportation Systems Management and Operations Advisory Committee (January 26, 2024 – December 5, 2025);
 - e. 2050 MTP Technical Workshops (February 8, 2024 – October 9, 2025); and
 - f. Transportation Disadvantaged Local Coordinating Board (February 15, 2024 – November 13, 2025)

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:
10th day of December 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Summary of Revisions to the 2050 MTP for Adoption

DATE: NOVEMBER 21, 2025



The purpose of this document is to summarize the changes to the 2050 Metropolitan Transportation Plan (MTP) after the draft documents were published for public review and comment. The revisions summarized below will be incorporated into the final 2050 MTP through its adoption, and are available to review upon request.

ALL CHAPTERS & APPENDICES

- Minor typographical revisions to address scrivener's errors.

CHAPTER 6 | ENVIRONMENTAL STEWARDSHIP & RESILIENCE

- Text changes to include additional information about the Florida Wildlife Corridor and its associated legislation.

CHAPTER 13 | MULTIMODAL NEEDS

- Minor edits to maps/figures to incorporate additional planning consistency projects.

CHAPTER 15 | PUBLIC PARTICIPATION FINDINGS, APPENDIX M | PUBLIC PARTICIPATION DOCUMENTATION AND RESULTS, AND APPENDIX N | RECORD OF PUBLIC COMMENTS

- Text changes to incorporate the final public participation and engagement metrics, documentation of events conducted, and outreach efforts made during the draft document public review period (September 2025 – December 2025), and documentation of public comments received by the 2050 MTP Team throughout the development of the 2050 Plan.

CHAPTER 17 | FINANCIAL RESOURCES

- Minor text changes to reference the Transportation Improvement Program (TIP) Fiscal Year (FY) 2026 – 2030, instead of a prior version of the TIP.

APPENDIX B | PLANS REVIEW SUMMARY

- Minor text changes to include additional information about the 2055 Florida Transportation Plan's Goals and Objectives for reference.

CHAPTER 19 | COST FEASIBLE PLAN AND APPENDIX Q | LOCAL TRANSPORTATION NEEDS AND OPPORTUNITIES

- Minor typographical revisions to address scrivener's errors.
- Request to change a local project's starting limit from Eagle Rock Lane to Eagles Trail (MTP ID# 80256).
- Addition of an interchange ramps project to Table Q-3 for planning consistency (MTP ID# 80276).
- Minor corrections to Table 19-6 | Florida's Turnpike Enterprise for planning consistency, including: updated cost estimates for a few projects, reordering of project records for consistency with future plans, and consolidation of maintenance projects into a single line item for record-keeping purposes.
- Revisions to incorporate the latest financial information for projects from the Transportation Improvement Program (TIP) Fiscal Years 2026 – 2030, per the modifications and amendments approved in October 2025, November 2025, and December 2025.

This document serves as the official record of public comments for the draft 2050 Metropolitan Transportation Plan (MTP). Content includes: 1) a summary of comments; 2) a report on our public meeting; 3) all comments received before the comment period, and 4) all public comments received during the comment period, September 29, 2025 – November 21, 2025.

1. Written comment via email to MTP@metroplanorlando.gov
2. Written comment via mail sent to 250 S. Orange Ave., Suite 200, Orlando, FL 32801
3. Written comment during community events
4. Spoken comment at public meetings
5. Spoken comment via phone message on comment line (321-430-0721)

Central Floridians are passionate about transportation. A total of 34 comments were submitted, 14 before the public comment period, and 20 during. Commenters were thanked for participating in the planning process and provided additional information when needed.

Commenters encourage the improvement and expansion of the existing transit system. Especially more frequent service (nights, weekends, and buses every 15 minutes). Those who do have access to SunRail or LYNX appreciate the services and want more residents in the region to have access to transit.

The second most popular was congestion. Commenters expressed frustration over the levels of traffic throughout the region. Citing regular bottlenecks that prolong their drives when entering or leaving suburban areas like Poinciana, St. Cloud, Lake Mary, and Oviedo.

A couple of commenters discussed the dangerous conditions created during construction. They cited impeded visibility and overall poor safety infrastructure during the projects, making them feel unsafe (comments #20 and #21). One commenter is concerned about the intersection, Lake Sue Dr. and Corrine Dr. and suggests the addition of a traffic signal. (comment #23)





2050 MTP Public Meeting

The MTP Public Meeting was held on Monday, September 29, 2025 at the Orange County Multicultural Center, from 5-7 p.m., 18 participants came to get information on the 2050 Plan.

In a break with past formats, MetroPlan Orlando made this public meeting an open-house event, at which attendees could browse 13 information stations and discuss transportation issues with experts at each table. Each station had a digital monitor showing slides relevant to the content. Everyone was given a map of the room, so they could locate the stations that interested them most. Each map had a comment form on the back, which participants turned in at the end for a gift.



The most popular stations among attendees were the 2050 Issues & Drivers of Change and Safety (Vision Zero).

After the meeting, staff posted a video version of the public meeting content, which is available on YouTube and at MetroPlanOrlando.gov/2050. This video covers the high points of all the information stations and includes images and video clips from attendees.

THERE WAS A LOT TO TALK ABOUT

At the end of the night, five people turned in public comments. Topics of conversation were varied: transit, Brightline, safety, and the need for more multimodal transportation. Attendees told us that they enjoyed the public meeting format in which they could choose the topics they wanted to learn about and talk to people who had developed those portions of the plan.



PUBLIC NOTIFICATION.

The meeting was advertised through our website, email, and social media (LinkedIn and Facebook) beginning on September 11, 2025. Staff also promoted the meeting at events and meetings leading up to it.



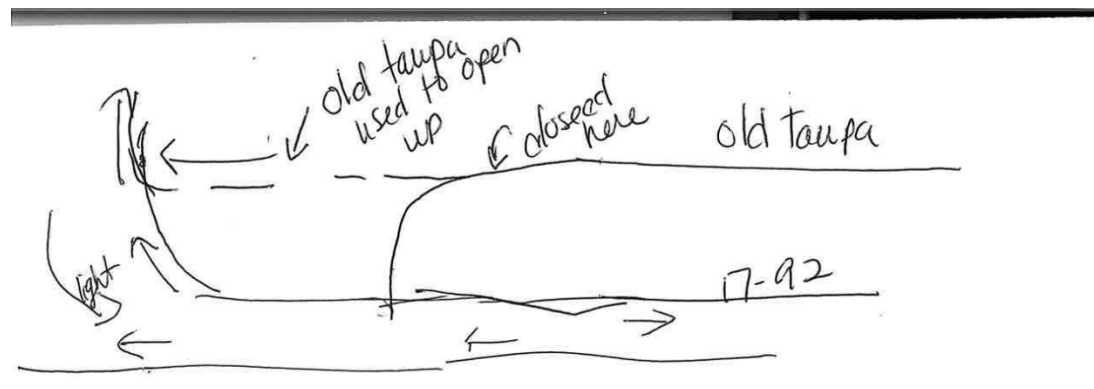
Record of Public Comments Received Before the Comment Period

Comment No.	Name	Date Received	Comment Method
1	Aurea Cortolaza	6/25/2025	Written Comment @ Community Event
The transportation is too slow. There is way too much traffic. (Translated from Spanish by staff)			
Comment No.	Name	Date Received	Comment Method
2	Daphne Battle	6/25/2025	Written Comment @ Community Event
More contracts with FreeBee allowed in Orange County.			
Comment No.	Name	Date Received	Comment Method
3	C. Leonard	6/25/2025	Written Comment @ Community Event
Increase Sun Rail, connect cities.			
Comment No.	Name	Date Received	Comment Method
4	Lena Rivera	7/24/2025	Written Comment @ Community Event
Why is public transportation only to 11 p.m.? If you're out and don't drive, you're stuck out. Also, the train does not go to Davenport, only from Poinciana Blvd to Davenport. A lot of people would take the train.			
Comment No.	Name	Date Received	Comment Method
5	Esther Bennet	7/24/2025	Written Comment @ Community Event
Poinciana needs an overpass to take off the traffic. Village 8.7 Haines City traffic, all through Poinciana. Fine driver, don't stop, got children and adults.			
Comment No.	Name	Date Received	Comment Method
6	Zadawa Colon	7/24/2025	Written Comment @ Community Event
My concern is more about the safety issues. There is a lot of construction, and the roads get small, especially at night, and the visibility is not good. I think that better lighting will help move forward in all aspects.			
Comment No.	Name	Date Received	Comment Method
7	Lisa Logan	7/24/2025	Written Comment @ Community Event
There is a need for more transportation in this area. Need Sunday services.			
Comment No.	Name	Date Received	Comment Method
8	Elisabeth Mathieu	7/24/2025	Written Comment @ Community Event
Please work on improving public transportation, bus, tramway, metro, we need better service.			
Comment No.	Name	Date Received	Comment Method
9	Michelle Carlos	7/24/2025	Written Comment @ Community Event
A suggestion: To create an emergency lane on major thoroughfares to avoid traffic stoppage.			

Comment No.	Name	Date Received	Comment Method
10	Joan Bender	7/24/2025	Written Comment @ Community Event

The road, Old Tampa meets 17-92 and was closed to divert traffic from Old Tampa. It's closed at the end, near the Electric Power Plant (see diagram on back). Reopen Old Tampa to the Polk/Osceola Line Rd.

Diagram on back:



Comment No.	Name	Date Received	Comment Method
11	Chanda Griesse	8/26/2025	Written Comment @ Community Event

More coverage is needed for bus stops. I'm thankful that the SCOUT alternative transportation system will be up and running in October. I'm hoping there will be a significant discount for students.

Comment No.	Name	Date Received	Comment Method
12	Metehn	8/28/2025	Written Comment @ Community Event

More frequent access; bus every 15 minutes, it takes me 3 hours.

Comment No.	Name	Date Received	Comment Method
13	Nadia Ramdas on behalf of St Cloud Residents	9/27/2025	Email

As we all know, Osceola County, specifically Saint Cloud, is growing exponentially. We are in dire need of additional roads. What should take 15 minutes takes 1 hour to get around. Narcoossee is the only way in and out of Sunbridge (Tavistock's master planned community, which will encompass 27,000 acres between Orange and Osceola counties). The values of our homes are going down because people are absolutely fed up dealing with horrendous traffic every single day. Narcoossee bottle necks at the Boggy Creek intersection and continues until after Cyrils Drive. It takes forever to drive just a few miles. We are patiently waiting for Sunbridge Parkway, which will connect us to the 528 allowing for more traffic flow but that still won't be sufficient.

Comment No.	Name	Date Received	Comment Method
14	Pedro Rodriguez	9/29/2025	Public Meeting

Can you bring up more collaboration between Brightline and GOAA with regards to funding.

Comment No.	Name	Date Received	Comment Method
15	Rod Olsen	9/29/2025	Public Meeting
Great job - wonderful presentations. I really appreciate the opportunity to participate.			

Comment No.	Name	Date Received	Comment Method
16	Jamie McMillan	9/29/2025	Public Meeting
Thank you! As a resident of Orlando, I appreciate all of the passionate work that MPO puts into improving our communities.			

Comment No.	Name	Date Received	Comment Method
17	Kevin Hale	9/29/2025	Public Meeting
Excellent presentations! Very organized, clean and clear. I'm not directly involved in the realm of planning, myself, so it was a great learning experience.			

Comment No.	Name	Date Received	Comment Method
18	Dalla Curenton	9/29/2025	Public Meeting
Really well presented information with good metrics and community involvement processes. It's a big job and all the work that goes into it makes all the difference. The focus on safety and modes of transportation is so critically important, I'm glad to see it is a primary focus.			

Record of Public Comments Received During the Comment Period

Comment No.	Name	Date Received	Comment Method
19	Mike Emmons	10/1/2025	Email
Please enhance the bottleneck in Lake Mary. As I get to Longwood, going west, it opens up. The Lake Mary area is always backed up. Perhaps run the pay lanes all the way up to Sanford??? Thank you.			

Comment No.	Name	Date Received	Comment Method
20	Emily McCormick	10/8/2025	Written Comment @ Community Event
The exit area for Running Bull Rd into Econlockhatchee Rd is extremely dangerous and has been under construction since the beginning of 2024. I am moving out soon, but it needs to be seriously addressed. I was in a severe crash in May 2024 due to the unsafe design and lack of safety infrastructure along the road.			

Comment No.	Name	Date Received	Comment Method
21	Aidan Tucker	10/8/2025	Written Comment @ Community Event
The section of 417 and the Oviedo area has been under improvement for a while. At night and during rain, visibility is awful, and the bends caused by the sectioned off area make it difficult (scary) to drive on. A floodlight/improved visibility would be nice.			

Comment No.	Name	Date Received	Comment Method
22	Fraser S. Howe Jr.	10/10/2025	Email
FYI, after living in Dr. Phillips since 1989 and working in the metro-Orlando region, I moved to Longwood in early 2024 to a townhouse next to the Longwood Station. I frequently take advantage of the option to use SunRail and Lynx and would like to see those options become available to more people in the region.			

Comment No.	Name	Date Received	Comment Method
23	Sean & Beth Anne Cuda	10/16/2025	Email
Did you consider placing a light at Lake Sue Drive and Corrine? I could not get a direct answer at the meeting and was told "probably there is a DOT requirement on distances between lights. What is the DOT requirement for distances between lights? The Beeman Park neighborhood is landlocked to Corrine. I believe we are the only neighborhood connected to Corrine this way, with no traffic light to exit our area. Compounding the traffic of the neighborhood is commercial traffic from Palmer's Nursery. When I asked the staff about this, they pointed to a spring on the backside of the neighborhood and said, "You can exit this way". I pointed out that it was indeed a spring and not a roadway and was a little concerned that staff thought a spring was a roadway. Additionally, we have no line of sight exiting on Corrine from Woodlawn due to the bike path, Palmer's and a fence that all about the intersection of Woodlawn and Corrine. There have been several accidents at this intersection in the past year alone. This is a hazardous situation and is not addressed in the plan. Would you consider a traffic light at Lake Sue Drive instead of a pedestrian crossing at Janice? Thank you for your time, Sean and Beth Anne Cuda			

Comment No.	Name	Date Received	Comment Method
24	Sofia Sarmento Rosa	10/21/2025	Written Comment @ Community Event
I would like Narcoosee St to have less traffic.			

Comment No.	Name	Date Received	Comment Method
25	Melody Rivas	10/21/2025	Written Comment @ Community Event
Different bus stops that are more consistent, because some are so far and inconvenient. Also, parking lots need more!!			

Comment No.	Name	Date Received	Comment Method
26	Donna	10/21/2025	Written Comment @ Community Event
Reduce the wait time for the bus.			

Comment No.	Name	Date Received	Comment Method
27	Bob	10/21/2025	Written Comment @ Community Event
I want weekend trains. More trains. I <3 trains.			

Comment No.	Name	Date Received	Comment Method
28	Mya Freeman	10/21/2025	Written Comment @ Community Event
I think I-4 Highway should be fixed. There is a lot of traffic, and it is unsafe for new drivers.			

Comment No.	Name	Date Received	Comment Method
29	Lola Bovell	10/21/2025	Written Comment @ Community Event
We need better East-West Central FL transportation, ideally a train.			

Comment No.	Name	Date Received	Comment Method
30	Javier Pagan	10/21/2025	Written Comment @ Community Event
This is my 2 cents. Take a look at the city of San Diego, California. The trolley system goes through the entire city. The bus system is also very robust, there is more information on MTS and SANDAG organizations for more info!			

Comment No.	Name	Date Received	Comment Method
31	Claudia T.	11/5/2025	Written Comment @ Community Event
We need access to public transportation – buses. In this area, scooters and electric bikes are probably more dangerous because of poor traffic control and congestion.			

Comment No.	Name	Date Received	Comment Method
32	Donald D'Orto Jr.	11/5/2025	Written Comment @ Community Event
We need dedicated two-way bus lanes, no cars allowed, with stations on 436, State Road 50, and south Narcoossee Rd. See Curitiba, Brazil, for a great example. Thank you.			

Comment No.	Name	Date Received	Comment Method
33	Margarette Dorelien	11/17/2025	Email
WE DO NOT need another TOLL ROAD!! WE need to expand TRI RAIL!!! To accommodate the elderly to get around to malls, amusement parks via Tri-Rail and bus! Give a commuter-friendly rail system along the I -4 corridor!			

Comment No.	Name	Date Received	Comment Method
34	Margarette Dorelien	11/18/2025	Email
Please consider the rail expansion strongly!! Thank you!			

Section 3



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: IX.B (Section 3)

Roll Call Vote: Yes

Action Requested: FDOT and Florida's Turnpike Enterprise (FTE) request approval of amendments to the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP).

Reason: FDOT is requesting the addition of one (1) project which received a federal discretionary grant be added to the TIP so that federal funds for the project can be authorized. FTE is requesting to amend one (1) project to include additional funds in FY 2026 and FY 2027.

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

- FM# 456094-1: Osceola County Basin Studies for Resilience – PROTECT Grant. This amendment adds a new project to receive a federal discretionary grant. Funding is for planning in FY 2026 and consists of \$1,750,000 in federal (PROD) funds.
- FM# 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding is for right-of-way in FY 2027 and consists of \$75,000,000 in state (MFF) funds, and construction in FY 2026 and consists of \$200,000,000 in state (MFF) funds.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

CAC:	To be taken up on December 3, 2025
MAC:	To be taken up on December 3, 2025
TSMO:	To be taken up on December 5, 2025
TAC:	To be taken up on December 5, 2025

Staff Recommendation: Recommends approval

Supporting Information: The following documents are provided at Section 3:

- FDOT letter dated November 12, 2025
- FTE letter dated November 19, 2025
- Proposed Board Resolution No. 25-13



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

11/12/2025 | 3:13 PM EST

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

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

Dear Mr. Huttman:

The Florida Department of Transportation requests that MetroPlan Orlando revise the FY 2025/26-2029/30 TIP to reflect project changes as described below.

Osceola County received funding through the PROTECT grant program for basin studies for resilience. Project #456094-1 has been added to the TIP. This will require a formal amendment so that federal funds for the project can be authorized.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
456094-1	Osceola County Basin Studies for Resilience – PROTECT Grant	N/A	N/A	PLN	PROD	\$1,750,000	2026

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

Sincerely,

DocuSigned by:

9DBC1D0E3EB04EE...

Jonathan Scarfe
ISD Planning Manager, FDOT

c: Alex Trauger, FDOT
 Taylor Laurent, FDOT
 Jim Stroz, FDOT
 Kellie Smith, FDOT
 FDOT D5 Work Program



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza
Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.
SECRETARY

November 19, 2025

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

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (The Enterprise) requests the following modifications to be made to MetroPlan Orlando's Adopted Fiscal Year 2026 – Fiscal Year 2030 Transportation Improvement Program (TIP) in compliance with the corresponding changes to the Department's Adopted Work Program.

Update Section 6: Toll Road Projects (page 180-266). Please amend the project information as described below.

FM# 446581-4 POINCIANA CONNECTOR

Current TIP Status: Project is included in the FY 2026-FY 2030 TIP.

PHASE	FUND SOURCE	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	MFF		\$40,465,539				\$40,465,539
Total ENV			\$40,465,539				\$40,465,539
PE	PKYI	\$905,996	\$26,272,260				\$27,178,256
TOTAL PE		\$905,996	\$26,272,260				\$27,178,256
ROW	MFF		\$50,000,000				\$50,000,000
ROW	PKYI	\$1,000					\$1,000
TOTAL ROW		\$1,000	\$50,000,000				\$50,001,000
RRU	PKYI	\$1,000					\$1,000
TOTAL RRU		\$1,000					\$1,000
Total Active Years		\$907,996	\$116,737,799				\$117,645,795
Total Prior Cost							\$17,294,499
Total Programmed		\$907,996	\$119,739,799				\$134,940,294

Proposed Amendment:

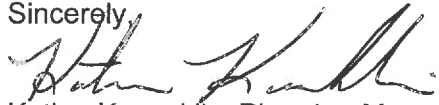
PHASE	FUND SOURCE	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	MFF		\$40,465,539				\$40,465,539
Total ENV			\$40,465,539				\$40,465,539
PE	PKYI	\$905,996	\$26,272,260				\$27,178,256
TOTAL PE		\$905,996	\$26,272,260				\$27,178,256
ROW	MFF		\$75,000,000				\$75,000,000
ROW	PKYI	\$1,000					\$1,000
TOTAL ROW		\$1,000	\$75,000,000				\$75,001,000
RRU	PKYI	\$1,000					\$1,000
TOTAL RRU		\$1,000					\$1,000
CST	MMF	\$200,000,000					\$200,000,000
Total CST		\$200,000,000					\$200,000,000
Total Active Years		\$200,907,996	\$141,737,799				\$342,645,795
Total Prior Cost							\$17,294,499
Total Programmed		\$200,907,996	\$141,737,799				\$359,940,294

Difference: The ROW cost has increased to \$75,000,000 and we have added Construction cost which is \$200,000,000.

