

## MetroPlan Orlando Board

**DATE & TIME:**

Wednesday, February 11, 2026  
9:00 a.m.

**LOCATION:**

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

[CLICK HERE TO JOIN VIRTUALLY](#)

**MEMBERS OF THE PUBLIC ARE WELCOME!**

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

I.	CALL TO ORDER	Chairwoman Moore
II.	CHAIR'S ANNOUNCEMENTS	Chairwoman Moore
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS/AGENDA REVIEW	Mr. Gary Huttmann
IV.	AGENCY REPORTS: <ul style="list-style-type: none"><li>FDOT</li></ul>	Secretary John Tyler FDOT
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	COMMITTEE REPORTS: <ul style="list-style-type: none"><li>Municipal Advisory Committee</li><li>Community Advisory Committee</li><li>Technical Advisory Committee</li><li>Transportation System Management &amp; Operations Advisory Committee</li></ul>	Commissioner Jordan Smith Ms. Judy Pizzo Mr. Myles O'Keefe Ms. Christina Colon
VII.	PUBLIC COMMENTS ON ACTION ITEMS	<p>Comments on <i>Action Items</i> can be made in two ways:</p> <ol style="list-style-type: none"><li>1. In person at the meeting location listed at the top of this agenda.</li><li>2. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak.</li></ol> <p>How to comment:</p> <ol style="list-style-type: none"><li>1. Complete an electronic speaker card at <a href="#">MetroPlanOrlando.gov/SpeakerCard</a>. Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker.</li><li>2. Each speaker has two minutes to address the board and should state his/her name and address for the record.</li></ol>

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

<b>VIII. CONSENT AGENDA</b>	<b>Section 1 (page 5)</b>
A. Minutes of the December 10, 2025 Board Meeting – page #6	
B. Approval of Financial Report for November & December 2025 – page #13	
C. Approval of the Travel Report for November & December 2025 – page #17	
D. Approval & acceptance of the Annual Financial Report & Audit – page #19	
E. Approval of the 2026 MetroPlan Board Appointments – page #39	
<b>IX. OTHER ACTION ITEMS</b>	<b>Sections 2-3</b>
A. <b>(Section 2)</b> Approval of Amendments to the FY 2026-2030 Transportation Improvement Program (TIP) <b>(Roll Call vote)</b> – page #41	Ms. Taylor Laurent MetroPlan Orlando
B. <b>(Section 3)</b> Approval of Federal Annual Safety Performance Measures & Targets – page #48	Ms. Lara Bouck MetroPlan Orlando
<b>X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)</b>	<b>Section 4 (page 58)</b>
A. Executive Directors Report – page #59	
B. FDOT Monthly Construction Status Report- November & December 2025 – page #61	
C. Bicycle/Pedestrian Report- page #77	
D. The 2025 Summary Air Quality Report – page #79	
E. Coffee with Construction flyer – page #82	
F. Letter of Support for the City of Cocoa Multimodal Station and Rail Project from the USDOT/FRA Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor (FSP-National)– page #83	
G. Letter of Support for the UCF-Purdue team for the work anticipated with NCHRP 25-78, <b>Guide to Measuring Community Mobility Resilience</b> – page #86	
H. Letter of Support for the UCF- University of Mississippi's Team for the work anticipated with NCHRP 17-142, <b>Applying Crash Prediction Models Across Traffic Control and Facility Types</b> – page #87	
I. Letter of Support for <b>Osceola County's FY26 BUILD Grant Application – Canoe Creek Road Improvements Project</b> – page #88	

J.	Letter of Support - FDOT Federal Railroad Administration (FRA) for the Statewide Advancement of Feature Enhancements at Intercity Passenger Rail Crossings (SAFE-IPR) Program – page #89
K.	AMPO-LOT Coalition Letter to Committee Leaders – page #90
L.	AMPO – MPO 101 Brief page #93
M.	AMPO Legislative Priorities – page #97
N.	AMPO – Letter from AMPO Executive Director to MetroPlan Orlando Chairwoman Moore – page #98
O.	AMPO – Letter from AMPO Executive Director re: Laurent – page #99

<b>XI. OTHER BUSINESS &amp; PRESENTATIONS</b>		<b>Sections 5-6</b>
A.	Status Update of the 2026 Legislative Session	Ms. Virginia Whittington MetroPlan Orlando
B.	MetroPlan Orlando Pilot Program on E-Bike Safety	Mr. Mighk Wilson MetroPlan Orlando
C.	<b>(Section 5)</b> Informational Presentation on the FY 26/27- FY 27/28 Unified Planning Work Program (UPWP) – page #102	Mr. Alex Trauger MetroPlan Orlando
D.	<b>(Section 6)</b> LYNX Transit Development Program – page #112	Mr. Myles O'Keefe LYNX

## **XII. PUBLIC COMMENTS (GENERAL)**

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

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

How to comment:

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

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

## **XIII. BOARD MEMBER COMMENTS**

## **XIV. NEXT MEETING: March 11, 2026**

Chairwoman Moore

## **XV. ADJOURNMENT**

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

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

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

# Section 1

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**MetroPlan Orlando Board**

**MEETING MINUTES**

**DATE:** Wednesday, December 10, 2025

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

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

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Commissioner Bob Dallari, Chair, Presided