Explanation: The scope of the project has been modified, and cost estimates have changed.

Thank you for your assistance with this matter. If you have any questions, please contact me at (407) 264-3808.

Sincerely,



Katina Kavouklis, Planning Manager
Florida's Turnpike Enterprise

cc: Taylor Laurent, MetroPlan Orlando Transportation Planner
Loren Hughes, Enterprise MPO Liaison
Victoria Williams, Enterprise Liaison Administrator

Amendment to the FY 2025/26 – 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, the Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) are requesting to amend the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendment is described as follows:

- FM #456094-1: Osceola County Basin Studies for Resilience – PROTECT Grant. Funding is for planning in FY 2026 and consists of \$1,750,000 in PROD funds;
- FM # 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding is for right-of-way in FY 2027 and consists of \$75,000,000 in MFF funds, and construction in FY 2026 and consists of \$200,000,000 in MFF funds; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2025/26 – FY 2029/30 TIP be approved as requested.

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:
10th day of December 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Section 4



Technical Advisory Committee Officer Selection and Bylaw Review Subcommittee November 5, 2025, Meeting Summary

Subcommittee Members Present:

- Humberto Castillero, Orange County
- Anthony Nelson, Osceola County
- Arturo Perez, Seminole County

Others Present:

- Slade Downs, MetroPlan Orlando
- Rachel Frederick, MetroPlan Orlando
- Alex Trauger, MetroPlan Orlando

The Technical Advisory Committee's Officer Selection and Bylaw Review Subcommittee met at 11:30 A.M. on November 5, 2025, via Zoom.

During this meeting, the members approved a list of changes to the TAC Bylaws. This includes minor administrative adjustments and the following membership changes in accordance with population increases and apportionment outlined in the TAC Bylaws:

- One (1) additional seat for the City of Ocoee
- One (1) additional seat for the City of Winter Garden
- One (1) seat changed from non-voting to voting for the Town of Oakland

Additionally, a non-voting seat was created for the University of Central Florida. The Bylaws, with proposed changes, will be released at least seven (7) days prior to the December 5TH TAC Meeting and included in the TAC Agenda Packet.

The members selected Myles O'Keefe, LYNX, (current Vice Chair) as the nominee for the 2026 TAC Chair. Members selected Huberto Castillero, Orange County, as the nominee for the 2026 TAC Vice Chair.

The Bylaws and Officer Elections will take place during the December 5TH TAC Meeting. For more information, visit [MetroPlanOrlando.Gov](https://www.MetroPlanOrlando.Gov).

There was an opportunity for public comment. No public comment was received, and no members of the public were present.

The meeting concluded at 12:02 P.M.

Section 5





TECHNICAL ADVISORY COMMITTEE BYLAWS

Section 1. Authority, Creation

In accordance with the 1962 Federal Aid Highway Act requiring that transportation planning be comprehensive, cooperative, and continuing in nature, a transportation technical committee known as the "MetroPlan Orlando Technical Advisory Committee" is hereby created.

Section 2. Definitions

For the purpose of these Bylaws, the term "Technical Committee" or use of the acronym "TAC" shall mean the MetroPlan Orlando Technical Advisory Committee.

Section 3. Purpose

The purpose shall be to develop, coordinate and/or review transportation studies, plans, and programs to provide a balanced, multimodal transportation system. The committee shall also provide comments and recommendations based on the technical sufficiency, accuracy, and completeness of said studies, plans, and programs. It shall be the function of the Technical Committee to:

- A. Be responsible for the review of all transportation studies, reports, plans and/or programs and recommending action pertinent to the subject documents to MetroPlan Orlando.
- B. Develop priority recommendations to the MetroPlan Orlando Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by technical studies.
- C. Be responsible for assisting MetroPlan Orlando with coordinating public information concerning the studies.
- D. Serve as an advisory committee for the completion of all required transportation studies, plans development, and programming recommendations required under the public laws pertaining to all modes of transportation and transportation support facilities.
- E. Serve as an advisory committee to any and all duly constituted area-wide transportation authorities and/or boards, as well as area-wide planning boards or councils for physical

development, health, social or comprehensive planning upon direct request of such authorities, boards or councils.

- F. Annually review and revise the MetroPlan Orlando Prioritized Project List. This list will be the source of candidate highway, Transportation System Management and Operations (TSMO), bicycle and pedestrian and transit projects, and other categories of projects as necessary, to be implemented for the region and each county; for projects meeting state and federal eligibility, and any new funds identified at the local, state or federal level.
- G. Assist in other functions as deemed desirable by the MetroPlan Orlando Board.

Section 4. *Membership, Appointments, Term of Office, Vacancies, Removal from Office*

A. Membership

Planning, engineering, and/or management specialists shall represent the various public governmental bodies, authorities, and agencies of Central Florida and shall be involved in the transportation planning process by the establishment of a technical advisory committee.

- 1. The intent of the membership composition of the Technical Committee is to represent planning and engineering expertise from federal, state, regional or local agencies. Municipalities within Orange, Seminole and Osceola Counties are eligible for representation. Voting representation for each jurisdiction will be determined by population, according to the latest census and/or the University of Florida population estimates. The MetroPlan Orlando Board may authorize additional voting representatives to the Technical Committee, upon written petition through the Technical Committee.
- 2. The allocation of voting representation of the Technical Committee shall be based on the following criteria:
 - (a) Local jurisdictions with a population of 100,000 or more shall be allocated three (3) votes each.
 - (b) Local jurisdictions with a population between 50,000 and 99,999 shall be allocated two (2) votes each.
 - (c) Local jurisdictions with a population between 5,000 and 49,999 shall be allocated one (1) vote each.
 - (d) Local jurisdictions with population less than 5,000 shall be allocated one (1) non-voting seat each.
 - (e) Local transportation agencies/authorities and school districts shall be allocated one (1) vote each.

3. The voting representation is three (3) voting representatives from each of the following:
 - (a) Orange County
 - (b) Osceola County
 - (c) Seminole County
 - (d) City of Orlando
4. The voting representation is two (2) voting representatives from each of the following:
 - (a) City of Apopka
 - (b) City of Kissimmee
 - (c) City of Ocoee
 - (d) City of Sanford
 - (e) City of St. Cloud
 - (f) City of Winter Garden
5. The voting representation is one (1) voting representative from each of the following:
 - (a) City of Altamonte Springs
 - (b) City of Belle Isle
 - (c) City of Casselberry
 - (d) City of Lake Mary
 - (e) City of Longwood
 - (f) City of Maitland
 - (g) Town of Oakland
 - ~~(h) City of Ocoee~~
 - (i) City of Oviedo
 - (j) City of Winter Park
 - ~~(k) City of Winter Garden~~
 - (l) City of Winter Springs
6. The non-voting representation is one (1) from each of the following:
 - (a) Town of Eatonville
 - (b) City of Edgewood
 - ~~(c) Town of Oakland~~
 - (d) Town of Windermere
 - (e) University of Central Florida
7. The voting representation is one (1) voting representative from each of the following transportation agencies/authorities and school districts:
 - (a) Central Florida Regional Transportation Authority/LYNX
 - (b) East Central Florida Regional Planning Council
 - (c) Greater Orlando Aviation Authority
 - (d) Kissimmee Gateway Airport
 - (e) Central Florida Expressway Authority
 - (f) Central Florida Tourism Oversight District (formerly Reedy Creek Improvement District)
 - (g) Sanford Airport Authority
 - (h) Seminole County Public School District

- (i) Orange County Public School District
- (j) Osceola County Public School District

- 8. Upon written petition to the Technical Advisory Committee, additional non-voting advisory members may be appointed to the Technical Committee with the recommendation of the Technical Committee and the approval of the MetroPlan Orlando Board.
- 9. In addition, there shall be non-voting advisors from each of the following agencies: the Florida Department of Transportation District V and the Florida's Turnpike Enterprise.

B. Appointments

- 1. Each represented agency shall appoint one primary and at least one designated alternate voting member from each of the membership agencies listed in Section 4 A for which it is eligible. These appointments shall be made in writing by the County Commission Chair/Mayor, City Mayor, County Administrator, City Administrator, City Manager, Deputy/Assistant City Administrator, Deputy/Assistant County Administrator, School Superintendent, ~~and-or~~ the Executive Director of other members' agencies. The failure of an agency to appoint a primary representative will result in that agency losing its voting authority on the Technical Committee.
- 2. The appointed representatives, both primary and alternates, shall be selected from the agency membership listing under Section 4 A.
- 3. In the absence of the primary member, the alternate member shall have the same privileges as the primary member and may serve on a subcommittee.

C. Term of Office

The term of office for a Technical Committee member shall be for an indefinite period, or until reappointment, or until the appointment of a successor. Separation from employment of the jurisdiction or agency represented constitutes the end of an appointment.

D. Vacancies and Membership Revisions

Any vacancies in membership shall be filled in the same manner as the initial appointment. The Technical Committee membership may be revised if justified by the most recent University of Florida or U.S. Census population figures.

E. Removal from Office

- 1. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

2. Grounds for Removal
 - a. Removal for excessive absenteeism
 - i. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.
 - ii. If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.
 - iii. Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.
 - b. Removal for cause:
 - i. A member may be removed for cause for:
 - a) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which would adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;
 - b) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;
 - c) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
 - d) Conviction of a felony.
 - ii. Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.
3. Procedure for Removal. Removal of a member may be affected by majority vote of the MetroPlan Orlando Board.

Section 5. Officers, Term of Office

- A. The November/December meeting shall be known as the Annual Meeting of the Technical Committee and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The Technical Committee shall elect from its membership the following officers:
 1. Chairperson

2. Vice-Chairperson

- B. Each officer shall be from a different jurisdiction/agency.
- C. Each elected officer shall serve for one (1) year or until that officer is re-elected or until that officer's successor is elected. The newly elected officers shall be declared installed following their election and shall assume the duties of office at the first meeting of the new calendar year.
- D. Neither the position of Chairperson or Vice-Chairperson shall be given individual votes. In order to cast a vote, they must do so as a representative of an agency listed in Section 4 A.
- E. In the absence of the Chairperson, the Vice-Chairperson shall assume the duties and responsibilities of the Chairperson. Should both officers be absent, the Technical Committee shall elect a temporary chairperson to chair the meeting. The Staff Liaison may call the meeting to order and proceed with the agenda until the Technical Committee elects a temporary chairperson.
- F. The Chairperson shall represent the Technical Committee as a non-voting advisor on the MetroPlan Orlando Board. In the absence of the Chairperson, the Vice-Chairperson is the designated alternate. In the absence of both Chairperson and Vice-Chairperson, the Staff Liaison may serve as the designated alternate at the discretion of the MetroPlan Orlando Executive Director.

Section 6. Rules of Procedure

- A. An annual meeting schedule will be adopted in November/December for the following year. The Chairperson of the Committee may waive a monthly meeting; however two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. When necessary, the Chairperson may call special meetings to deal with immediate issues.
- B. Technical Committee members or their designated alternates must be present to cast a vote. A quorum shall consist of the majority of those appointed members entitled to vote, and any business transacted by the Technical Committee must be approved by not less than a majority of the votes cast. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof.
- C. Minutes shall be kept of the Technical Committee's proceedings and official actions, which shall be of public record.
- D. Voting shall be by voice, but a member shall have his or her vote recorded in the minutes if he or she so desires. A roll call vote shall be held upon request. All other questions or procedures shall be guided by Robert's Rules of Order, Revised.

- E. Meeting agendas shall include two public comment periods, one at the beginning of the meeting for action items and again at the end of the meeting for general comments. Public requests for Technical Committee action or recommendation shall be placed on the agenda as a scheduled business item.

Section 7. General Policies

- A. MetroPlan Orlando's Board and Committee structure consists of five (5) committees, including the Board;

- 1. MetroPlan Orlando Board
- 2. Community Advisory Committee
- 3. Municipal Advisory Committee
- 4. Technical Advisory Committee
- 5. Transportation Systems Management & Operations Advisory Committee

- B. All Committees and studies shall follow the intent and further the Mission Statement adopted by the MetroPlan Orlando Board, which is as follows:

To provide leadership in transportation planning by engaging the public and fostering effective partnerships.

- C. All Committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, micromobility, and transit) in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area-wide needs and properly related to area-wide comprehensive plans, goals and objectives.

- D. Reports, studies, plans, programs and databases shall be approved or endorsed by the MetroPlan Orlando Board after review and recommendation by the Technical Committee and such other committees as may be interested or affected. A recommendation may be noted as officially adopted by the Technical Committee and placed into effect upon signature by the Technical Committee Chairman without waiting for the minutes of the previous meeting to be officially approved at the next Technical Committee meeting.

- E. Reports, studies, plans, programs or databases that have been approved or endorsed by the MPO are, by definition, public records and shall be available to the public for inspection and copying upon request. This may be limited however by the custodian of the records, to that time necessary to review the records and excise the information which is deemed to be exempt from the Public Records Act, as stipulated by Florida Law. A reasonable fee may be charged for copying costs.

- F. Reports, studies, plans, programs or databases that are working papers or draft documents and have therefore not been approved by the MetroPlan Orlando Board shall

also be released upon request as public records. The receiver of the information however shall be cautioned that it has not been formally approved and is therefore subject to change and may only be used at their own risk.

- G. The release of databases shall be reported to the Technical Committee at their next scheduled meeting.
- H. Databases, computer software or other information that has been access-limited through contractual agreement shall be protected from disclosure, as authorized by Florida Statutes.

Section 8. *Procedures for Amending Adopted Studies, Plans, or Programs*

- A. The procedures for amending the Orlando Urban Area Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Urban Boundary are established in the MetroPlan Orlando Board Rule 35I-1.009 which is incorporated by reference herein.
- B. The Technical Committee shall review the proposed change based on a technical evaluation of its merit and shall recommend approval or disapproval to the MetroPlan Orlando Board.
- C. The MetroPlan Orlando Board shall have final approval or disapproval disposition action of the requested change or changes.

Section 9. *Ad hoc Subcommittees or Task Force*

- A. Ad hoc subcommittees or task forces may be appointed by the Chairman to address specific issues or investigate and report on specific subject areas of interest to the Technical Committee.
- B. Designation of representatives to each of the subcommittees shall be made by Technical Committee members representing that jurisdiction or agency. In the case of multiple Technical Committee members, the designation of subcommittee representatives shall be made by caucus of the members. To be a designated subcommittee representative, it is not necessary to be a Technical Committee member.
- C. Each ad hoc subcommittee may appoint a chairman who will report the subcommittee's findings to the Technical Committee. In the absence of a chairman, a temporary chairman shall be appointed by the subcommittee in accordance with Robert's Rules of Order.
- D. Subcommittees or Task Forces may include, but not be limited to:
 - 1. Metropolitan Transportation Plan (MTP) Subcommittee
 - 2. Project Prioritization Subcommittee
 - 3. Nominating and Bylaws Review Subcommittee
 - 4. Air Quality

5. Freight and Goods Movement
6. Vision Zero / Safety

E. Each meeting shall be recorded and if requested, minutes of a meeting shall be provided.

Section 10. Bylaws Review and Amendment

- A. A bylaws review subcommittee shall review these bylaws at least every other year on odd numbered years or as may be deemed necessary. These bylaws can be amended at any regular meeting of the Technical Committee by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the Technical Committee members with the proper notification of the meeting.
- B. These Bylaws may be altered, amended, or added to by vote of the Technical Committee provided that:
 1. Notice of the proposed changes shall normally contain a full statement of the proposed amendments.
 2. The proposed amendment(s) is/are placed on the agenda for the next scheduled meeting following such presentation.
 3. The proposed written changes shall be forwarded to all Technical Committee members at least five (5) business days prior to the meeting at which a vote will be held.
 4. Technical Committee members may propose relevant changes from the floor to any proposed amendment under consideration on the agenda.
 5. The Technical Committee adopts the proposed amendment(s) by a majority vote of the members present at the Technical Committee meeting.
- C. MetroPlan Orlando staff may also initiate a review and recommendation of changes to these bylaws that may result from a review of the organization's internal operating procedures, and/or in coordination of implementation of the strategic plan.

Approved

Section 6





2026 Call for Projects (DRAFT v4)

Date:
November 24, 2025

Subject:
Call for Projects Process and Guidelines

Consistent with funding policy recommendations of the 2050 MTP, MetroPlan Orlando is facilitating a “Call for Projects” for federal Surface Transportation Block Grant (STBG) funding (TMA–SU). The total estimated amount of funds available through this project call is at least \$3.5 million. The funds are anticipated to be available for Fiscal Year 2031/32 (for the new 5th year of the Transportation Improvement Program/TIP). These funds can only be used within the MetroPlan Orlando urbanized area on functionally classified facilities. This is not a grant; these federal funds are to be administered through FDOT’s Local Agency Program (LAP) following prioritization and approval by the MetroPlan Orlando Board. All federal and state rules for these types of funds apply.

Virtual Information Meeting

On January 5, 2026, at 2:00 p.m. MetroPlan Orlando will host an informational meeting via Zoom. Registration is not required. Zoom panelist log-in links will be emailed to all Technical Advisory Committee (TAC) members. Additional meeting and public access information will be made available on the [MetroPlan Orlando website calendar](#) in advance of the virtual meeting.

Participation is recommended, but not required, for agencies who plan on submitting for this project call. The virtual meeting will provide information and support to agencies interested in submitting projects. A recording will be made available online (see [MetroPlan Orlando’s YouTube channel live/streams](#)) following the meeting. MetroPlan Orlando staff also offers project applicants a chance to meet prior to their submittal to answer any questions.

Process Timeline and Key Dates (*dates are subject to change)

Date	Activity
November 19, 2025	TAC’s Designated Working Group convenes to finalize method/approach
January 5, 2026 at 2pm	Call for Projects Informational Meeting (hosted by MetroPlan Orlando)
January 6, 2026	Call for Projects <u>Opens</u>
January 30, 2026	Call for Projects <u>Closes</u> (deadline for project submissions: 1/30/26 at 2pm)
February 27, 2026*	TAC’s Designated Working Group convenes to prioritize candidate projects
April 24, 2026	TAC Review/Approval of New Candidate Projects as proposed by Working Group
May – June 2026	Develop FDOT LAP Intake Applications for approved candidate projects
Late May – Early July 2026	PPL Public Preview/Comment Period
Late June 2026	Advisory Committee recommendation of PPL (including new candidate projects)
July 15, 2026	MPO Board Action on updated to PPL (including new candidate projects)
August 2026	MPO submission of priority lists to FDOT for programming consideration

Project Applications

All submissions must be completed using MetroPlan Orlando's Online Candidate Project Application: <'ESRI Survey123' URL to be inserted in final guidelines document>.

A copy of required application questions is available in *Appendix A* to support response preparation although all submissions must be completed online using the above specified URL.

Each sponsor, lead agency, or prime applicant may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection (local preference).

The project submittal must include the project name, MTP ID (see 2050 MTP Appendix I), adopted Vision Zero Safety Action Plan reference(s) and/or High-Injury Network designation(s), project category, project readiness status, the local priority ranking, project limits, length (miles), estimated project phase costs, estimated total cost, and project description (short). The submittal must also describe any issues that would impact project readiness, a description of how the project addresses the goals/objectives set out in the MTP, and a purpose and needs statement.

The project submittal must include a purpose and need statement and a brief narrative stating how the project addresses the call for projects category. This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors. The project submittal must include a map of the project clearly showing the project location and limits. Project map to be created by sponsor within the online application tool.

While the following items are not required, the project sponsor may choose to include them as supplementary materials: conceptual drawings, cross-sections, photographs of project study area, and/or other narrative statements (as needed). It should be noted that letters of support from elected officials have little influence on the selection of projects in a performance-based programming process. While we encourage that project sponsors inform and collaborate with their elected leadership, letters of support are not necessary unless they are committing funds (matching, additional, or non-traditional funding) to the project. These items may be included within the online application using the optional upload features.

Application Review

MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.

Call for Project Categories

The list below describes the project category eligible for funding through this application process.

- Off the State Highway System – High Injury Network Safety Improvements (LAP implemented)

The subsection below describes the purpose, terms, and applicability of the call for projects category.