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**Members in attendance were:**

Hon. Brandon Arrington, Central Florida Expressway Authority  
Hon. Pat Bates, City of Altamonte Springs  
Hon. Lee Constantine, Seminole County  
Hon. Maribel Gomez Cordero, Orange County  
Hon. Bob Dallari, Seminole County  
Hon. Mayor Jerry Demings, Orange County  
Hon. Bakari Burns for Mayor Buddy Dyer, City of Orlando  
Hon. Ken Gilbert, City of St. Cloud  
Mr. Joe Nunziata for Ms. Stephanie Kopelousos, GOAA  
Hon. Christine Moore, Orange County  
Hon. Bryan Nelson, City of Apopka  
Hon. Tony Ortiz, City of Orlando  
Hon. Kelly Semrad, Orange County  
Hon. Michael Sott, Orange County  
Hon. Jordan Smith, Municipal Advisory Committee  
Mr. Stephen Smith, Sanford Airport Authority

Hon. Mayra Uribe, Orange County  
Hon. Nicole Wilson, Orange County  
Mayor Art Woodruff, City of Sanford

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

Hon. Mayor Buddy Dyer, City of Orlando  
Honorable Jackie Espinosa, City of Kissimmee

**Advisors in Attendance**

Mr. Shaun Germolus, Kissimmee Gateway Airport  
Mr. Lenny Barden, Technical Advisory Committee  
Ms. Lee Pulham Transportation Systems Management & Operations Committee  
Ms Nilisa Council, Community Advisory Committee  
Mr. Jim Stroz for Secretary John Tyler, FDOT District 5  
Mr. Joe Nunziata, Orlando Executive Airport

**Members/Advisors not in Attendance:**

Hon. Cheryl Grieb, Osceola County  
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission

**Others in Attendance:**

Mr. Jonathan Scarfe, FDOT District 5

**Staff in Attendance:**

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

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

Board Chair Bob Dallari called the meeting to order at 9:00 a.m. and welcomed everyone. Commissioner Christine Moore, Orange County, led the Pledge of Allegiance.

## **II. CHAIR'S ANNOUNCEMENTS**

Mayor Pat Bates reported on the November 13<sup>th</sup> Transportation Disadvantaged Local Coordinating Board Meeting. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting the City of Jacksonville Turbo Roundabout.

## **III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS & AGENDA REVIEW**

Mr. Gary Huttmann noted that Mr. Joe Nunziata (GOAA alternate for Ms. Stephanie Kopelousos) was attending in person and would vote on behalf of GOAA. He noted that Ms. Kopelousos joined online but would not vote. He acknowledged Mr. Jim Stroz representing FDOT District 5 in place of Secretary John Tyler. Mayor Jackie Espinosa (City of Kissimmee) and Commissioner Bakari Burns, City of Orlando, alternate representing the City of Orlando in place of Mayor Buddy Dyer also participated virtually. Mr. Huttmann called attention to the 2050 MTP Adoption on today's agenda. Mr. Huttmann updated the Board members on the December 8<sup>th</sup> AMPO Policy Committee meeting noting the focus was on reauthorization and discussed the timeline. He highlighted the Lake-to-Lake Regional Trail and discussions underway for a master plan to support future phases, noting the virtual follow-up meeting scheduled for December 15<sup>th</sup>. Mr. Huttmann highlighted the MPOAC Institute scheduled for May 1<sup>st</sup>. He encouraged Board member participation to learn more about the MPO process. Mr. Huttmann also called attention to the items in supplemental folders and noted there were no changes to the agenda.

## **IV. AGENCY REPORTS**

**FDOT:** Mr. Jim Stroz provided a SunRail update noting that the system surpassed 1.2 million riders, a 10% increase since last year, and mentioned the addition of late-night trains during the holiday season. He highlighted the November 18<sup>th</sup> Moving I-4 Forward Public Meeting and provided the safety message calling attention to December as National Impaired Driving Prevention Month.

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

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

## **VI. COMMITTEE REPORTS**

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

## **VII. PUBLIC COMMENTS ON ACTION ITEMS**

None

## **VIII. CONSENT AGENDA**

- A. Minutes of November 12, 2025 Board Meeting
- B. Approval of Financial Report for October 2025
- C. Approval of the Travel Report for October 2025
- D. Approval of contribution to the UCF Foundation Distinguished Lecture Series
- E. Approval of the 2025 Board & Committee Member Travel for MetroPlan Orlando Business

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

## **IX. OTHER ACTION ITEMS**

- A. Approval of the 2050 Metropolitan Transportation Plan (MTP) (**Roll Call vote**)

Ms. Taylor Laurent, MetroPlan Orlando, presented the 2050 Metropolitan Transportation Plan and requested that the MAC recommended adoption to the MetroPlan Orlando Board. Ms. Laurent summarized coordination efforts which included background and existing conditions, developing our regional vision, performing all technical analyses and needs assessments, and ultimately creating a Cost Feasible Plan of improvements for transportation through the year 2050. Ms. Laurent highlighted public engagement efforts used to guide the development of the 2050 plan.