Category 1: Off the State Highway System – High Injury Network Safety Countermeasures

<i>Purpose:</i>	Support implementation of local government Vision Zero Safety Action Plans.
<i>Who may apply?</i>	LAP Certified Local Governments, or Local Governments who commit to obtaining and maintaining LAP Certification by June 2030.
<i>What projects are eligible?</i>	Safety countermeasures identified in adopted Regional and/or Local Safety Action Plans, or on a locally identified High Injury Network.
<i>How may funds be used?</i>	Eligible Design (PE) and Construction/CEI expenditures. Federal (SU/TALU) funding for construction/CEI phases cannot exceed \$3 million.
<i>What type of funding supports this program?</i>	Federal TMA-SU/TALU funds consistent with MetroPlan Orlando Board Policy
<i>Are there additional requirements?</i>	Project must be consistent with local comprehensive plan and on federal-aid network (federal functional classification Urban Minor Collector or greater).
<i>Where is this program identified in the 2050 MTP?</i>	Chapter 18: Funding and Investment Policy, Figure 18-2. Chapter 19: Cost Feasible Plan, Table 19-8, MTP ID# 45003.

Project Eligibility Determinations

Local agency sponsors should submit projects that clearly fit into the eligible categories defined in this document. MetroPlan Orlando staff, in consultation with FDOT and FHWA, will make the final determination on project eligibility and will disallow any project that is ineligible. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.

Projects should primarily benefit the general public, and not a private entity. Federal guidance states that projects must be principally for transportation rather than recreation and the project must have logical endpoints. If required, the local match must be cash. In certain limited circumstances, in-kind contributions or non-cash donations may be considered but only after consultation with FDOT and FHWA. This consultation and approval of local agency contributions, cash or otherwise, must occur prior to project programming.

Important to note: It is incumbent upon each project sponsor to review the [Local Agency Program](#) guidance and become familiar with the contracting and reporting procedures. Applying for federal funds is a significant undertaking, which must be led by the project sponsor from start to finish.

Project Consistency with Adopted Plans

Screening criteria addresses provisions of the [Infrastructure Investment and Jobs Act \(IIJA\)](#) and assesses consistency with MetroPlan Orlando's 2050 MTP and adopted local plans. Projects must be consistent with federal requirements and local comprehensive plans to the maximum extent feasible.

Prioritization Process and the Transportation Improvement Program

All submitted candidate projects will be evaluated by MetroPlan Orlando staff (using objective criteria) and a designated working group of the [Technical Advisory Committee](#) (TAC) considering the comparative criteria provided in these guidelines and other factors as needed. Projects will be professionally assessed, and the TAC will take action upon the working group's recommended candidate projects to be included in the next update of the Prioritized Project List. Final approval of the Prioritized Project List and Transportation Improvement Program will be made by the [MetroPlan Orlando Board](#).

Comparative Evaluation Criteria

Candidate projects are to be evaluated consistent with industry-standard indicators to assess the project's need/impact in relation to adopted goals and objectives of the 2050 Metropolitan Transportation Plan. MetroPlan Orlando staff will prepare a summary comparison of submitted projects, based on factors established by the Technical Advisory Committee's (TAC) designated working group. Most of the factors rely heavily on analytics. This increased focus on performance-based planning and programming is a result of federal regulation, which aims to create a streamlined and data-informed surface transportation program.

Proposed comparative criteria include Crash Rate, Fatal and Serious Crash Rate, Number of Pedestrian and Bicycle Crashes, High Injury Network designation, Areas of Persistent Poverty, and Local Jurisdiction Preference. The following table provides details pertaining to the comparative criteria including data sources, evaluation methods, and thresholds for comparative scoring.

Comparative Criteria	Criteria Description	Scoring Thresholds										
Crash Rate Rate of vehicular crashes per 100 million vehicle miles traveled. Source: Signal 4 Analytics (2020-2024)	Method: Five-year crash rates were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit high crash rates should be prioritized for improvements which improve the safety conditions. For example, a corridor with a crash rate over 6 indicates that its exposure to crashes has been higher than statewide averages for the past three years.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>6.0)</td><td>1.00</td></tr><tr><td>High (4.0 – 6.0)</td><td>0.75</td></tr><tr><td>Medium (2.01 – 4.0)</td><td>0.50</td></tr><tr><td>Low (0 – 2.0)</td><td>0.25</td></tr></table> Units: Rate	Range	Score	Very High (>6.0)	1.00	High (4.0 – 6.0)	0.75	Medium (2.01 – 4.0)	0.50	Low (0 – 2.0)	0.25
Range	Score											
Very High (>6.0)	1.00											
High (4.0 – 6.0)	0.75											
Medium (2.01 – 4.0)	0.50											
Low (0 – 2.0)	0.25											
Fatal and Serious Injury Crash Rate Rate of crashes which result in a fatality or serious injury. Source: Signal 4 Analytics (2020-2024)	Method: Five-year fatal and serious injury crash rates were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit a high rate of crashes involving a fatality or serious injury should be prioritized for improvements which improve the safety conditions.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>5.0)</td><td>1.00</td></tr><tr><td>High (3.01 – 5.0)</td><td>0.75</td></tr><tr><td>Medium (1.01 – 3.0)</td><td>0.50</td></tr><tr><td>Low (0.01 – 1.0)</td><td>0.25</td></tr></table> Units: Rate	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
Range	Score											
Very High (>5.0)	1.00											
High (3.01 – 5.0)	0.75											
Medium (1.01 – 3.0)	0.50											
Low (0.01 – 1.0)	0.25											
Number of Pedestrian and Bicycle Crashes A crash which involves a pedestrian or a cyclist. Source: Signal 4 Analytics (2020-2024)	Method: Five-year data for pedestrian and bicycle crashes were collected and assigned to each corridor/intersection using GIS. Logic: Corridors which exhibit a high number of crashes involving a pedestrian or cyclist should be prioritized for countermeasures which improve the safety conditions.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Very High (>5.0)</td><td>1.00</td></tr><tr><td>High (3.01 – 5.0)</td><td>0.75</td></tr><tr><td>Medium (1.01 – 3.0)</td><td>0.50</td></tr><tr><td>Low (0.01 – 1.0)</td><td>0.25</td></tr></table> Units: Number	Range	Score	Very High (>5.0)	1.00	High (3.01 – 5.0)	0.75	Medium (1.01 – 3.0)	0.50	Low (0.01 – 1.0)	0.25
Range	Score											
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High (3.01 – 5.0)	0.75											
Medium (1.01 – 3.0)	0.50											
Low (0.01 – 1.0)	0.25											

Comparative Criteria	Criteria Description	Scoring Thresholds										
High Injury Network Designation The High Injury Network represents a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. Source - MPO Vision Zero Action Plan, 2024	Method: The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection. Logic: High-injury network (HIN) segments and intersections will be prioritized across regional, county, and local road levels. Projects and corridors get credit if partially or entirely located on an HIN segment. Only intersection projects get credit if located at an HIN intersection location.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>On regional and either county or local HIN</td><td>1.00</td></tr><tr><td>On county and local HIN</td><td>0.75</td></tr><tr><td>On regional HIN, local HIN or on County HIN</td><td>0.50</td></tr><tr><td>Not on HIN</td><td>0.00</td></tr></table> Units: HIN Designation	Range	Score	On regional and either county or local HIN	1.00	On county and local HIN	0.75	On regional HIN, local HIN or on County HIN	0.50	Not on HIN	0.00
Range	Score											
On regional and either county or local HIN	1.00											
On county and local HIN	0.75											
On regional HIN, local HIN or on County HIN	0.50											
Not on HIN	0.00											
Areas of Persistent Poverty (APP) As defined by the Bipartisan Infrastructure Law, locations are designated as an Area of Persistent Poverty if the census tract has a poverty rate of at least 20 percent as measured by the 2014-2018 five-year data series available from the American Community Survey (ACS). Source - USDOT / US Census Bureau	Method: Spatial intersect using project limits and census track-level data provided by USDOT based on historic American Community Survey data. Data is binary (categorized: APP or not APP) and is not further stratified or provided with additional resolution. Logic: To ensure that transportation decisions do not cause disproportionately high and adverse effects on low-income populations, corridors within Areas of Persistent Poverty will be considered for safety improvements.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>Project within an APP</td><td>1.00</td></tr><tr><td>Not in an APP</td><td>0.00</td></tr></table> Units: Census Tract Designation	Range	Score	Project within an APP	1.00	Not in an APP	0.00				
Range	Score											
Project within an APP	1.00											
Not in an APP	0.00											
Local Jurisdiction Preference Measure of a project’s local significance as assessed by jurisdiction. Source - Local Governments / Maintaining Agencies.	Method: Preference ranking provided directly from local jurisdiction project sponsors. Logic: Qualitative low/medium/high ranking by local jurisdiction on the proposed project’s local significance. Qualitative score to incorporate local preferences, utilizing local agency feedback from the 2050 MTP Needs Assessment Coordination Process.	<table><tr><th>Range</th><th>Score</th></tr><tr><td>High Local Priority</td><td>1.00</td></tr><tr><td>Medium Local Priority</td><td>0.75</td></tr><tr><td>Low Local Priority</td><td>0.50</td></tr><tr><td>No Local Preference</td><td>0.00</td></tr></table> Units: Local Priority	Range	Score	High Local Priority	1.00	Medium Local Priority	0.75	Low Local Priority	0.50	No Local Preference	0.00
Range	Score											
High Local Priority	1.00											
Medium Local Priority	0.75											
Low Local Priority	0.50											
No Local Preference	0.00											

Project Cost Estimation and Budget

A well-defined scope of work/project description is needed to develop accurate planning-level cost estimates. The cost estimate must be prepared and should be divided into project development phases that include PD&E (if required), preliminary/final engineering, right-of-way/utilities, and construction/CEI phases. The project cost estimate should also identify any local (non-federal/state) sources of funding and how each itemized activity will be funded. Estimated funding for the project that may be from sources other than MetroPlan Orlando funds (SU/TALU) should be identified, such as other federal funds (not from USDOT), state, local, donated services, in-kind services, volunteer, etc. Federal (SU/TALU) funding for construction/CEI phases for candidate projects cannot exceed \$3 million. Even though right-of-way may not be funded under some project call categories, a complete project cost estimate is always needed to ensure that the applicant can fund the required project phases. Project sponsors should design their project cost estimates for the year in which the project is anticipated to be delivered.

Important to note: If an agency anticipates using non-federal funds for one or more project phases, such as using local funds to complete a right-of-way phase, those phases must meet federal guidelines/requirements in order for subsequent phases to be eligible for federal funds.

Cost Increases and Changes in Scope of Work

Programmed projects are approved for a specific scope of work and funding level based on the information submitted by the project sponsor. When preparing a project scope and cost estimate, all project materials and labor costs should reflect the anticipated year of construction. It should not be assumed that cost increases can or will be covered with state or federal funds. There may be cases where the sponsor must bear any unforeseen project cost increases. It should be noted that the project for which funding is awarded is the project that must be constructed. If the project that is awarded funding cannot proceed, the funding will return to the MetroPlan Orlando reserve line item in the TIP and will be reallocated to another regional project that has been competitively selected.

Environmental Clearance

All federally funded projects will require environmental clearance as part of the preliminary engineering phase of work. The level of effort varies by the type of project, the anticipated impact, and the degree of public controversy. The NEPA documentation may be a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). Except in unusual circumstances, most MPO/TMA funded projects are usually processed as a CE under the NEPA. Normally, at the project scoping, a decision will be made on the type of documentation required and which entity will prepare the document. The project sponsor or their consultant will be required to prepare the environmental clearance document. There may be costs associated with obtaining environmental clearance. These costs must be borne by the project sponsor/local agency.

Questions / Contact

For questions or additional information about 2026 Call for Projects, contact:

Taylor Laurent, PE AICP

Email: Taylor.Laurent@MetroPlanOrlando.gov

Phone: 407-481-5672 Ext. 324

Appendix A – Candidate Project Application Questions

The excerpted questions listed below are intended to support project sponsors in preparing the application. Consider drafting responses in a word processing program and then copying/pasting them into the 2025 Call for Projects online application for formal submission.

All submissions must be completed using MetroPlan Orlando's Online Candidate Project Application:
< 'ESRI Survey123' URL to be inserted in final guidelines document >.

Required application questions/responses include:

1. Project Agency Sponsor (County/City/Agency)
2. Sponsor Contact Name (First and Last Name)
3. Sponsor Contact Phone Number
4. Sponsor Contact Email
5. Call for Projects Category (select one)
 - HIN Safety Countermeasures (Off-SHS / LAP)
6. Project / Facility Name
7. From / Beginning Point
8. To / End Point
9. Project Length (in miles)
10. Identify Project Location: Using interactive map within online application project sponsor will be prompted to draw the project limits using the add line feature.
11. MTP ID Number: See [2050 MTP: Appendix I](#) for listing of projects pre-screened for eligibility.
12. Adopted Vision Zero Safety Action Plan and/or High Injury Network Documentation
13. Existing Functional Classification: Project limits must be on the federal-aid network with Functional Classification as Urban Minor Collector or greater.
14. Project Description / Work Type
15. Project Purpose & Need Statement
16. Estimated PD&E Cost (Note: PD&E / environmental clearance to be funded by local agency)
17. Estimated Preliminary Engineering (PE) Cost
18. Estimated Right-of-Way (ROW) Cost (Note: ROW costs to be funded by local agency)
19. Estimated Construction Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
20. Estimated CEI Cost (Note: Federal funding CST+CEI phase maximum is \$3 million for off-SHS LAP projects)
21. Estimated Total Project Cost (sum of all project phases)
22. Local Agency Funding Contribution: For TRIP funding program, local agency must provide a minimum 50% match (local/non-state). If none or not applicable, type in the number zero (0).
23. Local Agency Comprehensive Plan Reference(s)
24. Local Agency Preference: Each sponsor may submit up to three (3) projects for consideration. Although if multiple projects are submitted, the agency must provide a preferred order of selection. Note: *Three (3) stars indicates the highest priority while one (1) star indicates the lowest priority of the projects submitted.*
25. Description of any issues (including any anticipated public controversy) that may impact the proposed project's readiness and/or implementation.

26. Description of how the proposed project addresses the goals/objectives set out in the 2050 MTP: See [2050 MTP Chapter 2: Goals and Objectives](#) for reference.
27. Brief narrative stating how the proposed project addresses the call for projects category's purpose and objectives, and how the proposed improvements address existing safety issues: This narrative is a critical component of the application because it serves as a guide to understanding project benefits in considering subjective prioritization factors.
28. Multi-Jurisdictional Priority / Partnership Project: Is the proposed project to be implemented by more than one agency? If so, please list the primary sponsor (LAP Certified agency or will be LAP certified by June 2030) and secondary sponsors.
29. Optional Upload: Supplemental Item 1 - While the following items are not required, you may choose to include them as supplementary materials: including conceptual drawings, cross-sections, photographs of project area, and/or other narrative statements (as needed).
30. Optional Upload: Supplemental Item 2 – Adopted Vision Zero Safety Action Plan with HIN countermeasure project clearly identified and/or latest HIN which includes the proposed projects' full extent
31. Optional Upload: Supplemental Item 3
32. Acknowledgements: Project Sponsor must recognize and agree to the call for projects terms.
- MetroPlan Orlando staff will review applications for eligibility and notify applicants of any ineligible submittals. After a review, applicants will be notified if the applications are incomplete and will be given three (3) business days to submit missing or incomplete information.
 - The project sponsor/implementing agency is responsible for any and all cost shortfalls.
 - Projects that have not satisfied federal requirements and/or have not been advertised for design or construction within one (1) year of their programmed fiscal year may be subject to forfeiture of awarded funds and project cancellation.
 - Project sponsor commits to maintaining FDOT LAP Certification and/or commits to earning FDOT LAP Certification by June 2030.
 - Project sponsor agrees to provide status updates and updated estimates as requested by FDOT.
 - Project sponsor commits to complying with NEPA process prior to construction, including any Necessary involvement with state historic preservation officer and other state and federal agencies, prior to construction.
 - Project sponsor commits to complying with the federal uniform relocation assistance and acquisitions policy act for any right of way actions required for the project.
 - Project sponsor commits to complying with the build America by America act for any construction required for the project.
33. CAPTCHA – Type in CAPTCHA code and Submit.

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Section 7





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

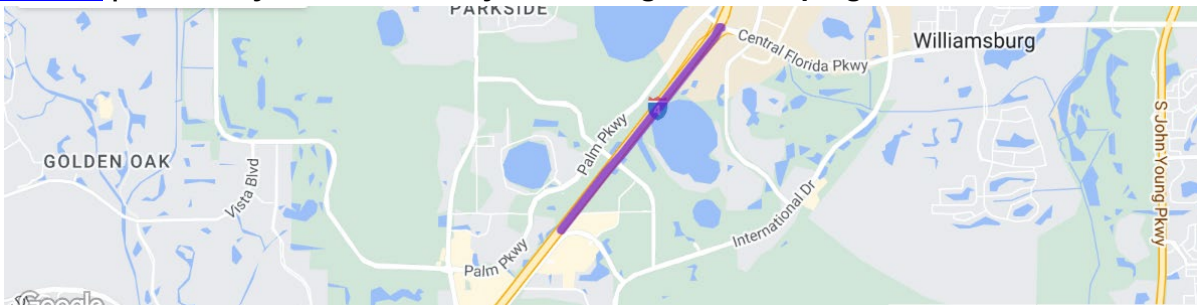
Orange, Osceola, and Seminole Counties Project Status Update as of November 3, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of November 3rd. The next cutoff date is December 8, 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:

441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping



- Contract E56F9
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: October 2025
- Estimated Completion: Summer 2028
- **Description:** This project will landscape the Daryl Carter Parkway diverging diamond interchange overpass, between Central Florida Parkway and State Road 535. The interchange gives motorists an alternative route to reach retailers and restaurants in the Lake Buena Vista area.

[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road



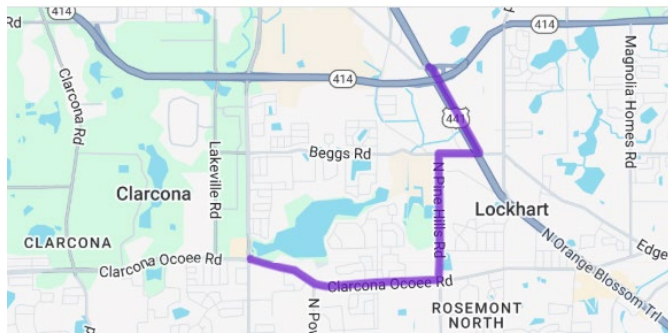
- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: December 2025
- Estimated Completion: Summer 2026
- **Description:** The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom Trail (U.S. 441/ State Road 500) and Clarcona-Ocoee Road to include new signal poles, new signal heads with enhanced visibility for drivers, and new pedestrian signals. Additional intersection improvements include the extension of the eastbound right-turn lane.

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ORANGE COUNTY CURRENT PROJECTS:

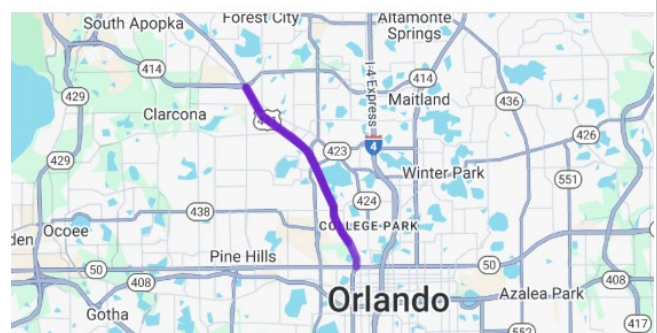
436433-1 & 447104-1 | S.R. 500 (U.S. 441) – From North of S.R. 50 to S.R. 414 Interchange Ramps

436433-1 Coast to Coast Trail - Orange County Gap Trail Segment 2



The purpose of this project is to construct a multi-use trail facility, which will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiva Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.

447104-1 U.S. 441 from S.R. 50 to S.R. 414 Ramps



The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety.

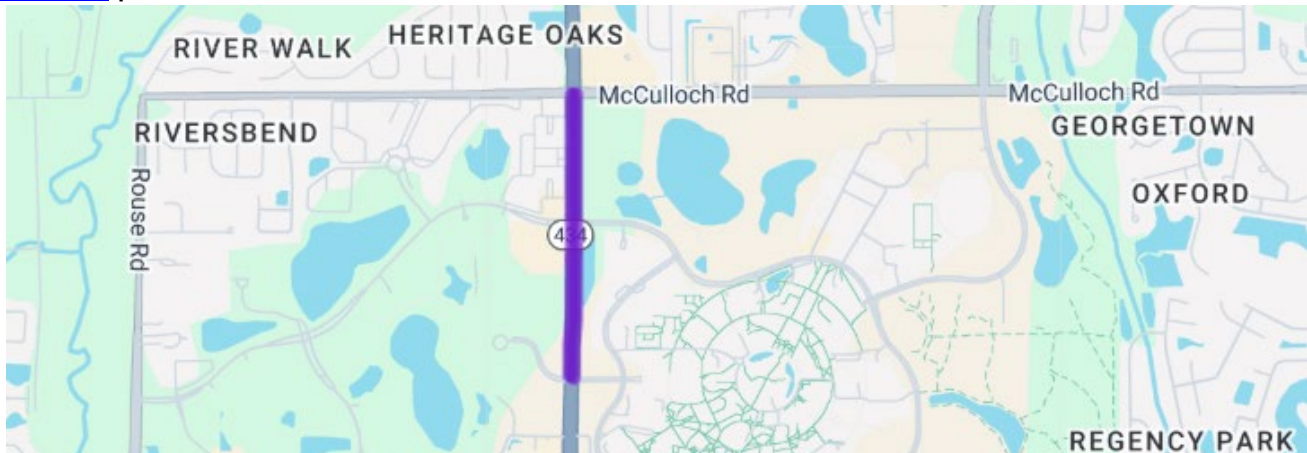
Other improvements include the installation of bike lanes in select locations, filling in sidewalk gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow.

Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

- Contract: T5851
- Contractor: Jr. Davis Construction Co., Inc.
- Project Cost: \$35.2 million
- Project Start: Fall 2025
- Estimated Completion: Summer 2027

Update: Project began on 11/2/25. Contractor is working on milling and resurfacing.

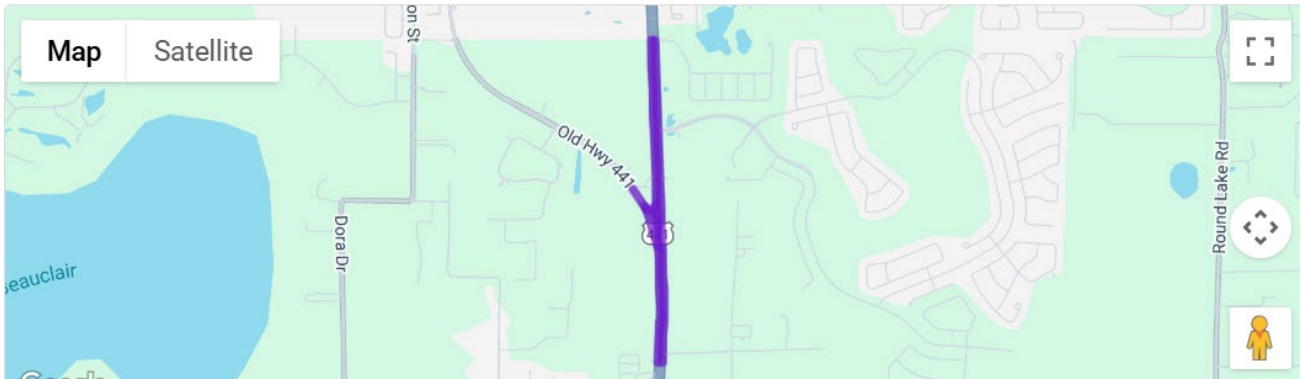
448799-1 | S.R. 434 from Centaurus Boulevard to McCulloch Road



- Contract: T5846
 - Contractor: American Design Engineering Construction, Inc.
 - Construction Cost: \$1.4 million
 - Project Start: June 2025
 - Estimated Completion: Fall 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 finalizing signalization work.

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

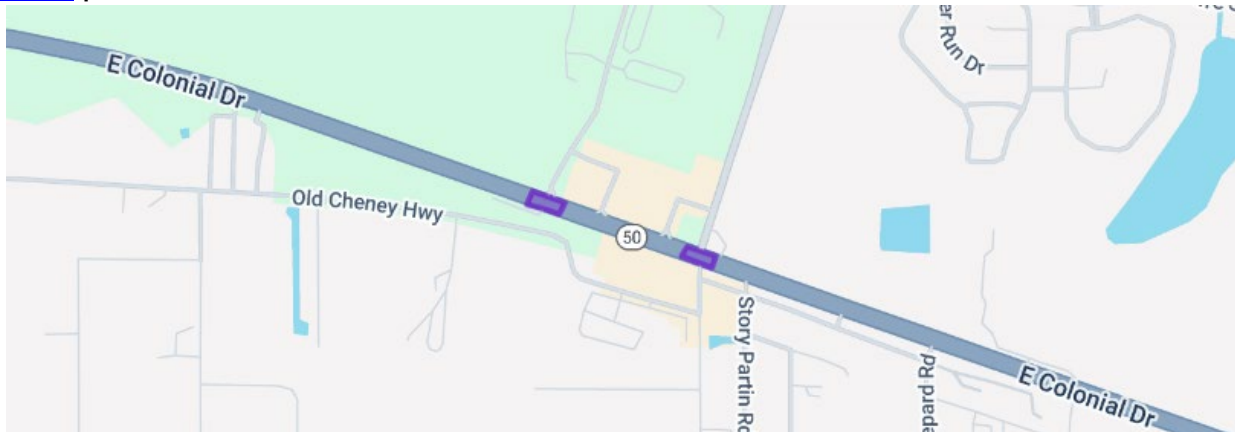


- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: April 2025
- Estimated Completion: Spring 2026
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the 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 continues to work on concrete improvements, roadway widening, and paving, as well as sidewalk tie-ins for the intersection of U.S. 441 and C.R. 500A. The contractor has also begun driveway demolition and repouring on C.R. 500A as of late October.

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452932-1 | S.R. 50 at Corner School Drive and Chuluota Road

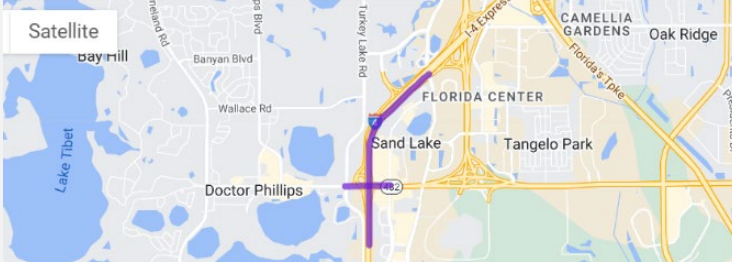
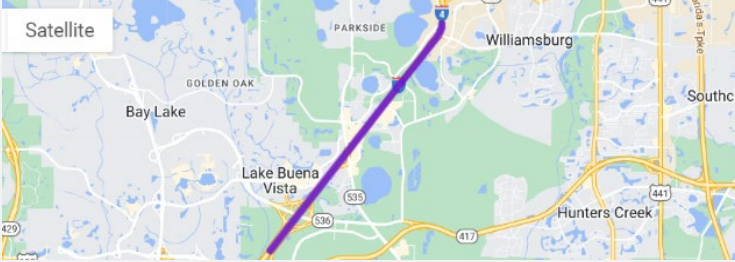


- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Late 2025
- **Description:** The project incorporates safety improvements at the intersections of Corner School Drive and Chuluota Road with Colonial Drive (State 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 turned on the new traffic signal at the intersection of S.R. 50 and Corner School Drive. The traffic signal was activated on Oct. 14.

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

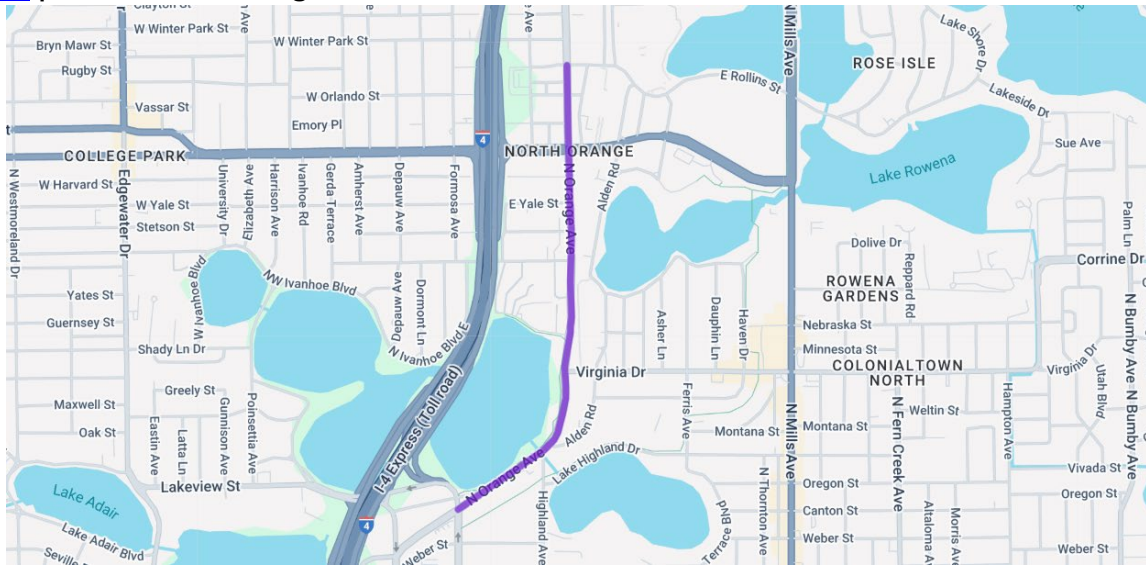
444315-1	444315-3
	
Description: This project will convert the Sand Lake Road and I-4 interchange into a diverging diamond interchange. The Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic at an interchange cross to the opposite side of the road on both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

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

Update: The project has been extended to December 2027. Crews are pile-driving on both sides of Sand Lake Road, between the eastbound and westbound I-4 bridges, to build the new bridge that will become the I-4 Express extension. A jack and bore operation is taking place under Sand Lake Road.

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

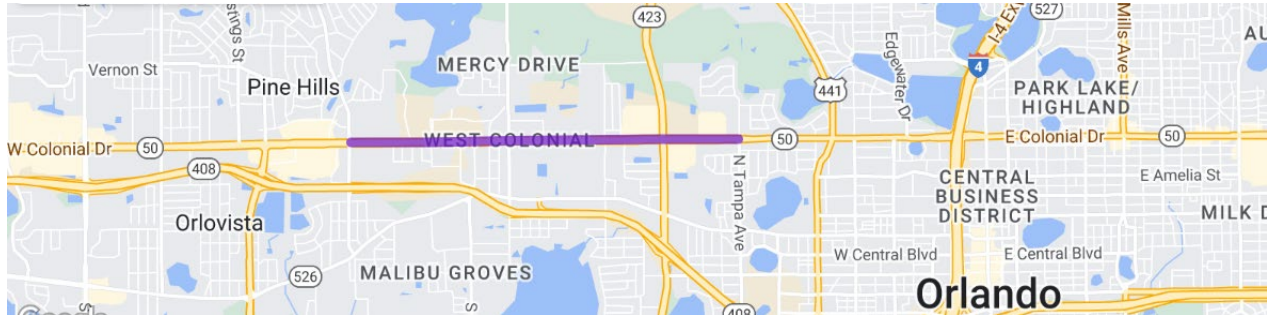


- Contract: E50F4
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of the project is to make safety and operational improvements along North Orange Avenue (State Road (S.R.) 527) from Magnolia Avenue to Rollins Street in Orlando. The project plans to reconfigure the roadway to include a single travel lane in each direction and use the existing outside travel lanes for additional 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: Contractor is finalizing paving operations throughout the project corridor. Once this layer is completed, the contractor will wait two weeks for the final layer.

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445694-1 | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue

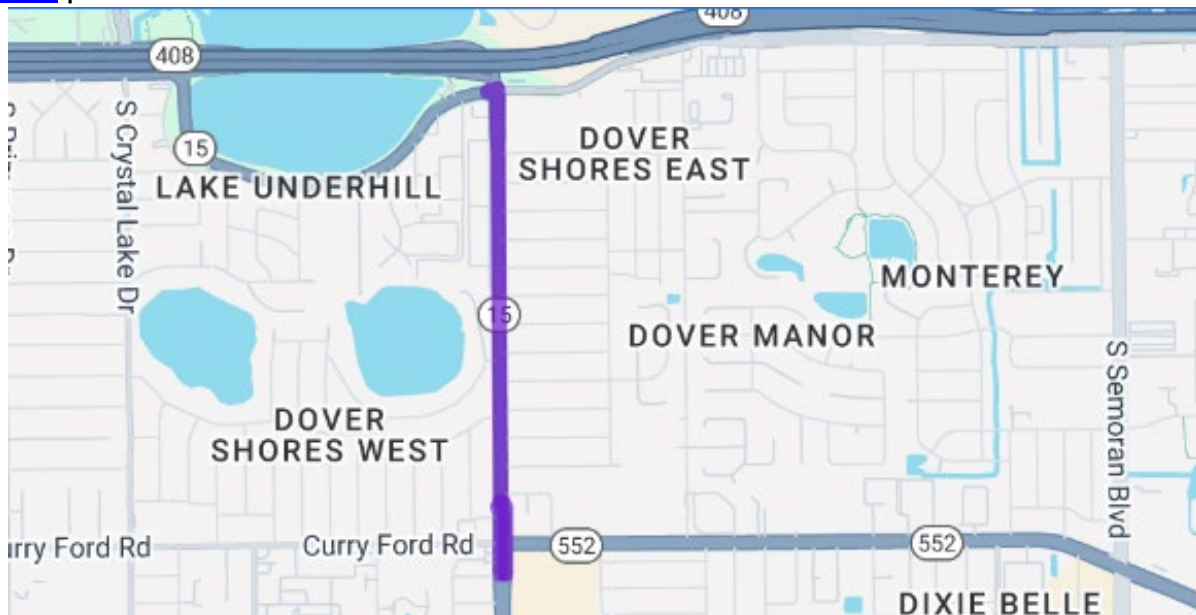


- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 2024
- Estimated Completion: Fall 2025
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial 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 working on punch list items and signage.

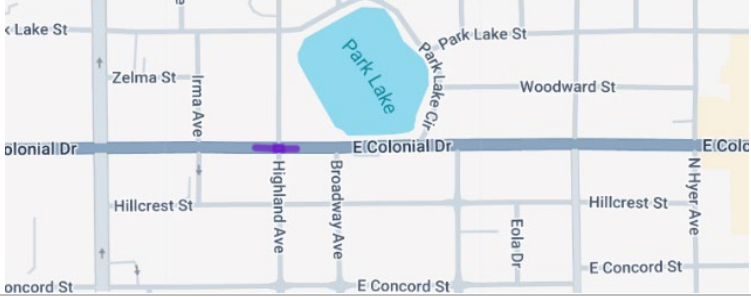
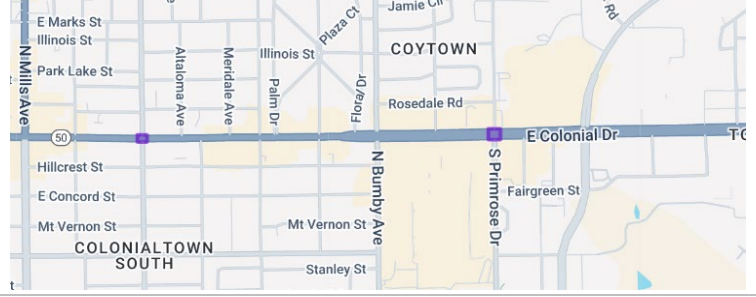
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[447090-1](#) | S.R. 15 from Devonshire Lane to Lake Underhill Road



- Contract: E57B8
 - Contractor: Ranger Construction Industries, Inc.
 - Construction Cost: \$4 million
 - Project Start: November 2024
 - Estimated Completion: Winter 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 includes safety enhancements such as a separate bicycle lane and medians in certain locations to help reduce left-turn and angle crashes.
- Update:** The contractor is working on final striping, signage, and punch list items for conditional final acceptance. Final walkthrough was held on 10/2/25. The contractor is still waiting on the mast arm for the PHB and RRFBs to finish the project.

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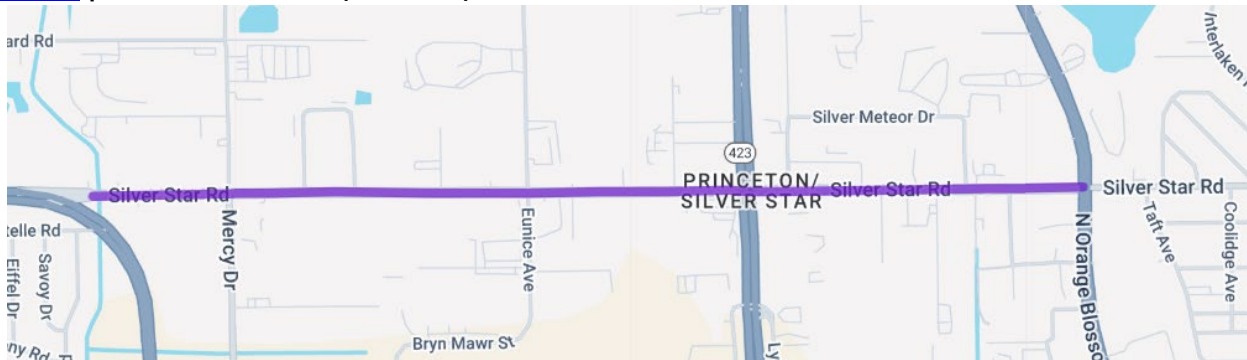
<u>447607-1</u> S.R. 50 at Highland Avenue	<u>447717-1</u> S.R. 50 at North Fern Creek Avenue and Primrose Drive
 Description: The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal 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.	 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.

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

Update: The contractor is working on clearing and grubbing, excavation, milling, and resurfacing.

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



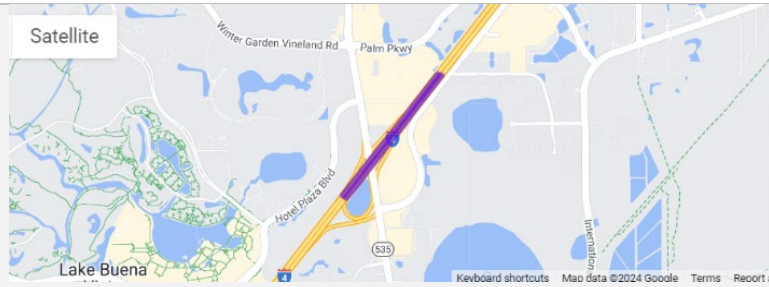
- Contract E53F6
- Contractor: Jr. Davis Construction Co., Inc.
- Construction Cost: \$4.9 million
- Project Start: December 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to implement operational and safety improvements along Silver Star Road (State Road (S.R.) 416) from Princeton Street (S.R. 438) to Orange Blossom Trail (U.S. 441). In addition to repaving the roadway, the project will install a raised traffic separator along Silver Star Road east of the John Young Parkway (S.R. 423) intersection, as well as channelizing islands at the Hansrob Road and the Wawa driveway, which will restrict left turns onto Silver Star Road at these locations. Traffic signal and pedestrian signal upgrades at Princeton Street, Eunice Avenue, and Mercy Drive are also proposed. Pedestrian and bicycle safety improvements along the project corridor are also planned. These include constructing a new crosswalk on Silver Star Road near Princeton Street (S.R. 438), filling in sidewalk gaps, and improving bicycle connectivity along the paved shoulders where possible, providing bus stops, and reconstructing curb ramps to meet current Americans with Disabilities Act (ADA) standards. Lighting improvements are proposed at the signalized crosswalks at Princeton Street, Eunice Avenue, and Mercy Drive, as well as new signing and pavement marking features.

Update: The contractor is working on final punch list items.

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

448914-1



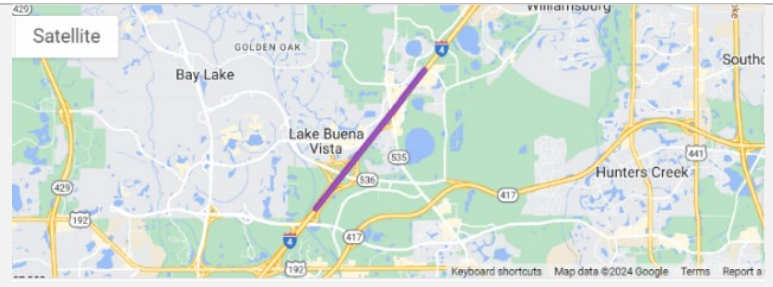
Description: This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.

Planned improvements include:

- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, and giving motorists more time to merge onto I4.
- Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline.
- Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.

To learn more, please visit: www.i4beyond.com

449771-1



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.