**MOTION:** Commissioner Nicole Wilson moved approval of the 2050 Metropolitan Transportation Plan (MTP). Deputy Mayor Ken Gilbert seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

- B. Approval of the FY 2025-26 – FY 2029-30 Transportation Improvement Program (TIP) Amendment(s) (**Roll Call vote**)

Mr. Alex Trauger, MetroPlan Orlando staff, requested approval of an amendment to the FY 2025/26-FY 2029/30 Transportation Improvement Program (TIP) to include A letter from FDOT staff explaining the amendment request, along with a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution were provided.

**MOTION:** Commissioner Tony Ortiz moved approval of the FY2025/26-FY 2029/30 Transportation Improvement Program (TIP). Commissioner Maribel Gomez Cordero seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

### C. Election of MetroPlan Orlando Board Officers for 2026

Board Chair Bob Dallari reviewed the rules pertaining to Board Officers (Chairman, Vice-Chairman and Secretary-Treasurer) and conducted elections for the period of January 1, 2026 - December 31, 2026. A copy of the history of past Chairs was provided.

Office of Chairperson

**MOTION:** Commissioner Mayra Uribe nominated Commissioner Christine Moore, Orange County, for the office of Chairperson. Commissioner Kelly Martinez Semrad seconded the motion. Motion carried unanimously.

There were no further nominations. Commissioner Moore was declared Chairperson by acclamation and is considered installed and shall assume the duties of the office at the conclusion of the meeting, consistent with Section IV (3) of the MetroPlan Orlando Internal Operating Procedures.

Office of Vice-Chairperson

**MOTION:** Commissioner Brandon Arrington nominated Commissioner Viviana Janer for the office of Vice Chairperson. Commissioner Mayra Uribe seconded the motion. Motion carried unanimously.

There were no further nominations. Commissioner Janer was declared Vice-Chairperson by acclamation and is considered installed and shall assume the duties of the office at the conclusion of today's meeting, consistent with Section IV (3) of the MetroPlan Orlando Internal Operating Procedures.

Office of Secretary/Treasurer

**MOTION:** Mr. Stephan Smith nominated Commissioner Bob Dallari for the office of Secretary/Treasurer. Mayor Art Woodruff seconded the motion. Motion carried unanimously.

There were no further nominations. Commissioner Dallari was declared Secretary/Treasurer by acclamation and is considered installed and shall assume the duties of the office at the conclusion of the meeting, consistent with Section IV (3) of the MetroPlan Orlando Internal Operating Procedures.

MetroPlan Orlando Jay Small discussed the MetroPlan Orlando Board appointments policies. Mr. Small explained that Currently, Metro plan does not have a policy or procedure that deals with the appointment, how the appointment is occurring, from its voting board members. Mr. Small commented that moving forward, it would be productive for MetroPlan Orlando and its partners and voting agencies, to make sure that there is a record from the governmental entity that any appointment decision is made at a publicly noticed recorded meeting. Mr. Small discussed possible consequences of not having a policy or procedure in place. Mr. Small stated that a memo has been prepared, and Executive Director Huttman would send it to all agencies that have a seat on the MetroPlan Orlando Board.

## X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report- October 2025
- C. Bicycle/Pedestrian Report-
- D. Air Quality Report
- E. Meeting Summary from October 27<sup>th</sup> Peer Exchange with Hillsborough, Pasco and Pinellas County MPOs
- F. Letter of Appreciation for Peer Exchange – Hillsborough TPO
- G. Letter of Support - The University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with **NCHRP 17-139**, Traffic Speed Effects on Highway Safety Manual Crash Prediction Models
- H. Letter of Support - The University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with **NCHRP 17-145**, Impacts of Turn Lanes on Speed and Crashes Involving Vulnerable Road Users in Urban Areas
- I. Letter of Support - The UCF-VTTI team for the work anticipated with **NCHRP 23-50**, using Artificial Intelligence to Enhance Transportation Data Quality. – page #77
- J. Transmittal Letter to FDOT Secretary Tyler re: Support resolutions for the I-4 St. John's River Bridge
- K. Letter of Support – FDOT National Railroad Partnership Program/Federal-State Partnership (NRP-FSP)
- L. Transmittal of FY 2024/25 Federally Funded Projects to Federal Highway Administration; Federal Transit Administration; and Federal Aviation Administration
- M. Bike Walk Central Florida Annual Report  
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>
- N. Memo from Mr. Huttmann to Board Members re: BEBR 2025 Population Estimates
- O. FDOT Safety Central Newsletter

**MOTION:** Commissioner Mayra Uribe moved approval of the Information Items for Acknowledgement: Items A through O. Commissioner Christine Moore seconded the motion. Motion carried unanimously.

## XI. OTHER BUSINESS/PRESENTATIONS.

- A. MetroPlan Orlando's Annual Traffic Signal Retiming (TSR) Before and After Study

Mr. Eric Hill, MetroPlan Orlando, gave a presentation on the Annual Traffic Signal Retiming Before and After Study. Mr. Hill explained that the use of our traffic signals is another tool in the toolbox to improve traffic flow, reduce delays, reduce speeding, because there are some studies that show that traffic signal retiming can help in reducing speeding. He presented the annual traffic signal retiming report, highlighting the benefits and challenges of the program, including increased travel time and fuel consumption. Mr. Hill responded to Board member's questions and concerns regarding the selection process of the corridors evaluated and the correlation between City, County and State roads.