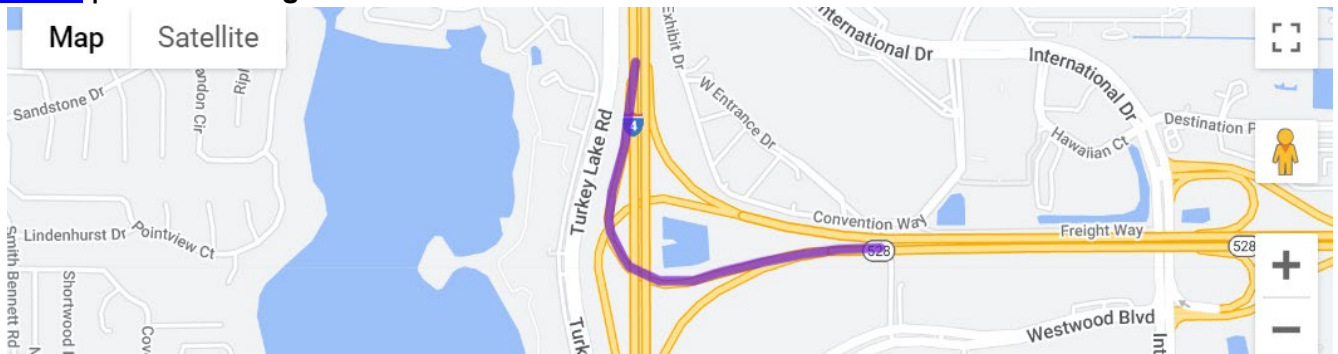
To learn more, please visit: www.i4beyond.com

- 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 decided to leave the eastbound I-4 entrance ramp from S.R. 535 to a single lane. Pond dewatering and temporary critical wall installation are ongoing. Crews are installing MSE walls on the loop ramp to create the foundation.

[continued on next page]

[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: Over the next few weeks, crews will be conducting traffic shifts on the westbound I-4 exit ramp to eastbound S.R. 528 to finish paving and painting the bridge. The westbound I-4 ramp to eastbound S.R. 528 will be closed overnight on Nov. 5 - 6 from 10 p.m. to 6 a.m.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

[continued on next page]

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

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

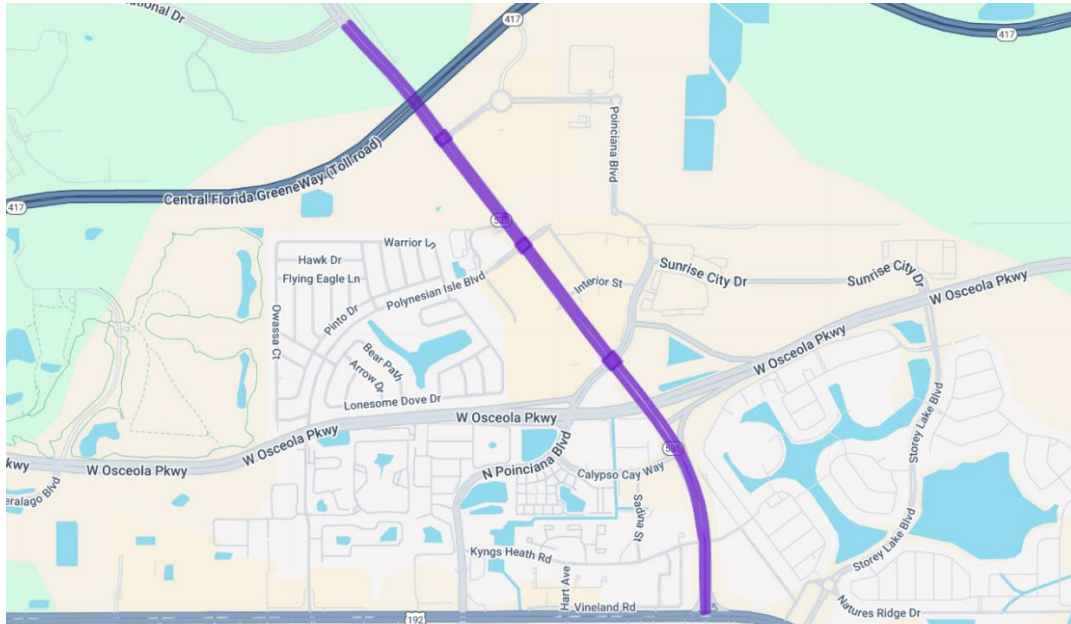


- Contract T5836
- Contractor: C.W. Roberts Contracting, Inc.
- Project Cost: \$18.3 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road 60. Other improvements include reapplying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

Update: The contractor is working on drainage installation, structure installations, and shoulder work.

[continued on next page]

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 enhanced lighting at signalized intersections, are also planned.

Update: The contractor is continuing work on milling and resurfacing, rumble strips installation, and punch list items.

[continued on next page]

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.

Update: The contractor continues to work on driveways, sidewalks, and signalization.

[continued on next page]

448796-1 | U.S. 192/U.S. 441 from C.R. 532 to Arthur J. Gallagher Boulevard



- Contract: T5854
 - Contractor: Jr. Davis Construction Co., Inc.
 - Construction Cost: \$16 million
 - Project Start: October 2025
 - Estimated Completion: Fall 2026
 - **Description:** The Florida Department of Transportation (FDOT) is resurfacing U.S. 192/U.S. 441 (State Road (S.R.) 500/East Irlo Bronson Memorial Highway) from Nova Road (County Road (C.R.) 532) to Arthur J. Gallagher Boulevard to extend the life of the existing roadway. A 6-foot sidewalk will be added along westbound U.S. 192/U.S. 441 to enhance pedestrian safety and mobility along the corridor. This project includes improvements at the Arthur J. Gallagher Boulevard intersection, such as upgraded traffic signals, signage, and pavement markings. Safety enhancements include the installation of a supplemental traffic signal closer to the intersection for increased visibility, as well as a new pedestrian signal detector and crosswalk at the west end of the intersection. A bicycle through lane (or keyhole lane) will be added at the Nova Road intersection, and new intersection lighting is planned at Old Melbourne Highway (C.R. 500A). Pedestrian curb ramps will be reconstructed to meet current Americans with Disabilities Act (ADA) standards. Landscaping enhancements will also be placed between Lake Lizzie Court and Lake Lizzie Drive.
- Update: The contractor has begun working on soft digs, relocating utilities, and installing drainage structures.

[continued on next page]

450623-1 | S.R. 60 From Florida's Turnpike to Indian River County Line



- Contract: E58F4
 - Contractor: AJAX Paving Industries of Florida LLC
 - Construction Cost: \$1.3 million
 - Project Start: October 2025
 - Estimated Completion: Spring 2026
 - **Description:** The purpose of this project is to mill and resurface State Road (S.R.) 60 from the Florida's Turnpike interchange to the Indian River County line in southeast Osceola County. The project will also make shoulder repairs and add "Wrong Way" driving signs along the corridor.
- Update: Contractor is beginning to work on milling and resurfacing along the corridor.

453058-1 | U.S. 192 from east of Harmony Square Drive to Nova Avenue



- Contract E56F7
 - Contractor: Middlesex Paving, LLC
 - Project Cost: \$6.6 million
 - Project Start: October 2025
 - Estimated Completion: Early 2026
 - **Description:** The Florida Department of Transportation (FDOT) is repaving U.S. 192/U.S. 441 (East Irlo Bronson Memorial Highway/State Road 500) from east of Harmony Square Drive to Nova Avenue to extend the life span of the existing roadway. Additional improvements include the refreshed pavement markings and installation of wrong-way signage at median openings.
- Update:** The contractor is continuing milling and resurfacing.

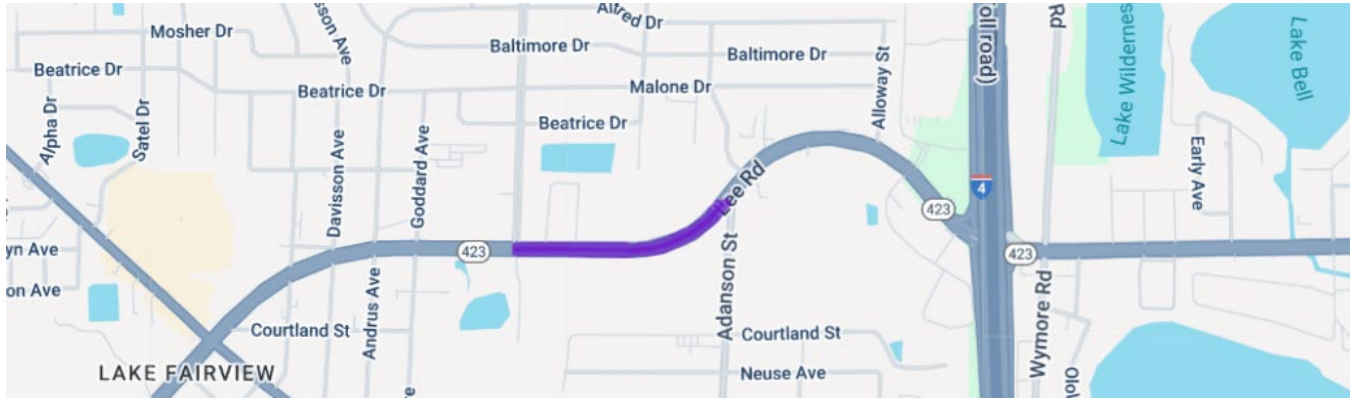
OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

449214-1 | S.R. 423 from Kingswood Drive to Adanson Street



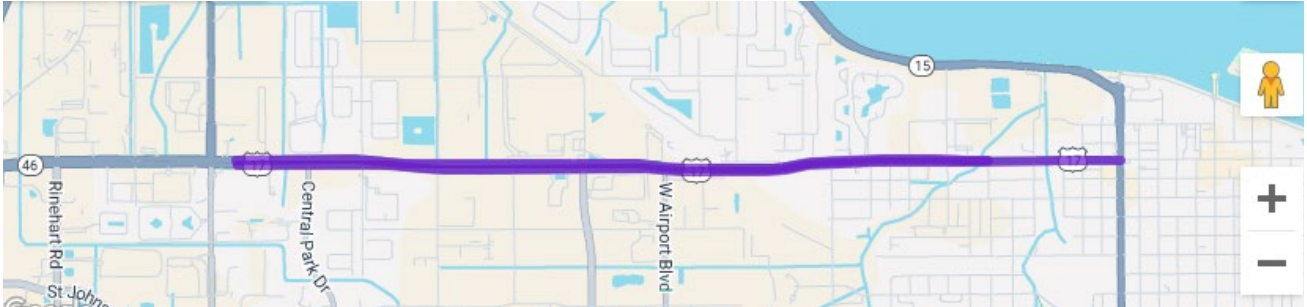
- Contract: T5867
- Contractor: Chinchor Electric, Inc.
- Construction Cost: \$3.3 million
- Project Start: December 2025
- Estimated Completion: Early 2027
- **Description:** The project includes new crosswalks, upgraded pedestrian signals, and “Yield to Pedestrian” signs at Kingswood Drive and Adanson Street. The first directional median west of Adanson Street will be closed, and a new traffic signal will replace the existing directional median near the McDonald’s and RNR Tire Express entrances at the Lee Road Shopping Center. The roadway will be repaved as needed to accommodate new pavement markings. In addition, the eastbound left-turn lane onto northbound Kingswood Drive, the westbound left-turn lane into the Lee Road Shopping Center, and the eastbound left-turn lane at S.R. 423 and Adanson Street will be extended to improve traffic flow.

Update: Structural asphalt resurfacing work began on 10/29/2025.

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SEMINOLE COUNTY CURRENT PROJECTS:

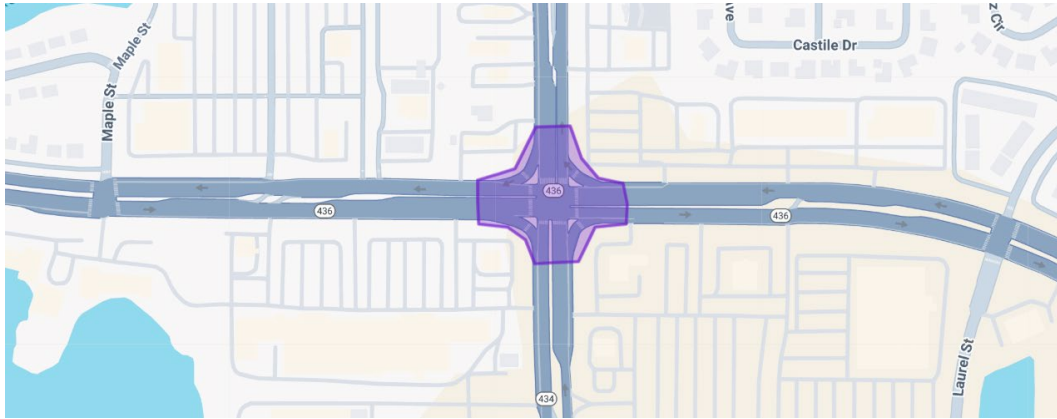
447103-1 | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- Contract: T5824
 - Contractor: Masci General Contractors, Inc.
 - Project Cost: \$16.7 million
 - Project Start: September 2024
 - Estimated Completion: Early 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:** Permanent sign installation, thermoplastic striping installation, and other restorative work continue, with the connection of the new traffic signals to power sources still pending.

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447411-1 | S.R. 436 at S.R. 434 Intersection Improvement

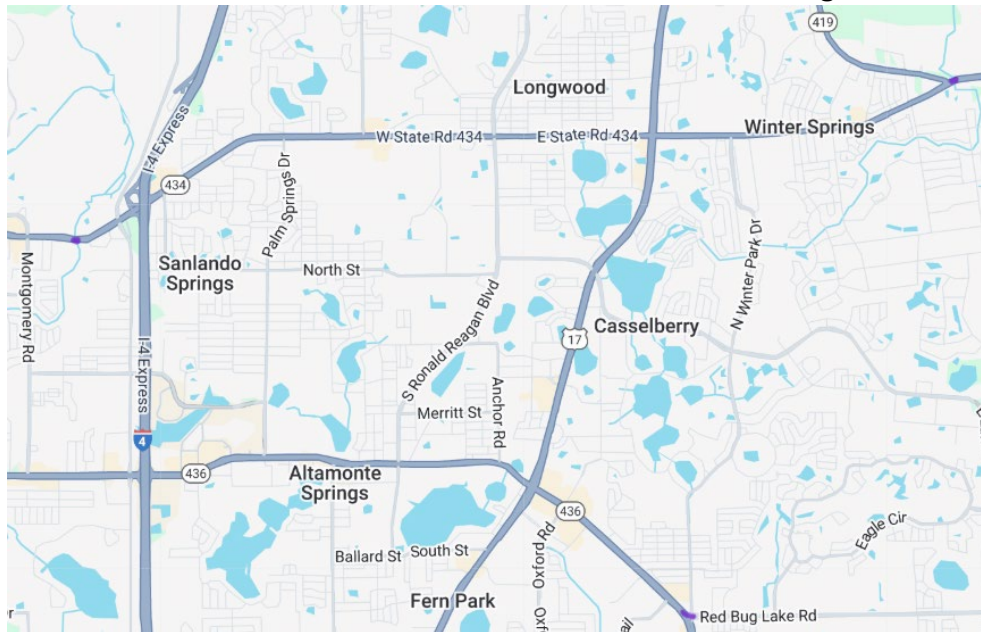


- Contract: E51F5
- Contractor: Alexander Design + Build, LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 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 completed drill shaft work for the mast arms at the southeast and southwest corners of the intersection. They also graded the sidewalk and curb in these areas and are preparing to install bullnose extensions and conduits in advance of final mast arm erection. Mast arm erection operations are currently scheduled for late November, along with the completion of final sidewalk and asphalt work.

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

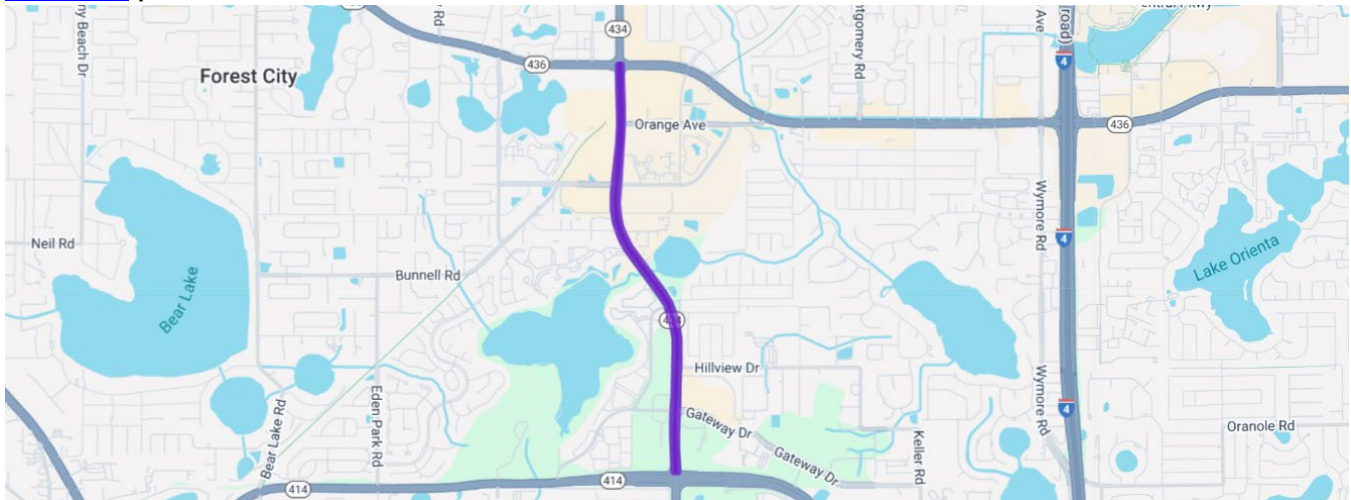


- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC
- Construction Cost: \$925,000
- Project Start: March 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (S.R.) 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: The shotcrete application at the Gee Creek culvert is ongoing, and the contractor continues to address insufficiency items pertaining to the prior shotcrete work.

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450576-1 | S.R. 434 from S.R. 414/Maitland Boulevard to S.R. 436

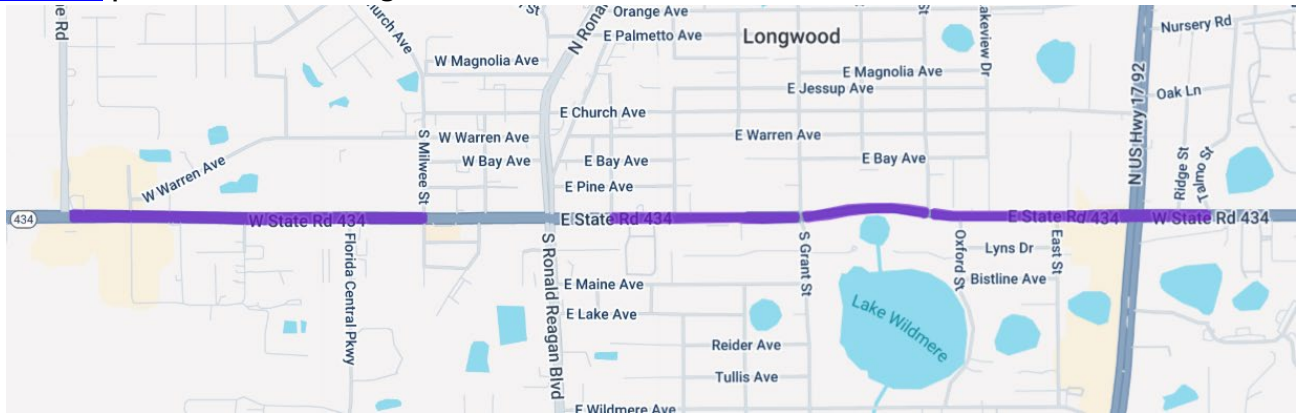


- Contract: E56F2
- Contractor: Jr. Davis Construction Company, Inc.
- Construction Cost: \$6.9 million
- Project Start: July 2025
- Estimated Completion: Spring 2026
- **Description:** The purpose of this project is to resurface a segment of State Road (S.R.) 434 from S.R. 414 (Maitland Boulevard) to S.R. 436 to maintain the roadway. The project will also include new signing and pavement markings and upgrading some pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards.

Update: The contractor has begun paving the friction course on the outside turn lanes in both directions, as well as pulling cable for pedestrian pushbuttons at Orange Avenue, performing conduit bores, and installing conduit and cabinets for TMS stations. The contractor is also currently working on the installation of permanent signs along the corridor.

[continued on next page]

441015-1 | S.R. 434 from Rangeline Road to west of Talmo Street



- Contract: E59F3
- Contractor: Hubbard Construction Company
- Construction Cost: \$5.4 million
- Project Start: October 2025
- Estimated Completion: Early 2027
- **Description:** The purpose of the project is to resurface the sections of State Road (S.R.) 434 from Rangeline Road to Milwee Street and from Myrtle Street to west of Talmo Street, with the non-contiguous segment between Milwee and Myrtle Streets addressed separately under Project [439040-1](#). The project will also upgrade pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards.

Update: Structural asphalt resurfacing work began on 10/29/2025.