**XII. PUBLIC COMMENTS (GENERAL)**

Ms. Joanne Counelis, Lake Mary, commented on the need for 24/7 mass transit in the region, and complimented Scout on-demand transportation.

Mr. David Bottomley, brought forward concerns regarding ADA compliant bus stops in the region and cited State Statute 337.408 that addresses the regulation of bus stops, benches, etc.

**XIII. BOARD MEMBER COMMENTS**

None.

**XIV. NEXT MEETING:** Wednesday, February 11, 2026, 9:00 a.m.**XV. ADJOURN BOARD MEETING**

There being no further business. The meeting was adjourned at 11:30 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 11<sup>th</sup> day of February 2026.

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Commissioner Christine Moore, Chairwoman

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Ms. Lisa Smith,  
Board Services Coordinator/Recording Secretary

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

**MetroPlan Orlando**  
**Agencywide**  
**Balance Sheet**  
**For Period Ending 11/30/2025**

**ASSETS**

Operating Cash in Bank	\$ 1,542,769.26
Petty Cash	\$ 125.00
SBA Investment Account	\$ 2,112,020.32
FL CLASS Investment Account	\$ 2,116,628.02
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 2,285.74
Assessments Receivable	\$ 51,762.00
Accounts Receivable - General	\$ -
Accounts Receivable - Grants	\$ 373,564.74
Capital Assets - Net	\$ 466,334.78
 <b>TOTAL ASSETS:</b>	<b>\$ 6,685,489.86</b>

**LIABILITIES**

Accounts Payable	\$ 50,000.00
Accrued Personal Leave	\$ 501,439.78
Leases Payable	\$ 414,087.00
 <b>TOTAL LIABILITIES:</b>	<b>\$ 965,526.78</b>

**EQUITY**

FUND BALANCE:

Nonspendable:	
Prepaid Items	\$ 2,285.74
Deposits	\$ 20,000.00
Unassigned:	\$ 5,697,677.34
 <b>TOTAL EQUITY:</b>	<b>\$ 5,719,963.08</b>

**TOTAL LIABILITIES & EQUITY:**

**\$ 6,685,489.86**

Net difference to be reconciled:

\$ -

**MetroPlan Orlando**  
**Agencywide Revenues & Expenditures**  
**For Period Ending 11/30/2025**

Revenues	Budget	Current	YTD	Variance	Un/(Ovr)	% of Budget
Federal Revenue	\$ 12,928,584.00	\$ 373,564.74	\$ 1,956,178.63	\$ 10,972,405.37		15.13%
State Revenue	\$ 122,149.00	\$ -	\$ 23,208.31	\$ 98,940.69		19.00%
Local Revenue	\$ 1,353,042.00	\$ -	\$ 1,353,042.00	\$ -		100.00%
Interest Income	\$ 156,000.00	\$ 14,086.55	\$ 63,245.16	\$ 92,754.84		40.54%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -		100.00%
Cash Carryforward	\$ 319,084.00	\$ -	\$ -	\$ 319,084.00		0.00%
Other	\$ 243,250.00	\$ -	\$ 1,782.46	\$ 241,467.54		0.73%
Local Funds Transfer	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97		2.36%
<b>Total Revenues</b>	<b>\$ 15,711,559.00</b>	<b>\$ 387,651.29</b>	<b>\$ 3,435,763.59</b>	<b>\$ 12,275,795.41</b>		<b>21.87%</b>
<b>Expenditures</b>						
Audit Fees	\$ 26,000.00	\$ -	\$ 24,000.00	\$ 2,000.00		92.31%
Books, publications, subscriptions & memberships	\$ 24,991.00	\$ 1,910.00	\$ 10,896.90	\$ 14,094.10		43.60%
Community relations & advertising	\$ 142,600.00	\$ 915.43	\$ 6,076.64	\$ 136,523.36		4.26%
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00		0.00%
Consultants	\$ 10,364,007.00	\$ 170,684.80	\$ 890,306.60	\$ 9,473,700.40		8.59%
Contingency	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00		0.00%
Contractual/Temporary Services	\$ 6,410.00	\$ 262.00	\$ 1,859.00	\$ 4,551.00		29.00%
Depreciation/Amortization	\$ -	\$ 6,400.47	\$ 33,791.43	\$ (33,791.43)		0.00%
Equipment & Furniture	\$ 51,500.00	\$ -	\$ -	\$ 51,500.00		0.00%
Indirect Costs	\$ 618,103.00	\$ 40,482.08	\$ 271,090.14	\$ 347,012.86		43.86%
Legal Fees	\$ 30,000.00	\$ 412.50	\$ 14,437.50	\$ 15,562.50		48.13%
Office Supplies	\$ 11,000.00	\$ 614.46	\$ 2,363.95	\$ 8,636.05		21.49%
Operating Supplies	\$ 48,155.00	\$ 6,724.61	\$ 14,993.86	\$ 33,161.14		31.14%
Operating Transfers Out	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97		2.36%
Other Misc. Expense	\$ 3,750.00	\$ -	\$ 335.33	\$ 3,414.67		8.94%
Pass-Through Expenses	\$ 80,000.00	\$ -	\$ 19,732.16	\$ 60,267.84		24.67%
Postage and Freight	\$ 3,700.00	\$ 13.86	\$ 116.89	\$ 3,583.11		3.16%
Printing and Binding	\$ 15,200.00	\$ -	\$ -	\$ 15,200.00		0.00%
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 31.63	\$ 7,468.37		0.42%
Salaries and benefits	\$ 3,557,239.00	\$ 223,184.33	\$ 1,111,553.62	\$ 2,445,685.38		31.25%
Training	\$ 39,509.00	\$ 2,880.00	\$ 15,960.55	\$ 23,548.45		40.40%
Travel and Per Diem	\$ 64,945.00	\$ 2,816.61	\$ 18,573.04	\$ 46,371.96		28.60%
<b>Total Expenditures</b>	<b>\$ 15,711,559.00</b>	<b>\$ 457,301.15</b>	<b>\$ 2,449,426.27</b>	<b>\$ 13,262,132.73</b>		<b>15.59%</b>
<b>Agency Balance</b>	<b>\$ -</b>	<b>\$ (69,649.86)</b>	<b>\$ 986,337.32</b>			

**MetroPlan Orlando**  
**Agencywide**  
**Balance Sheet**  
**For Period Ending 12/31/2025**

**ASSETS**

Operating Cash in Bank	\$ 976,485.50
Petty Cash	\$ 125.00
SBA Investment Account	\$ 2,119,169.42
FL CLASS Investment Account	\$ 2,123,639.72
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 35,432.94
Assessments Receivable	\$ 25,000.00
Accounts Receivable - General	\$ 892.16
Accounts Receivable - Grants	\$ 810,507.34
Capital Assets - Net	\$ 459,934.31
 <b>TOTAL ASSETS:</b>	 <b><u>\$ 6,571,186.39</u></b>

**LIABILITIES**

Accrued Personal Leave	\$ 501,439.78
Leases Payable	\$ 414,087.00
 <b>TOTAL LIABILITIES:</b>	 <b><u>\$ 915,526.78</u></b>

**EQUITY**

FUND BALANCE:

Nonspendable:	
Prepaid Items	\$ 35,432.94
Deposits	\$ 20,000.00
Unassigned:	\$ 5,600,226.67

**TOTAL EQUITY:** **\$ 5,655,659.61**

**TOTAL LIABILITIES & EQUITY:** **\$ 6,571,186.39**

Net difference to be reconciled: \$ -

**MetroPlan Orlando**  
**Agencywide Revenues & Expenditures**  
**For Period Ending 12/31/2025**

Revenues	Budget	Current	YTD	Variance	Un/(Ovr)	% of Budget
Federal Revenue	\$ 12,928,584.00	\$ 787,299.03	\$ 2,693,477.66	\$ 10,235,106.34	20.83%	
State Revenue	\$ 122,149.00	\$ 23,208.31	\$ 46,416.62	\$ 75,732.38	38.00%	
Local Revenue	\$ 1,353,042.00	\$ -	\$ 1,353,042.00	\$ -	100.00%	
Interest Income	\$ 156,000.00	\$ 14,160.80	\$ 77,405.96	\$ 78,594.04	49.62%	
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%	
Cash Carryforward	\$ 319,084.00	\$ -	\$ -	\$ 319,084.00	0.00%	
Other	\$ 243,250.00	\$ -	\$ 1,782.46	\$ 241,467.54	0.73%	
Local Funds Transfer	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%	
<b>Total Revenues</b>	<b>\$ 15,711,559.00</b>	<b>\$ 824,668.14</b>	<b>\$ 4,210,431.73</b>	<b>\$ 11,501,127.27</b>		<b>26.80%</b>
<b>Expenditures</b>						
Audit Fees	\$ 26,000.00	\$ 2,000.00	\$ 26,000.00	\$ -	100.00%	
Books, publications, subscriptions & memberships	\$ 24,991.00	\$ 1,064.17	\$ 11,961.07	\$ 13,029.93	47.86%	
Community relations & advertising	\$ 142,600.00	\$ 3,043.87	\$ 9,120.51	\$ 133,479.49	6.40%	
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	0.00%	
Consultants	\$ 10,364,007.00	\$ 538,955.13	\$ 1,429,261.73	\$ 8,934,745.27	13.79%	
Contingency	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	0.00%	
Contractual/Temporary Services	\$ 6,410.00	\$ 838.00	\$ 2,697.00	\$ 3,713.00	42.07%	
Depreciation/Amortization	\$ -	\$ 6,400.47	\$ 40,191.90	\$ (40,191.90)	0.00%	
Equipment & Furniture	\$ 51,500.00	\$ -	\$ -	\$ 51,500.00	0.00%	
Indirect Costs	\$ 618,103.00	\$ 23,894.68	\$ 294,984.82	\$ 323,118.18	47.72%	
Legal Fees	\$ 30,000.00	\$ 1,275.00	\$ 15,712.50	\$ 14,287.50	52.38%	
Office Supplies	\$ 11,000.00	\$ 237.58	\$ 2,601.53	\$ 8,398.47	23.65%	
Operating Supplies	\$ 48,155.00	\$ 3,156.69	\$ 18,150.55	\$ 30,004.45	37.69%	
Operating Transfers Out	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%	
Other Misc. Expense	\$ 3,750.00	\$ -	\$ 335.33	\$ 3,414.67	8.94%	
Pass-Through Expenses	\$ 80,000.00	\$ 17,985.57	\$ 37,717.73	\$ 42,282.27	47.15%	
Postage and Freight	\$ 3,700.00	\$ 124.25	\$ 241.14	\$ 3,458.86	6.52%	
Printing and Binding	\$ 15,200.00	\$ -	\$ -	\$ 15,200.00	0.00%	
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 31.63	\$ 7,468.37	0.42%	
Salaries and benefits	\$ 3,557,239.00	\$ 237,579.41	\$ 1,349,133.03	\$ 2,208,105.97	37.93%	
Training	\$ 39,509.00	\$ -	\$ 15,960.55	\$ 23,548.45	40.40%	
Travel and Per Diem	\$ 64,945.00	\$ 2,416.79	\$ 20,989.83	\$ 43,955.17	32.32%	
<b>Total Expenditures</b>	<b>\$ 15,711,559.00</b>	<b>\$ 838,971.61</b>	<b>\$ 3,288,397.88</b>	<b>\$ 12,423,161.12</b>		<b>20.93%</b>
<b>Agency Balance</b>	<b>\$ -</b>	<b>\$ (14,303.47)</b>	<b>\$ 922,033.85</b>			