SEMINOLE COUNTY RECENTLY COMPLETED:

None to Report.

Board Meeting Highlights – November 12, 2025

- **Chairman's Announcements:** Chairman Bob Dallari opened the meeting at 9:00 a.m. Mayor Pat Bates, City of Altamonte Springs, led the Pledge of Allegiance. Councilman Ken Gilbert reported on the October 10th Central Florida MPO Alliance Meeting. Commissioner Viviana Janer reported on the October 23rd Central Florida Commuter Rail Commission Meeting. Commissioner Mayra Uribe reported on the October 23rd MPOAC Meeting. Chairman Dallari thanked the Board members that participated in the Peer Exchange with the MPO/TPOs from Hillsborough, Pinellas and Pasco Counties held on October 27th. Chairman Dallari thanked the jurisdictions that provided resolutions of support for FDOT to pursue new funding for the I-4 St. Johns River Bridge and DeLand Mayor Chris Cloudman for bringing the item to the CFMPOA for support. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting Pedestrian Safety.
- **MetroPlan Orlando Executive Director's Announcements & Agenda Review:** Mr. Huttman acknowledged Mayor Art Woodruff who participated virtually. Mr. Huttman highlighted the Blind Experience held on October 15th and the 2050 MTP Public Meeting held on September 29th. Mr. Huttman discussed his attendance at the AMPO Annual Meeting in September and the NARC Executive Director's Council meeting in October. He gave an overview of the Lake-to-Lake Regional Trail workshop held on October 16th, and the Peer Exchange with MPO/TPOs from Hillsborough, Pinellas and Pasco Counties on October 27th. He called attention to legislation filed during committee weeks that address school zone and pedestrian safety, and e-bikes and scooters safety. Mr. Huttman also called attention to the items in supplemental folders.
- **Agency Reports:**

GOAA Orlando International Airport: Mr. Lance Lytle, Chief Executive Officer, Orlando International Airport, provided an overview of the airport's priorities, governance and financial structure. He discussed the airport's strategic and tactical focus including parking solutions, baggage handling systems, and gate additions. Mr. Lytle highlighted the airport's unique features, the Brightline rail connection and the upcoming direct flights from OIA to Tokyo in 2026. He showed a video highlighting the airport's future plans which include advanced technologies and improved passenger experience.

FDOT: Secretary John Tyler recognized Ms. Nicola Liquori, Executive Director, FTE. He discussed the growing concern for e-bike crashes and the work being done by FDOT e-bike safety campaign.
- **Public Comments on Action Items:** None.
- Unanimously **Approved** Consent Items: A through F
- Unanimously **Approved** the FY2025-26/FY2030-31 Amendments to the Transportation Improvement Program (TIP) (Roll Call vote conducted)
- Unanimously **Approved** Information Items for Acknowledgement Items: A through G
- **Other Business:** Presentations: **2050 MTP Update, Cost Feasible Projects** (Ms. Taylor Laurent, MetroPlan Orlando); **FDOT District 5 Tentative Work Program** (Mr. Jim Stroz, FDOT); **Florida's Turnpike Enterprise Tentative Work Program** (Ms. Carol Scott, FTE)
- **General Public Comments:**

Ms. Joanne Counelis, Lake Mary, commented on the need for 24/7 mass transit in the region, and complimented Scout on-demand transportation.
- **Board Member Comments:** None.
- **Next Board Meeting – December 10, 2025**

Air Quality Monitoring: Ozone Attainment Status

January - November

As of November 25, 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

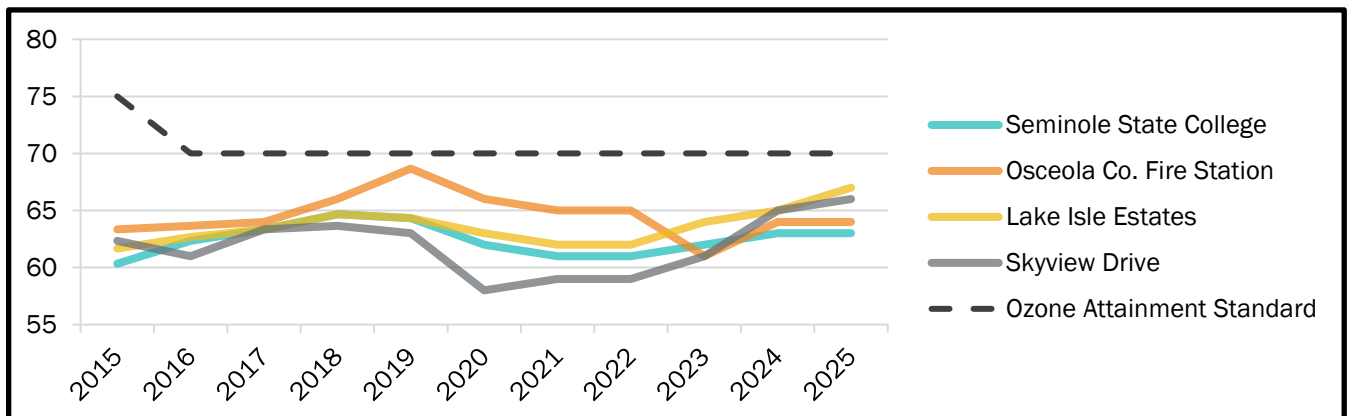
2024 3-Year Attainment Average: 65

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

Change 1

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status

As of November 25, 2025

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	18	25-Jul
2024	44	1-Jan
2023	34	3-Oct
2022	19	10-Aug

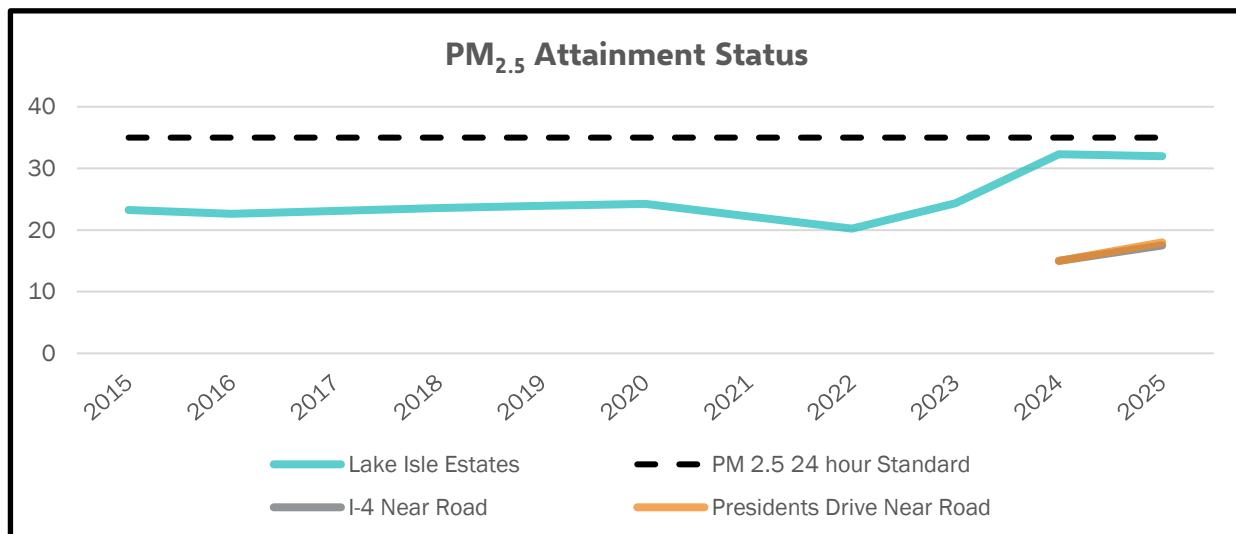
I-4 Near Road (#095-0009)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	20	5-Jun
2024	15	3-Dec

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 32
 98th percentile, 3 year average - 2024 32
 Change (0)

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 November 25, 2025

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

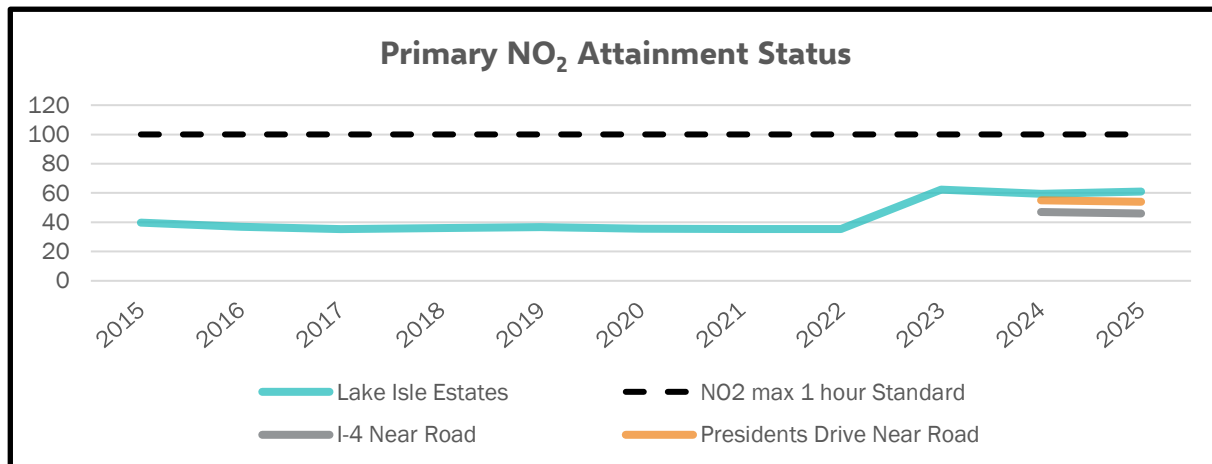
NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 61
 98th percentile, 3 year average - 2024 59
 Change 2

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

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

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

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





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Memorandum

November 25,
2025

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: December 2025 Bicycle & Pedestrian Activity Update

City of Casselberry

The City of Casselberry anticipates awarding construction of the Central Casselberry Connectivity project in October 2025, which was prioritized for funding through MetroPlan Orlando. Construction is anticipated to begin shortly after the “Bike 5” event and be completed by summer 2026. This project will add new shared use paths and sidewalks to various City streets, including an extension of the City’s trail system along S Winter Park Drive from Cannon Way to Marigold Rd. It will also replace the existing signalized intersection at Wilshire Dr/S Winter Park Dr with a roundabout.

City of Orlando

On May 29th, the City hosted a ribbon cutting ceremony to mark the completion of Phase I of the Grand National Drive capacity improvements, a key milestone in the City’s broader effort to revitalize the North International Drive corridor. Enhancements stretch from Oak Ridge Road to Vanguard Street and include: 10–12-foot multi-use sidewalks to improve bike/ped safety, redesigned streetscapes and upgraded landscaping, improved drainage, and traffic flow enhancements.

In July, the City kicked off a Bike and Micromobility Parking Study. The purpose of the study is to assess bike facilities available within the downtown core and recommend best practice strategies to improve city policies, infrastructure, and road design to address and enhance end of trip experiences for cyclists and scooterists.

The CROSS project, led by the Orlando Vision Zero Program Manager, has implemented several public workshops in the community to gather public input on its proposed transportation projects. Workshops have been held in Parramore, Downtown, and the Semoran and Curry Ford area. Virtual outreach opportunities will soon be available for other Safe Mobility projects such as FORWARD.

In October, the City held a kickoff meeting for the 2025 Bike Plan update. The update will ensure that the Plan continues to be a robust blueprint for maintaining, improving, and expanding bicycle infrastructure, policies, and programming in the City.

In October, the City participated as a main stop for the Annual Bike 5 Cities with Bike/Walk Central Florida where we were the start for both the Bike 5 Cities ride and the new Bike 5 Main Streets ride. Additionally, the Bind Experience was held in the City during October and several City staff participated in the informative event.

Orange County

West Orange Trail Phase 4B

Limits: Rock Springs Road to Wekiva Springs
Park along Welch Road
Under Design

West Orange Trail Phase 4D

Limits: Kelly Park to Neighborhood Lakes West
Trailhead
Under Design

Pine Hills Trail Phase 2C

Limits: Bonnie Brae Circle to Clarcona-Ocoee
Road
Under Design

Little Econ Trail Phase 3C

Limits: Bridge over SR 436
Under Design

Horizon West Trail Phase 1A

Limits: Tiny Road to Stoneybrook Parkway
Under Design

Lake Apopka Connector Trail

Limits: Damon Road to Magnolia Park
Under Construction

Pine Hills Trail Phase 2A

Limits: Belco Drive to Bonnie Brae Circle
Under Construction



LYNX Announces January 2026 Service Changes

[Home](#) | [News and Events](#) | LYNX Announces January 2026 Service Changes

Navigate

Oct 23, 2025

The Central Florida Regional Transportation Authority (LYNX) will make system-wide changes effective Jan. 11, 2026.

The January changes will include the following:

- Discontinuing Links 34, 45, 46E, 46W, 103, 434 and NeighborLink 822 and 851.
- Route/schedule changes on Links 1, 23, 102, 436N, 436S and the LYMMO Lime line.
- Schedule improvement on NeighborLink 811.
- Schedule reductions on the LYMMO Orange and Grapefruit lines and Link 701.
- Schedule adjustments on Links 8, 21, 44, 304 and 311.
- Bus bay changes at Pine Hills Transfer Center.

Maps and schedules are available at golynx.com.

January Service Changes

DISCONTINUED ROUTES

- Link 34 – N. U.S. 17-92/Sanford. (Seminole County)
- Link 45 – Lake Mary (Seminole County)
- Link 46E – East first St./Downtown Sanford (Seminole County)
- Link 46W – West SR 46/Seminole Towne Center (Seminole County)
- Link 103 – N. U.S. 17-92/Seminole Center (Seminole County)
- Link 434 - S.R. 434 (Seminole County)
- NL 822 – Oviedo (Seminole County)
- NL 851 – Sanford (Seminole County)

ROUTE/SCHEDULE CHANGES

- **Link 1** – Winter Park/Maitland/Altamonte Springs (Orange/Seminole County) – Changing route to operate between Winter Park SunRail and Maitland Center. Service north of Maitland Center will be discontinued. Change routing to Winter Park SunRail Station to use Webster Avenue and Denning Drive. Weekday and Saturday schedule adjustments.
- **Link 23** – Winter Park/Rosemont/Springs Plaza (Orange/Seminole County) – Route will end at SR 436/SR 434. Discontinuing service to Springs Plaza. Weekday and Saturday schedule adjustments.
- **Link 61** – LYMMO Lime Line (City of Orlando) – Changing route alignment to operate in a loop via Gore Street, Orange Avenue, Rosalind Street, Magnolia Avenue, Marks Street, Orange Avenue, Anderson Street and Delaney Avenue. Timepoint will move to a new bus stop on Gore Street. Service frequency will change to 30 minutes.
- **Link 102** – Orange Ave./South U.S. 17-92 (Orange/Seminole County) – Discontinuing service on Fernwood Boulevard. Extending route to Altamonte Springs SunRail via Oxford Road, SR 436 and Ronald Reagan Boulevard. Daily schedule adjustments.
- **Link 436N** – SR 436/Fernwood/Apopka (Orange/Seminole County) – Changing route to operate between Apopka SuperStop and Altamonte Springs SunRail. Service to Fern Park will be discontinued. Discontinuing weekday trips from Fern Park to Apopka SuperStop at 9:05 p.m., 10:05, 11:05 and 12:20 a.m.; Saturday from Fern Park to Apopka SuperStop at 6 a.m., 9:35, 10:25, 11:35 p.m. and midnight; and from Apopka SuperStop to Fern Park at 4:40 and 5:10 a.m., 8:40 and 9:40 p.m.
- **Link 436S** – SR 436/Fern Park/Orlando International Airport (Orange/Seminole County) – Discontinuing service on Fernwood Boulevard. Extending route to Altamonte Springs SunRail via SR 436 and Ronald Regan Boulevard. Minor daily schedule adjustments.

SCHEDULE IMPROVEMENTS

- **NeighborLink 811** – Ocoee (Orange County) – Extending weekday evening service to 8:35 p.m.

SCHEDULE REDUCTIONS

- **Link 60** – LYMMO Orange Line (City of Orlando) – Changing service to end at 8 p.m. daily. Reducing Sunday frequency to 30 minutes.
- **Link 62** - LYMMO Grapefruit Line (City of Orlando) – Changing service to end at 8 p.m. daily. Reducing Sunday frequency to 30 minutes.
- **Link 701**– Orange Tech College Shuttle (Orange County) – Discontinuing 4:55 p.m. weekday trip from West Oaks Mall and 8:45 p.m. trip from Orange Technical College.

SCHEDULE ADJUSTMENTS

- **Link 8** – Oak Ridge Road/International Drive. (Orange County) – Minor schedule adjustments daily. Timepoint moved from Oak Ridge Road and Rio Grande Avenue to Oak Ridge Road and Texas Avenue.
- **Link 21** – Raleigh Street/Kirkman Road/Universal Orlando (Orange County) – Minor weekday schedule adjustments.
- **Link 44** – Hiawassee Road/Zellwood/Apopka (Orange County) – Minor schedule adjustments Monday-Saturday. Timepoint moved from Errol Plaza to Highway 441 and Opal Court.
- **Link 304** – Disney Direct/Rio Grande Ave./Vistana (Orange County) – Daily minor schedule adjustments. Timepoint moved from Oak Ridge Road and Rio Grande Avenue to Oak Ridge Road and Texas Avenue.
- **Link 311** – Disney/OIA/Epic Universe (Orange County) – Minor weekday schedule adjustments to align with new SunRail schedule.

BUS BAY CHANGES

- Pine Hills Transfer Center
- Link 37 from Bay D to Bay E.
- Link 44 from Bay B to Bay H.
- Link 48 from Bay C to Bay D.
- Link 49 outbound from Bay F to Bay B.
- Link 49 inbound from Bay E to Bay C.
- Link 125 outbound from Bay H to Bay F.
- Link 301 from Bay B to Bay H.
- Link 302 from Bay F to Bay B.
- Link 303 from Bay E to Bay C.

-LYNX-

For more information, please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

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A REGIONAL TRANSPORTATION PARTNERSHIP

APPROVED BY
METROPLAN ORLANDO
L. Smith 11/12/2025

APPROVED

MetroPlan Orlando
2026 Board & Committee Meeting Schedule
250 S. Orange Avenue, Suite 200
Orlando, FL 32801

	MetroPlan Orlando Board	Community Advisory Committee (CAC)	Technical Advisory Committee (TAC)	TSMO**	TDLCB***	Municipal Advisory Committee (MAC)	Vision Zero Task Force
	2 nd Wednesday @ 9:00 a.m.	4 th Wednesday @ 9:30 a.m.	4 th Friday @ 10:00 a.m.	4 th Friday @ 8:30 a.m.	2 nd Thursday Quarterly @ 10:00 a.m.	Thursday prior to the Board meeting @ 9:30 a.m.	Quarterly Meetings @ 2 p.m.
January		January 28	January 23	January 23			
February	February 11	February 25	February 27	February 27	February 12	February 5	
March	March 11					March 5	March 24
April		April 22	April 24	April 24			
May	May 13	May 27*	May 29*	May 29*	May 14	May 7	
June	June 10	June 24	June 26	June 26		June 4	
July	July 8					July 2	July 14
August		August 26	August 28	August 28	August 20 ¹		
September	September 9					September 3	September 22
October		October 28	October 23	October 23			
November	November 18*				November 12	November 5	November 10
December	December 9	December 2*	December 4*	December 4*		TBD	

No meeting * Holiday Adjustment ¹ Date adjusted due to meeting conflict

** TSMO – Transportation Systems Management & Operations

*** TDLCB – Transportation Disadvantaged Local Coordinating Board

Fiscal Year 2024/25

Federally Obligated Funds

for Orange, Osceola, and Seminole Counties, Florida

November 2025



Transportation Projects for Which Federal Funds Were Obligated During Fiscal Year 2024/25

This document contains a list of transportation projects in the MetroPlan Orlando region (Orange, Osceola, and Seminole Counties) for which federal funds were obligated during Fiscal Year 2024/25 (FY 2024/25) and may indicate funds spent or removed/reduced on certain projects. This has no impact on funding of projects in the current Transportation Improvement Program (TIP). This was prepared to meet a federal requirement for Metropolitan Planning Organizations (MPOs) under Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulation, which states:

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a list of projects (including investments in pedestrian walkways and bicycle transportation facilities for which funds under 23 U.S.C. or 49 U.S.C Chapter 53 were obligated in the preceding program year.*
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*
- (c) The listing shall be published or otherwise made available in accordance with the MPO’s public participation criteria for the TIP.*

This pertains to the fact that the federal fiscal year runs from October through September while the fiscal year of most MPOs runs from July through June. As a result, those projects for which funds were obligated during July through September 2025 would be shown as programmed during FY 2024/25 according to the federal fiscal year but would be shown as programmed during FY 2025/26 according to the MPO fiscal year. Therefore, this legislation ensures that the projects in each MPO’s TIP for which federal funds were obligated during the preceding fiscal year are published in a list that matches the federal fiscal year time period.