## Travel Summary - November 2025

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Traveler: Horne, Mary Ann

Dates: October 27-30, 2025

Destination: Washington, D.C.

Purpose of Trip: PRSA ICON 2025

Cost: \$ 3,300.93

Paid By: MetroPlan Orlando Funds

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## Travel Summary - December 2025

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Traveler: Bouck, Lara

Dates: October 5-8, 2025

Destination: Quebec City, ON, Canada

Purpose of Trip: TAC Conference

Cost: \$ 2,815.02

Paid By: MetroPlan Orlando Funds

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Traveler: Downs, Slade

Dates: September 16-19, 2025

Destination: Daytona Beach, FL

Purpose of Trip: Florida APA Conference 2025

Cost: \$ 1,120.00

Paid By: MetroPlan Orlando Funds

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Traveler: Wilson, Michael

Dates: September 16-18, 2025

Destination: Tallahassee, FL

Purpose of Trip: Statewide Non-Motorized Traffic Monitoring Program Meeting

Cost: \$ 788.79

Paid By: MetroPlan Orlando Funds

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## Board Action Fact Sheet

Meeting Date: February 11, 2026

Agenda Item: VIII.D (Section 1)

Roll Call Vote: No

**Action Requested:** Approval and Acceptance of the Annual Financial Report and Audit

**Reason:** The annual financial report and audit must be approved and accepted by the MetroPlan Orlando Board annually.

**Summary/Key Information:** There were no management findings in the report. MetroPlan Orlando received a clean audit report and ended the fiscal year in good financial condition with an unrestricted net position of \$4,647,587.

The delay in completion of the annual financial report and audit was due to a delay in the release of the 2025 Federal Compliance Supplement which affected Single Audit reports for fiscal years ending on June 30, 2025.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

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

**Staff Recommendation:** Recommends approval

**Supporting Information:** The full financial report is available at [MetroPlan-Orlando-FY2025-Annual-Financial-Report-FINAL-2026-01-05.pdf](https://www.metroplan.org/Annual-Financial-Report-FINAL-2026-01-05.pdf)

Required final communication from the auditors is available under Section 1.

# Forvis Mazars Report to the Governing Board

Orlando Urban Area Metropolitan Planning Organization (“MetroPlan Orlando”)

Results of the 2025 Financial Statement Audit, Including Required Communications

June 30, 2025

## Required Communications Regarding Our Audit Strategy & Approach (AU-C 260)

### Overview & Responsibilities

Matter	Discussion
<b>Scope of Our Audit</b>	<p>This report covers audit results related to your financial statements and supplementary information:</p> <ul style="list-style-type: none"><li>• As of and for the year ended June 30, 2025.</li><li>• Conducted in accordance with our contract dated August 7, 2025.</li></ul>
<b>Our Responsibilities</b>	<p>Forvis Mazars is responsible for forming and expressing an opinion about whether the financial statements that have been prepared by management, with the oversight of those charged with governance, are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP).</p>
<b>Audit Scope &amp; Inherent Limitations to Reasonable Assurance</b>	<p>An audit performed in accordance with auditing standards generally accepted in the United States of America (GAAS), <i>Government Auditing Standards</i> issued by the Comptroller General of the United States (GAGAS) and The Uniform Guidance is designed to obtain reasonable, rather than absolute, assurance about the financial statements. The scope of our audit tests was established in relation to the opinion unit being audited and did not include a detailed audit of all transactions.</p>
<b>Extent of Our Communication</b>	<p>In addition to areas of interest and noting prior communications made during other phases of the engagement, this report includes communications required in accordance with GAAS that are relevant to the responsibilities of those charged with governance in overseeing the financial reporting process, including audit approach, results, and internal control. The standards do not require the auditor to design procedures for the purpose of identifying other matters to be communicated with those charged with governance.</p>
<b>Independence</b>	<p>The engagement team, others in our firm, as appropriate, and our firm, have complied with all relevant ethical requirements regarding independence.</p>
<b>Your Responsibilities</b>	<p>Our audit does not relieve management or those charged with governance of your responsibilities. Your responsibilities and ours are further referenced in our contract.</p>



Matter	Discussion
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**Distribution Restriction** This communication is intended solely for the information and use of the following and is not intended to be, and should not be, used by anyone other than these specified parties:

- The Governing Board and Management
- Others within the Entity

**Forvis Mazars, LLP**

**Orlando, Florida**  
December 17, 2025

## Government Auditing Standards

Matter	Discussion
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**Additional GAGAS Reporting** We also provided reports as of June 30, 2025, on the following as required by GAGAS:

- Internal control over financial reporting and on compliance and other matters based on an audit of the financial statements performed in accordance with GAGAS

**Reporting Limitations** Our consideration of internal control over financial reporting and our tests of compliance were not designed with an objective of forming an opinion on the effectiveness of internal control or on compliance, and accordingly, we do not express such an opinion.

## Uniform Guidance Overview & Responsibilities

Matter	Discussion
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**Scope of Our Audit** We also provided reports as of June 30, 2025, on the following as required by U.S. Office of Management and Budget (OMB) Uniform Guidance:

- Opinion on compliance for the major federal award program
- Report on internal control over compliance
- Schedule of Expenditures of Federal Awards

**Audit Scope & Inherent Limitations to *Reasonable Assurance*** A compliance audit performed in accordance with OMB Uniform Guidance is designed to obtain reasonable, rather than absolute, assurance about whether noncompliance with the types of compliance requirements described in the OMB Compliance Supplement that could have a direct and material effect on a major federal award program occurred.

## Other Information Accompanying the Audited Financial Statements

The audited financial statements are presented along with management's annual financial report. Management, or those charged with governance, is responsible for preparing the annual financial report.

We were not engaged to audit the information contained in the annual financial report, and as a result, our opinions do not provide assurance as to the completeness and accuracy of the information contained therein.

As part of our procedures, we read the entire report to determine if financial information discussed in sections outside the financial statements materially contradicts the audited financial statements. If we identify any such matters, we bring them to management's attention and review subsequent revisions.

## Auditor Objectives Related to Other Information

Our objectives related to the other information accompanying the audited financial statements were to:

- Consider whether a material inconsistency exists between the other information and the financial statements
- Remain alert for indications that:
  - A material inconsistency exists between the other information and the auditor's knowledge obtained in the audit, or
  - A material misstatement of fact exists or the other information is otherwise misleading
- Respond appropriately when we identify that such material inconsistencies appear to exist or when we otherwise become aware that other information appears to be materially misstated. Potential responsive actions would include requesting management to correct the identified inconsistency
- Include the appropriate communication in our auditor's report, disclosing the procedures performed on the Other Information, as well as the results obtained
  - We did not identify any material inconsistencies between the other information and the financial statements.

## Qualitative Aspects of Significant Accounting Policies & Practices

### Significant Accounting Policies

Significant accounting policies are described in Note 1 of the audited financial statements.

With respect to new accounting standards adopted during the year, we call to your attention the following topics:

- GASB 101, *Compensated Absences*

### Unusual Policies or Methods

With respect to significant unusual accounting policies or accounting methods used for significant unusual transactions (significant transactions outside the normal course of business or that otherwise appear to be unusual due to their timing, size, or nature), we noted the following:

- No matters are reportable.

### Alternative Accounting Treatments

We had discussions with management regarding alternative accounting treatments within GAAP for policies and practices for material items, including recognition, measurement, and disclosure considerations related to the accounting for specific transactions as well as general accounting policies, as follows:

- No matters are reportable.

## Management Judgments & Accounting Estimates

Accounting estimates are an integral part of financial statement preparation by management, based on its judgments. Significant areas of such estimates for which we are prepared to discuss management's estimation process and our procedures for testing the reasonableness of those estimates include:

- Useful lives of capital assets
- Compensated Absences
- Leases
- Subscription Based IT Arrangements

## Financial Statement Disclosures

The following areas involve particularly sensitive financial statement disclosures for which we are prepared to discuss the issues involved and related judgments made in formulating those disclosures:

- Note 4 – Capital Assets
- Note 5 – Long-Term Liabilities
- Note 6 – Lease Obligations & Subscription Based IT Arrangements

## Our Judgment About the Quality of the Entity's Accounting Principles

During the course of the audit, we made the following observations regarding the Entity's application of accounting principles:

- No matters are reportable.

## Significant Accounting Policies – Details

### GASB 101, Compensated Absences

Effective during fiscal year 2025, the Entity adopted GASB 101, Compensated Absences, which resulted in a restatement of beginning net position.