Projects can be found on the following pages of this report, organized by County:

- Interstate Projects pages 5-6
- State Highway Projects pages 7-9
- Traffic Operations and Safety Projects pages 10-13
- Bicycle and Pedestrian Projects pages 14-15
- Aviation Projects pages 16-17
- Transit and Transportation Disadvantaged Projects, and Commuter Rail Projects pages 18-20

The amounts of federal funding for these projects and the funding sources (codes) are shown in separate columns on the spreadsheets. Many of these projects also utilized funds from state and local sources, which are not shown in this document. The explanations for the funding codes and project phases contained in this document are shown on pages 3-4.

Abbreviations & Acronyms

Federal Funding Codes

22-CMPJ-1 2022 Community Project Funding

BRTZ Bridge Replacement Program, Off-System

CAR Carbon Reduction Program (i.e. CARB, CARU)

CD Congressional Discretionary Funds (i.e. CD22)

DDR District Dedicated Revenue

DFTA FHWA funds transferred to FTA

DIH In House Product Support

DPTO State Public Transportation Office funds

DS Primary Highways & PTO

EB Equity Bonus

FAA Federal Aviation Administration funds

FTA Federal Transit Administration funds (i.e. FTA 5307, 5310, 5339)

GFNP General Surface NP Federal Relief funds

GFSU General Surface Transportation Planning funds for urban areas
>200,000 population

GMR Growth Management for SIS

HSP Highway Safety Program funds

NFP National Freight Program (i.e. NFP, NFPD)

NH National Highway System funds for principal arterials (i.e. NHBR, NHEX, NHPF, NHPP, NHRE)

RHH/RHP Federal Rail-Highway Crossing funds

SA Surface Transportation Program Block Grant funds with no population restrictions

SIBF Federal Funded State Infrastructure Bank (SIB)

SR2T Federal Safe Routes to School – Transfer funds

SR0M SunRail Revenues for Operations and Maintenance

SU Surface Transportation Program Block Grant funds for urban areas with a population over 200,000 which may be used for highway, transit, or bicycle/pedestrian projects at the discretion of the MPO

TALT Transportation Alternative funds – any area

TALU Transportation Alternative funds – population >200,000

TRIP Transportation Regional Incentive Program

Project Phase Abbreviations

CAP	Capital
CEI	Construction Engineering Inspection
CST	Construction - - highway project phase
ENV	Environmental Mitigation – FDOT highway project phase pertaining to filing permits with the St. Johns Water Management District and the Florida Department of Environmental Protection regarding the acquisition of environmentally sensitive land for highway improvements.
MISC.	Miscellaneous
OPS	Operations
PE	Preliminary Engineering (design)
PLN	Planning
ROW	Right-of-Way Acquisition
RRU	Relocation of Railroad Utilities

Agency Abbreviations

CFX	Central Florida Expressway Authority
CFCR	Central Florida Commuter Rail (operates under the name SunRail)
CFRTA	Central Florida Regional Transportation Authority (operates under the name LYNX)
FAA	Federal Aviation Administration
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Florida's Turnpike Enterprise
GOAA	Greater Orlando Aviation Authority
KGA	Kissimmee Gateway Airport
OIA	Orlando International Airport
OSIA	Orlando Sanford International Airport

Interstate Highway Projects

Orange County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
242484-7	SR 400 (I-4)	W of SR 528 Beachline	W of SR 435 Kirkman Rd.	Add Lanes & Reconstruct	\$ 11,800.00	NHPP	PE
242484-8	SR 400 (I-4)	E of CR 522 (Osceola Pkwy.)	-	Add Lanes & Reconstruct	\$ (1,714,876.00)	NHPP	ROW
408416-1	I-4 Orange Co. Master Plan Adv. R/W Acq.	-	-	Right of Way Activities	\$ (4.00)	NHPP	ROW
441113-1	I-4 (SR 400)	Daryl Carter Pkwy.	-	Interchange (New)	\$ 7,536,302.00	NHEX	CST
441113-1	I-4 (SR 400)	Daryl Carter Pkwy.	-	Interchange (New)	\$ 6,561,037.00	NHPP	CST
441113-1	I-4 (SR 400)	Daryl Carter Pkwy.	-	Interchange (New)	\$ (5,770.00)	SA	CST
441113-1	I-4 (SR 400)	Daryl Carter Pkwy.	-	Interchange (New)	\$ 998,897.00	NHPP	RRU
441113-3	I-4 (SR 400) Early Work	Daryl Carter Pkwy.	-	Drainage Improvements	\$ 152,298.00	NHPP	CST
441113-3	I-4 (SR 400) Early Work	Daryl Carter Pkwy.	-	Drainage Improvements	\$ 28,033.00	NHPP	RRU
444315-1	Sand Lake Rd. Interchange	W of SR 528	W of SR 435	Interchange Improvement	\$ (83,872.00)	GFNP	CST
444315-1	Sand Lake Rd. Interchange	W of SR 528	W of SR 435	Interchange Improvement	\$ (375,107.00)	NHPP	CST
444315-1	Sand Lake Rd. Interchange	W of SR 528	W of SR 435	Interchange Improvement	\$ 5,698.00	NHPP	PE
444315-1	Sand Lake Rd. Interchange	W of SR 528	W of SR 435	Interchange Improvement	\$ 1,858,800.00	NHPP	RRU
444315-3	SR 400 (I-4)	W of SR 536	W of SR 528	Add Managed Lanes	\$ (3,769.00)	GFNP	CST
444315-3	SR 400 (I-4)	W of SR 536	W of SR 528	Add Managed Lanes	\$ 2,789,158.00	NHPP	CST
449771-1	SR 400	W of SR 536	W of Daryl Carter Pkwy.	Add Managed Lanes	\$ 1,000.00	SA	CST

Osceola County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
431456-1	SR 400 (I-4)	W of CR 532	E of CR 522 (Osceola Pkwy.)	Add Lanes & Reconstruct	\$ 2,061,025.00	NHPP	MISC
431456-1	SR 400 (I-4)	W of CR 532	E of CR 522 (Osceola Pkwy.)	Add Lanes & Reconstruct	\$ 60,080.00	NHPP	PE
431456-1	SR 400 (I-4)	W of CR 532	E of CR 522 (Osceola Pkwy.)	Add Lanes & Reconstruct	\$ 2,726,894.00	NHPP	ROW
443958-1	I-4 (SR 400)	Polk Co. Line	W of SR 417	Resurfacing	\$ 57,492.00	NHPP	CST
444187-1	I-4 (SR 400) at CR 532	S. Goodman Rd.	Kemp Rd.	Interchange Improvement	\$ 636,691.00	SA	CST
447612-1	I-4/SR 400	World Dr.	Orange Co. Line	Resurfacing	\$ 1,030,905.00	NHPP	CST
447612-1	I-4/SR 400	World Dr.	Orange Co. Line	Resurfacing	\$ (402,219.00)	NHPP	PE

Seminole County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
242592-4	SR 400 (I-4)	1 Mi. E of SR 434	E of SR 15/600 (US 17-92)	Add Lanes & Reconstruct	\$ 50,531.00	NHPP	PE
242592-4	SR 400 (I-4)	1 Mi. E of SR 434	E of SR 15/600 (US 17-92)	Add Lanes & Reconstruct	\$ 17,311,534.00	NHPP	ROW
242592-8	US 17-92/Orlando Ave./French Ave.	Central FL Zoo	I-4 WB Ramp	Interchange Improvement	\$ 4,963,896.00	NHPP	CST
439682-3	I-4/SR 400	E of SR 434	W of Lake Mary Blvd.	Add Lanes & Rehabilitate Pavement	\$ 1,497,460.00	SA	CST
439682-5	I-4 /SR 400	SR 46	E of SR 600 (US 17/92) (EB)	Resurfacing	\$ 84.00	NHPP	CST

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State Highway/Roadway Improvement Projects

Orange County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
439235-1	SR 551 (N Goldenrod Rd.)	S of SR 50	SR 426 (Aloma Ave.)	Resurfacing	\$ (117,386.00)	SA	CST
439252-1	Buck Rd. Bridge over Little Econ	Bridge #754005	-	Bridge Replacement	\$ 1,000.00	NHBR	CST
439359-1	Wilshire Dr. Culvert Conversion Project	Bridge #755813	-	Replace Bridge with Culvert	\$ 167,288.00	BRTZ	CST
439359-1	Wilshire Dr. Culvert Conversion Project	Bridge #755813	-	Replace Bridge with Culvert	\$ 167,288.00	BRTZ	CST
439359-1	Wilshire Dr. Culvert Conversion Project	Bridge #755813	-	Replace Bridge with Culvert	\$ 270,226.00	SA	CST
441275-1	Complete Streets - Edgewater Dr.	Lakeview St.	Par St.	Urban Corridor Improvements	\$ 287,894.00	SU	PE
442390-2	Orange Co. Pedestrian Lighting Bundle B	-	-	Lighting	\$ 283,029.00	HSP	CST
442390-2	Orange Co. Pedestrian Lighting Bundle B	-	-	Lighting	\$ (4,605.00)	SA	CST
442390-2	Orange Co. Pedestrian Lighting Bundle B	-	-	Lighting	\$ (4,605.00)	SA	CST
443514-1	SR 436	S of SR 552	N of SR 552	Intersection Improvement	\$ 6,393.00	HSP	CST
446485-1	Virginia Dr./Forest Ave./Corrine Dr.	SR 527	Bennett Rd.	Urban Corridor Improvements	\$ 19,656.00	SU	PE
447610-1	US 441/SR 500	Wadsworth Rd.	Lake Co. Line	Resurfacing	\$ 3,901,229.00	NHRE	CST
452882-1	SR 500/ US 441/ US 17-92	Osceola Co. Line	N of Caroni Dr.	Resurfacing	\$ 946,000.00	SA	PE

State Highway/Roadway Improvement Projects

Osceola County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
418403-3	SR 600 (US 17-92)	Pleasant Hill Rd.	Portage St.	Add Lanes & Reconstruct	\$ 66,121.00	SA	PE
437200-1	US 17-92	CR 54	1,900' W of Poinciana Blvd.	PD&E/EMO Study	\$ (525,843.00)	GFSU	PE
441036-1	SR 60	E of SR 15 (US 441)	W of SR 91 (FL Turnpike)	Traffic Ops Improvements	\$ 1,194.00	NHPP	CST
443702-1	SR 60 EB & WB Passing Lanes	Blanket Bay Slough	Peavine Tr.	Traffic Ops Improvement	\$ 4,258.00	EB	CST
443702-1	SR 60 EB & WB Passing Lanes	Blanket Bay Slough	Peavine Tr.	Traffic Ops Improvement	\$ 13,224,266.00	NHPF	CST
443702-1	SR 60 EB & WB Passing Lanes	Blanket Bay Slough	Peavine Tr.	Traffic Ops Improvement	\$ 64,488.00	NHPP	PE
445415-2	Neptune Rd.	S of Kings Crest Rd.	SR 500/US 192	Widen/Resurface Exit Lanes	\$ (1,494,524.00)	CARB	CST
445415-3	Neptune Rd.	Partin Settlement Rd.	S of Kings Crest Rd.	Widen/Resurface Exit Lanes	\$ (305,324.00)	CARB	CST
445415-3	Neptune Rd.	Partin Settlement Rd.	S of Kings Crest Rd.	Widen/Resurface Exit Lanes	\$ (8,577.00)	CARU	CST
445415-3	Neptune Rd.	Partin Settlement Rd.	S of Kings Crest Rd.	Widen/Resurface Exit Lanes	\$ (8,577.00)	CARU	CST
445697-1	SR 60	Three Lakes WMA	W of US 441	Signing/Pavement Markings	\$ (58,119.00)	HSP	CST
445709-1	SR 500/ US 192 (E Bronson Hwy.)	Florida Ave.	Michigan Ave.	Safety Project	\$ (18,264.00)	HSP	CST
445709-1	SR 500/ US 192 (E Bronson Hwy.)	Florida Ave.	Michigan Ave.	Safety Project	\$ (32,196.00)	SA	PE
446445-5	Truck Parking Central FL. - Osceola Co. Site	-	-	Parking Facility	\$ 1,700,000.00	NFPD	MISC
446445-5	Truck Parking Central FL. - Osceola Co. Site	-	-	Parking Facility	\$ 3,303,264.00	NFP	PE
446445-5	Truck Parking Central FL. - Osceola Co. Site	-	-	Parking Facility	\$ 11,370,000.00	NFPD	ROW
448796-1	SR 15/SR 500	CR 532	Arthur J. Gallagher Blvd.	Resurfacing	\$ 468,197.00	SA	CST
449477-1	Buenaventura Blvd. Complete Street	Simpson Rd.	Osceola Pkwy.	Urban Corridor Improvements	\$ 115,893.00	SU	CST
449477-1	Buenaventura Blvd. Complete Street	Simpson Rd.	Osceola Pkwy.	Urban Corridor Improvements	\$ 115,893.00	SU	CST
451545-1	Funie Steed Rd. Intersection Improvements	Lindfields Blvd.	Formosa Gardens	Intersection Improvement	\$ 406,985.00	HSP	PE
451545-1	Funie Steed Rd. Intersection Improvements	Lindfields Blvd.	Formosa Gardens	Intersection Improvement	\$ (27,383.00)	TALT	PE

State Highway/Roadway Improvement Projects

Seminole County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
240200-2	SR 429/46 (Wekiva Pkwy.)	E of Osprey Hammock Tr.	Orange. Blvd.	New Road Construction	\$ 467,244.00	NHEX	CST
240200-4	SR 429 (Wekiva Pkwy.)	Orange Blvd.	W of I-4 (SR 400)	New Road Construction	\$ 1,029,704.00	SA	CST
415030-6	SR 426/CR 419	Pine Ave.	Ave. B/Adeline B Tinsley Wy.	Add Lanes & Reconstruct	\$ 224,076.00	SA	CST
431807-2	S. Pomegranate Ave.	8th St.	SR 46	Safety Project	\$ 25,000.00	SA	PE
436679-1	SR 15/SR 600 (US 17/92)	N of Lake Mary Blvd.	N of Airport Blvd.	Widen/Resurface Exist Lanes	\$ (77.00)	SA	CST
439040-1	SR 434	CR 427	-	Intersection Improvement	\$ (35,751.00)	SU	ROW
441140-1	SR 436	Northlake Blvd./Cranes Roost Blvd.	Boston Ave.	Resurfacing	\$ 32,746.00	SA	CST
441140-1	SR 436	Northlake Blvd./Cranes Roost Blvd.	Boston Ave.	Resurfacing	\$ 151,031.00	SU	CST
446493-2	Winter Park Dr. Complete St. Imp. Phase 1	Marigold Rd.	Seminola Blvd.	Urban Corridor Improvements	\$ 916,459.00	SU	PE

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Traffic Operations and Safety Projects

Orange County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
418001-1	Gore St.	at RR Crossing #622300-G	-	Rail Safety Project	\$ (5,563.00)	RHH	RRU
425782-1	W Gore St.	at RR Crossing #622300-G	-	Rail Safety Project	\$ (630.00)	RHP	RRU
432193-5	Hicks Ave (Formerly Terry Ave.) Extension	-	-	Roundabout	\$ 1,086,838.00	NHPP	CST
435526-1	SR 434 (Alafaya Tr.)	Corporate Blvd.	-	Intersection Improvements	\$ 11,197.00	SU	CST
435526-1	SR 434 (Alafaya Tr.)	Corporate Blvd.	-	Intersection Improvements	\$ 11,197.00	SU	CST
435527-1	Powers Dr.	North Ln.	-	Intersection Improvement	\$ 1,000.00	SU	CST
435527-1	Powers Dr.	North Ln.	-	Intersection Improvement	\$ 1,000.00	SU	CST
437634-1	SR 551 (Goldenrod Rd.)	SR 408	SR 50	Safety Project	\$ 2,201,935.00	HSP	CST
439880-7	Orange County Ped. Lighting Bundle G	-	-	Lighting	\$ (24,928.00)	HSP	CST
441145-1	SR 527/S. Orange Ave.	Grant St.	Gore St.	Resurfacing	\$ 2,564,486.00	SA	CST
441145-1	SR 527/S. Orange Ave.	Grant St.	Gore St.	Resurfacing	\$ (6.00)	SU	CST
441490-2	University Blvd.	Dean Rd.	-	Intersection Improvement	\$ 20,000.00	SU	CST
441490-2	University Blvd.	Dean Rd.	-	Intersection Improvement	\$ 20,000.00	SU	CST
444788-1	Tiny Rd. Intersection Improvements	Tilden Rd.	-	Add Turn Lane(S)	\$ (1,763,901.00)	CARU	CST
444899-1	Oakland Ave. Roundabout	-	-	Roundabout	\$ (30,092.00)	SU	CST
445691-1	SR 527	Clay Ave.	S. Orlando Ave.	Safety Project	\$ 41,809.00	HSP	CST
445691-1	SR 527	Clay Ave.	S. Orlando Ave.	Safety Project	\$ 1,083,518.00	SA	CST
445691-1	SR 527	Clay Ave.	S. Orlando Ave.	Safety Project	\$ 9,000.00	HSP	PE
445692-1	SR 527	SR 438 E. Princeton St.	-	Traffic Signals	\$ (42,852.00)	HSP	CST
445692-1	SR 527	SR 438 E. Princeton St.	-	Traffic Signals	\$ (30,343.00)	SA	CST
445692-1	SR 527	SR 438 E. Princeton St.	-	Traffic Signals	\$ (16,840.00)	SA	PE
445693-1	SR 50	N. Thornton Ave.	Mills Ave.	Traffic Signal	\$ (35,246.00)	HSP	CST
445693-1	SR 50	N. Thornton Ave.	Mills Ave.	Traffic Signals	\$ (100,000.00)	SA	CST
445694-1	W Colonial Dr./Martin Luther King Blvd.	Pine Hills Rd.	Tampa Ave.	Safety Project	\$ (67,378.00)	HSP	CST
445694-1	W Colonial Dr./Martin Luther King Blvd.	Pine Hills Rd.	Tampa Ave.	Safety Project	\$ 2,387,803.00	SA	CST
445694-1	W Colonial Dr./Martin Luther King Blvd.	Pine Hills Rd.	Tampa Ave.	Safety Project	\$ 49,962.00	HSP	PE
445695-1	SR 50	Westmoreland Dr. North	-	Traffic Signals	\$ (54,952.00)	HSP	CST
445695-1	SR 50	Westmorland Dr. North	-	Traffic Signals	\$ 1,000.00	SA	CST
445707-1	SR 436 (Semoran Blvd.)	Pershing Ave.	-	Traffic Signals	\$ 49,539.00	HSP	CST

Traffic Operations and Safety Projects

Orange County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
445715-1	SR 438	at Powers Dr.	-	Traffic Signals	\$ (38,537.00)	HSP	CST
445715-1	SR 438	at Powers Dr.	-	Traffic Signals	\$ 10,213.00	SA	CST
445767-1	SR 500 (US 441)	SR 50 (Colonial Dr.)	-	Traffic Signals	\$ 80,901.00	HSP	CST
445767-1	SR 500 (US 441)	SR 50 (Colonial Dr.)	-	Traffic Signals	\$ (23,839.00)	SA	PE
445771-1	SR 500	S of Oak Ridge Rd.	N of Oak Ridge Rd.	Traffic Signals	\$ 1,000.00	SA	CST
447104-1	SR 500	SR 50	SR 414	Resurfacing	\$16,833,863.00	SA	CST
447104-1	SR 500	SR 50	SR 414	Resurfacing	\$ 5,042,448.00	SU	CST
447104-1	SR 500	SR 50	SR 414	Resurfacing	\$ 654,370.00	TALU	CST
447104-1	SR 500	SR 50	SR 414	Resurfacing	\$ 2,500,647.00	SA	PE
447388-1	UPS Expansion Phase 1	-	-	Traffic Control Devices/System	\$ 825,381.00	SU	CST
447388-2	UPS Expansion Phase 1	-	-	Traffic Control Devices/System	\$ 203,514.00	SU	CST
447593-1	SR 50/Colonial Dr.	Maguire Blvd.	-	Traffic Signals	\$ 77,121.00	HSP	ROW
447607-1	SR 50	Highland Ave.	-	Traffic Signals	\$ 744,224.00	HSP	CST
447717-1	SR 50	Fern Creek Ave.	Primrose Dr.	Traffic Control Devices/System	\$ 570,789.00	HSP	CST
448385-1	E. 13th St.	at RR Crossing #625274E	-	Rail Safety Project	\$ (8,398.00)	RHP	RRU
449214-1	SR 423	Kingswood Dr.	Adanson St.	Intersection Improvement	\$ 156,914.00	SA	PE
449472-1	Silver Meteor Dr.	RR Crossing #22368V	-	Rail Safety Project	\$ (6,546.00)	RHH	RRU
449635-1	Hansrob Rd.	RR Crossing #622369C	-	Rail Safety Project	\$ (3,705.00)	RHH	RRU
449763-1	SR 423/John Young Pkwy.	SR 408	Shader Rd.	ITS Communication System	\$ 17,360.00	SA	CST
450531-1	SR 424 (Edgewater Dr.)	S of Satel Dr.	N of Aloha St.	Traffic Signals	\$ 143,248.00	HSP	PE
451245-1	SR 434 (Alafaya Trail)	Lokanotosa Trail/Science Dr.	-	Safety Project	\$ 221,558.00	TALT	PE
451256-1	SR 436 (Semoran Blvd.)	University Blvd./Scarlet Rd.	-	Safety Project	\$ 459,792.00	HSP	PE
451372-1	SR 438	Lake Stanley Rd.	Hiawassee Rd.	Safety Project	\$ 970,428.00	HSP	PE
441490-1	University Blvd.	Dean Rd.	-	Intersection Improvement	\$ (4,319.00)	SU	ROW

Osceola County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
439885-1	Osceola Co. Pedestrian Lighting Bundle A	-	-	Lighting	\$ (224,942.00)	HSP	CST
445801-1	N. Orange Blossom Tr.	E. Osceola Pwky.	-	Traffic Signals	\$ 128,336.00	HSP	CST
445801-1	N. Orange Blossom Tr.	E. Osceola Pwky.	-	Traffic Signals	\$ (3,484.00)	SA	PE
447602-1	Buenaventura Blvd.	Florida Pkwy.	E. Osceola Pkwy.	Traffic Signals	\$ 484,462.00	HSP	PE
447605-1	Marigold Ave.	San Lorenzo Rd.	Peabody Rd.	Roundabout	\$ 10,000.00	HSP	CST
447605-1	Marigold Ave.	San Lorenzo Rd.	Peabody Rd.	Roundabout	\$ 10,000.00	HSP	CST
447605-1	Marigold Ave.	San Lorenzo Rd.	Peabody Rd.	Roundabout	\$ 3,593,809.00	SU	CST
447605-1	Marigold Ave.	San Lorenzo Rd.	Peabody Rd.	Roundabout	\$ (180,859.00)	HSP	PE
448776-1	Osceola Pkwy.	Dyer Blvd.	Florida's Turnpike	ITS Communication System	\$ 500.00	SU	PE
448776-1	Osceola Pkwy.	Dyer Blvd.	Florida's Turnpike	ITS Communication System	\$ 500.00	SU	PE
450435-1	SR 500/ US 441	Intersection of Donegan Ave.	-	Traffic Control Devices/System	\$ 127,440.00	TALT	PE
452229-5	Districtwide Rumble Stripes Bundle 5E	-	-	Safety Project	\$ 469,731.00	HSP	CST
452229-5	Districtwide Rumble Stripes Bundle 5E	-	-	Safety Project	\$ 54,631.00	HSP	PE

Seminole County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
432642-1	SR 434	Winding Hollow Blvd.	-	Add Turn Lane(s)	\$ 439,642.00	SU	CST
432642-1	SR 434	Winding Hollow Blvd.	-	Add Turn Lane(s)	\$ 439,642.00	SU	CST
436679-2	SR 15/SR 600 (US 17/92)	Airport Blvd.	-	Traffic Ops Improvements	\$ (5,653.00)	SA	CST
447103-1	SR 46	E of CR 15/Upsala Rd.	French Ave.	Resurfacing	\$ 6,490,573.00	NHRE	CST
447103-1	SR 46	E of CR 15/Upsala Rd.	French Ave.	Resurfacing	\$ 1,550,183.00	SA	PE
448310-1	Rail Crossing	at Pecan Ave.	-	Rail Safety Project	\$ (1,008.00)	RHH	RRU
448369-1	Rail Crossing	at Persimmon Ave.	-	Rail Safety Project	\$ (1,008.00)	RHH	RRU
448392-1	Rail Crossing	at Sanford Ave.	-	Rail Safety Project	\$ (4,160.00)	RHH	RRU
448901-1	Hester Ave.	RR Crossing #621382M	-	Rail Capacity Project	\$ (68.00)	RHH	RRU

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Bicycle and Pedestrian Projects

Orange County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
428047-2	Pine Hills Trail Phase 2	North of Bonnie Brae Cir.	Clarcona-Ocoee Rd.	Bike Path/Trail	\$ 319,533.00	SU	PE
428047-2	Pine Hills Trail Phase 2	North of Bonnie Brae Cir.	Clarcona-Ocoee Rd.	Bike Path/Trail	\$ 500.00	TALU	PE
428047-2	Pine Hills Trail Phase 2	North of Bonnie Brae Cir.	Clarcona-Ocoee Rd.	Bike Path/Trail	\$ 500.00	TALU	PE
448756-2	Shingle Creek Kirkman Trail	Old Winter Garden Rd.	Raleigh St.	Bike Path/Trail	\$ 255,520.00	SU	PE
451987-1	Town of Windermere SR2S Phase 1	-	-	Sidewalk	\$ 364,155.00	CD22	CST
451987-1	Town of Windermere SR2S Phase 1	-	-	Sidewalk	\$ 2,000.00	TALT	CST
451987-2	Town of Windermere SR2S Phase 1	-	-	Sidewalk	\$ 395,845.00	CD22	CST
437575-1	Orange Blossom Trail Phase 2A	30th St.	Gore St.	Sidewalk	\$ 19,906.00	TALU	CST
437575-1	Orange Blossom Trail Phase 2A	30th St.	Gore St.	Sidewalk	\$ (7,907.00)	SU	PE
441447-1	Lake Apopka Trail Connector	Lake Apopka Loop Trail	West Orange Trail	Bike Path/Trail	\$ (47,797.00)	CARU	CST
441447-1	Lake Apopka Trail Connector	Lake Apopka Loop Trail	West Orange Trail	Bike Path/Trail	\$ (47,797.00)	CARU	CST
441447-1	Lake Apopka Trail Connector	Lake Apopka Loop Trail	West Orange Trail	Bike Path/Trail	\$ 1,282,758.00	TALT	CST

Osceola County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
442334-1	Shingle Creek Trail Phase 2A	John Young Pkwy.	Pleasant Hill Rd.	Bike Path/Trail	\$ 229,243.00	SU	CST
442334-1	Shingle Creek Trail Phase 2A	John Young Pkwy.	Pleasant Hill Rd.	Bike Path/Trail	\$ 970,757.00	TALU	CST
444785-1	St Cloud Sidewalks	-	-	Sidewalk	\$ 3,612.00	SU	CST
444785-1	St Cloud Sidewalks	-	-	Sidewalk	\$ 93,148.00	TALU	CST
444785-2	St Cloud Sidewalks	-	-	Sidewalk	\$ 809,923.00	TALU	CST
447406-1	Boggy Creek ES/Parkway MS Sidewalks	-	-	Sidewalk	\$ 5,000.00	TALU	CST
447406-1	Boggy Creek ES/Parkway MS Sidewalks	-	-	Sidewalk	\$ 5,000.00	TALU	CST
447611-1	Hickory Tree ES Phase I Sidewalks	-	-	Sidewalk	\$ 5,000.00	SR2T	PE
447611-1	Hickory Tree ES Phase I Sidewalks	-	-	Sidewalk	\$ 5,000.00	SR2T	PE

Seminole County

FPN	Project Name	From	To	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
439059-1	US Hwy. 17-92 & Sunset Dr. Trail	US 17-92	Sunset Dr.	Bike Path/Trail	\$ 145,806.00	SU	CST
439059-1	US Hwy. 17-92 & Sunset Dr. Trail	US 17-92	Sunset Dr.	Bike Path/Trail	\$ 422,683.00	TALU	CST
439059-2	US Hwy. 17-92 & Sunset Dr. Trail	US 17-92	Sunset Dr.	Bike Path/Trail	\$ 128,658.00	SU	CST
444628-1	Lake Monroe Loop Trail	Melonville Ave.	SR 415	Bike Path/Trail	\$ (674,744.00)	SU	CST
444681-2	Longwood South Pedestrian Corridor	W of SR 435	N. of Ronald Reagan/CR 427	Sidewalk	\$ 13,786.00	TALU	CST
447564-1	Spring Lake Trail	Northlake Blvd.	Oakland Rd.	Bike Path/Trail	\$ 1,000,000.00	SU	CST
447564-2	Spring Lake Trail	Northlake Blvd.	Oakland Rd.	Bike Path/Trail	\$ 146,399.00	TALU	CST

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Orlando International Airport

FPN	Project Name	Federal Funding Amount	Federal Funding Source
*	Reconstruct Terminal Restrooms -Design & Construction	\$ 5,000,000.00	FAA
*	Construct Terminal C Multi-Modal Connector Pedestrian Bridge - Phase 2	\$ 5,000,000.00	FAA
*	Expand Terminal C with the addition of 4 Gates – Construction Phase 4	\$ 14,987,821.00	FAA
*	Expand Terminal C Apron – Construction Phase 2	\$ 12,084,883.00	FAA
*	Rehabilitate Taxiways E & F Paving and Lighting– Design Phase	\$ 2,030,741.00	FAA
*	Rehabilitate Runway 7/25 Pavement and Lighting - Construction	\$ 13,367,857.00	FAA
*	Reconstruct East Apron - Construction	\$ 1,840,411.00	FAA

Kissimmee Gateway Airport

FPN	Project Name	Federal Funding Amount	Federal Funding Source
442488-2	Airfield Painting	\$ 162,064.00	FDOT
452965-1	Business Airpark Development	\$ 315,000.00	FDOT
454476-1	Taxiway D Environmental Assessment	\$ 86,004.00	FDOT
454683-1	Airfield Lightng Improvements	\$ 30,225.00	FDOT
*	Tower Design (AIG)	\$ 1,000,000.00	FAA
*	Tower Design (BIL)	\$ 413,697.00	FAA
430055-2	Tower Design	\$ 36,773.00	FDOT
470781-1	Parcel 8 - Infratructure Contstruction	\$ 2,000,000.00	FDOT
*	Taxiway D Construction Phase I	\$ 10,290,661.00	FAA
438446-1	Tasiway D Construction Phase I	\$ 914,725.00	FDOT
457288-1	Taxiway A Design	\$ 48,000.00	FDOT
*	Taxiway A Design	\$ 1,140,000.00	FAA

* These projects were funded 100% by FAA and do not have a FDOT FPN

Orlando Sanford International Airport

FPN	Project Name	Federal Funding Amount	Federal Funding Source
*	Reconstruct Taxiway A (Const. Phase)	\$ 6,539,635.00	FAA
*	Taxiway Alpha West Extension Design	\$ 903,024.00	FAA
*	ALP Update w/ Narrative	\$ 566,955.00	FAA
*	Replace 1500 ARFF Veh & Wildlife Const. Ph. 1	\$ 3,114,368.00	FAA

* These projects were funded 100% by FAA and do not have a FDOT FPN

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Transit and Transportation Disadvantaged Projects

LYNX

FPN	Project Name	Work Description	Federal Funding Amount	Federal Funding Source	Project Phase
435712-1	Low or No Emission Section 5339	Buses	\$ 27,609,656.00	FTA 5339	CAP
436029-1	CFCR (LYNX) FTA Section 5310	Transit Service	\$ 1,408,904.00	FTA 5310	CAP
436029-1	CFCR (LYNX) FTA Section 5310	Transit Service	\$ 1,152,740.00	FTA 5310	OPS
454947-1	Community Project - Bus Shelter Solar Technology	Transit Service	\$ 500,000.00	22-CMPJ-1	CAP
454971-1	Community Project - Bus Terminal Retrofit	Transit Service	\$ 850,000.00	22-CMPJ-1	CAP
454972-1	Community Project - Live Oak Superstop and Safety Enhancement	Transit Service	\$ 1,000,000.00	22-CMPJ-1	CAP
454709-1	Protect Discretionary Grant - LCS Windows	Transit Service	\$ 5,801,343.00	5307-3P	CAP
414749-1	CFCR (LYNX) FTA Section 5307	Transit Service	\$ 49,796,730.00	FTA 5307	CAP

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Commuter Rail Projects

SunRail

FPN	Project Name	Federal Funding Amount	Federal Funding Source	Project Phase
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 1,763,135.32	DFTA	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 563,656.00	DFTA	CAP
442065-1	CFCR (SunRail) Positive Train Control (PTC) Maintenance	\$ 2,889,359.00	DFTA	OPS
455872-3	SunRail LFA with the CFCRC Operations and Maintenance	\$ 3,725,602.65	DFTA	OPS
455872-4	SunRail LFA with the CFCRC Operations and Maintenance	\$ 2,111,437.13	DFTA	OPS
455873-3	SunRail LFA with the CFCRC PTC Operations and Maintenance	\$ 537,315.18	DFTA	OPS
455873-4	SunRail LFA with the CFCRC PTC Operations and Maintenance	\$ 100,531.50	DFTA	OPS
455874-3	SunRail LDF with the CFCR Capital Maintenance and SOGR Services	\$ 28,408.54	DFTA	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 18,140,864.22	DPTO	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 565,442.10	DS	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 197,100.27	DDR	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 79,530.53	GMR	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 40,585.91	DPTO	CAP
442065-1	CFCR (SunRail) Positive Train Control (PTC) Maintenance	\$ 73,950.48	DDR	OPS
442065-1	CFCR (SunRail) Positive Train Control (PTC) Maintenance	\$ 121,184.52	DS	OPS
442065-1	CFCR (SunRail) Positive Train Control (PTC) Maintenance	\$ 110,260.71	DPTO	OPS
455872-3	SunRail LFA with the CFCRC Operations and Maintenance	\$ 43,447.83	DPTO	OPS
455873-4	SunRail LFA with the CFCRC PTC Operations and Maintenance	\$ 3,196,175.20	DPTO	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 1,641,046.61	TRIP	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 3,172,250.00	LF	OPS
455872-3	SunRail LFA with the CFCRC Operations and Maintenance	\$ 17,758,584.50	LF	OPS
455872-4	SunRail LFA with the CFCRC Operations and Maintenance	\$ 687,348.20	LF	OPS
455873-3	SunRail LFA with the CFCRC PTC Operations and Maintenance	\$ 1,639,655.70	LF	OPS
455873-4	SunRail LFA with the CFCRC PTC Operations and Maintenance	\$ 1,291,549.00	LF	OPS
455874-3	SunRail LDF with the CFCR Capital Maintenance and SOGR Services	\$ 389,123.61	LF	OPS
412994-8	CFCR (SunRail) Operations and Maintenance	\$ 1,675.58	SROM	OPS
455872-3	SunRail LFA with the CFCRC Operations and Maintenance	\$ 284,226.69	SROM	OPS
423446-1	CFCR (SunRail) Phase II North	\$ 73,657.65	FTA	CST

SunRail

FPN	Project Name	Federal Funding Amount	Federal Funding Source	Project Phase
423446-1	CFCR (SunRail) Phase II North	\$ 3,868.45	SIBF	CST
423446-1	CFCR (SunRail) Phase II North	\$ 191,136.70	FTA	CEI
423446-1	CFCR (SunRail) Phase II North	\$ 180,067.79	NSTP	CST
423446-1	CFCR (SunRail) Phase II North	\$ 569,906.59	DDR	CST
423446-1	CFCR (SunRail) Phase II North	\$ 140,078.60	NSTP	CEI
423446-1	CFCR (SunRail) Phase II North	\$ 130.91	TRIP	CEI
423446-1	CFCR (SunRail) Phase II North	\$ 230.00	DS	CEI
423446-1	CFCR (SunRail) Phase II North	\$ 25,065.56	DIH	CEI

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A REGIONAL TRANSPORTATION PARTNERSHIP

November 20, 2025

To: Board and Committee Members
From: Gary Huttman AICP, Executive Director
Subject: 2025 Population Estimates

The official 2025 population estimates were recently released by the University of Florida's Bureau of Economic and Business Research (BEBR).

The attached table compares the 2024 population estimates with the 2025 population estimates for our three-county region, as well as for our neighboring counties and the State of Florida. The original BEBR statewide 2025 population estimates are available at <https://bebr.ufl.edu/population/population-data/>, and archived population estimates and associated data can be accessed at <https://www.bebr.ufl.edu/population/population-data-archive/>.

Highlights are as follows:

- From 2024 to 2025, there was a 2.44% increase in the population of our three-county area – higher than the percentage increase for the 2023-2024 report (1.53%). This is an increase of more than 59,985 new residents – which is nearly the current population of the City of Apopka.
- In our three-county region, Osceola County continued to have the highest rate of growth this year (7.46%).
- The Orange County municipality with the largest percentage increase was the Town of Eatonville (35.06%, 864 new residents), and the municipality with the largest numerical increase was the City of Orlando (1.68%, 5,615 new residents).
- The Osceola County municipality with the largest percentage increase and numerical increase was the City of St. Cloud again (7.98%, 5,268 new residents).
- The Seminole County municipality with the largest percentage increase and numerical increase was the City of Altamonte Springs (0.63%, 296 new residents).

The 2025 population figures will be considered in developing our Unified Planning Work Program and budget for the upcoming year.

Comparison of 2024 & 2025 Population Estimates for the MetroPlan Orlando Region

	2024 Pop. Est.	2025 Pop. Est.	Change (#)	Change (%)
Orange Co. Total	1,511,568	1,536,045	24,477 ▲	1.62% ▲
Apopka	61,820	66,580	4,760 ▲	7.70% ▲
Bay Lake	14	14	- ▬	0.00% ▬
Belle Isle	7,293	7,214	(79) ▼	-1.08% ▼
Eatonville	2,464	3,328	864 ▲	35.06% ▲
Edgewood	2,553	2,595	42 ▲	1.65% ▲
Lake Buena Vista	21	21	- ▬	0.00% ▬
Maitland	20,042	20,141	99 ▲	0.49% ▲
Oakland	5,402	5,629	227 ▲	4.20% ▲
Ocoee	51,186	51,209	23 ▲	0.04% ▲
Orlando	335,066	340,681	5,615 ▲	1.68% ▲
Windermere	3,044	3,186	142 ▲	4.66% ▲
Winter Garden	51,495	52,479	984 ▲	1.91% ▲
Winter Park	30,565	30,600	35 ▲	0.11% ▲
Unincorporated	940,603	952,368	11,765 ▲	1.25% ▲
Osceola Co. Total	451,231	484,915	33,684 ▲	7.46% ▲
Kissimmee	85,141	87,664	2,523 ▲	2.96% ▲
St. Cloud	65,974	71,242	5,268 ▲	7.98% ▲
Unincorporated	300,116	326,009	25,893 ▲	8.63% ▲
Seminole Co. Total	493,282	495,106	1,824 ▲	0.37% ▲
Altamonte Springs	47,313	47,609	296 ▲	0.63% ▲
Casselberry	30,120	30,132	12 ▲	0.04% ▲
Lake Mary	17,423	17,516	93 ▲	0.53% ▲
Longwood	16,617	16,641	24 ▲	0.14% ▲
Oviedo	41,934	42,080	146 ▲	0.35% ▲
Sanford	67,897	68,136	239 ▲	0.35% ▲
Winter Springs	39,131	39,170	39 ▲	0.10% ▲
Unincorporated	232,847	233,822	975 ▲	0.42% ▲
3-County Total	2,456,081	2,516,066	59,985 ▲	2.44% ▲

Comparison of 2024 & 2025 Population Estimates for Other Counties in Central Florida Region

	2024 Pop. Est.	2025 Pop. Est.	Change (#)	Change (%)
Brevard Co. Total	653,703	667,900	14,197 ▲	2.17% ▲
Flagler Co. Total	136,310	140,714	4,404 ▲	3.23% ▲
Lake Co. Total	433,331	445,881	12,550 ▲	2.90% ▲
Marion Co. Total	419,510	433,765	14,255 ▲	3.40% ▲
Polk Co. Total	826,090	846,896	20,806 ▲	2.52% ▲
Sumter Co. Total	156,743	162,493	5,750 ▲	3.67% ▲
Volusia Co. Total	594,643	604,533	9,890 ▲	1.66% ▲
MetroPlan Orlando 3-County Region Total	2,456,081	2,516,066	59,985 ▲	2.44% ▲
10-County Total	5,676,411	5,818,248	141,837 ▲	2.50% ▲
State of Florida	23,014,551	23,379,261	364,710 ▲	1.58% ▲