### Adjustments Identified by Audit

During the course of any audit, an auditor may propose adjustments to financial statement amounts. Management evaluates our proposals and records those adjustments that, in its judgment, are required to prevent the financial statements from being materially misstated.

A misstatement is a difference between the amount, classification, presentation, or disclosure of a reported financial statement item and that which is required for the item to be presented fairly in accordance with the applicable financial reporting framework.

### Proposed & Recorded Adjustments

Auditor-proposed and management-recorded entries include the following:

- No matters are reportable.

### Uncorrected Misstatements

#### *Current-Period Uncorrected Misstatements*

- No matters are reportable.

### ***Prior-Period Uncorrected Misstatements***

- No matters are reportable.

### **Other Required Communications**

#### **Disagreements with Management**

The following matters involved disagreements which if not satisfactorily resolved would have caused a modified auditor's opinion on the financial statements:

- No matters are reportable.

#### **Consultation with Individuals Outside of the Engagement Team**

During our audit, we encountered the following matters, for which we consulted the views of individuals outside of the engagement team:

- No matters are reportable.

#### **Consultation with Other Accountants**

During our audit, we became aware that management had consulted with other accountants about the following auditing or accounting matters:

- No matters are reportable.

#### **Significant Issues Discussed with Management**

##### ***Prior to Retention***

During our discussion with management prior to our engagement, the following issues regarding application of accounting principles or auditing standards were discussed:

- No matters are reportable.

##### ***During the Audit Process***

During the audit process, the following issues were discussed or were the subject of correspondence with management:

- No matters are reportable.

#### **Difficulties Encountered in Performing the Audit**

Our audit requires cooperative effort between management and the audit team. During our audit, we found significant difficulties in working effectively on the following matters:

- No matters are reportable.

#### **Other Material Communications**

Listed below are other material communications between management and us related to the audit:

- Management representation letter (see Attachment A)

## Attachments

### Management Representation Letter

As a material communication with management, included herein is a copy of the representation letter provided by management at the conclusion of our engagement.



**Attachment A**

**Management Representation Letter**



## MANAGEMENT REPRESENTATION LETTER

*Representation of:*  
MetroPlan Orlando  
250 S. Orange Avenue, Suite 200  
Orlando, Florida 32801

*Provided to:*  
**Forvis Mazars, LLP**  
Certified Public Accountants  
255 S. Orange Avenue, Suite 600  
Orlando, Florida 32801

The undersigned ("We") are providing this letter in connection with Forvis Mazars' audit of our financial statements as of and for the year ended June 30, 2025.

We are also providing this letter in connection with:

- Your audit of our compliance with requirements applicable to each of our major federal awards programs as of and for the year ended June 30, 2025.

Our representations are current and effective as of the date of Forvis Mazars' report: December 17, 2025.

Our engagement with Forvis Mazars is based on our contract for services dated: August 7, 2025.

### **Our Responsibility & Consideration of Material Matters**

We confirm that we are responsible for the fair presentation of the financial statements subject to Forvis Mazars' report in conformity with accounting principles generally accepted in the United States of America.

We are also responsible for adopting sound accounting policies; establishing and maintaining effective internal control over financial reporting, operations, and compliance; and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

### **Confirmation of Matters Specific to the Subject Matter of Forvis Mazars' Report**

We confirm, to the best of our knowledge and belief, the following:

#### **Broad Matters**

1. We have fulfilled our responsibilities, as set out in the terms of our contract, for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America.

2. We acknowledge our responsibility for the design, implementation, and maintenance of:
  - a. Internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
  - b. Internal control to prevent and detect fraud.
3. We have provided you with:
  - a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data, documentation, and other matters.
  - b. Additional information that you have requested from us for the purpose of the audit.
  - c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
  - d. All minutes of Board meetings held through the date of this letter or summaries of actions of recent meetings for which minutes have not yet been prepared. All unsigned copies of minutes provided to you are copies of our original minutes approved by the Board, if applicable, and maintained as part of our records.
  - e. All significant contracts and grants.
4. We have responded fully and truthfully to all your inquiries.

***Government Auditing Standards***

5. We acknowledge that we are responsible for compliance with applicable laws, regulations, and provisions of contracts and grant agreements.
6. We have identified and disclosed to you all laws, regulations, and provisions of contracts and grant agreements that have a direct and material effect on the determination of amounts in our financial statements or other financial data significant to the audit objectives.
7. We have identified and disclosed to you any violations or possible violations of laws, regulations, including those pertaining to adopting, approving, and amending budgets, and provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for recognition and/or disclosure in the financial statements or for your reporting on noncompliance.
8. We have taken or will take timely and appropriate steps to remedy any fraud, abuse, illegal acts, or violations of provisions of contracts or grant agreements that you or other auditors report.
9. We have a process to track the status of audit findings and recommendations.
10. We have identified to you any previous financial audits, attestation engagements, performance audits, or other studies related to the objectives of your audit and the corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other studies.

11. We have provided our views on any findings, conclusions, and recommendations, as well as our planned corrective actions with respect thereto, to you for inclusion in the findings and recommendations referred to in your report on internal control over financial reporting and on compliance and other matters based on your audit of the financial statements performed in accordance with *Government Auditing Standards*.

**Federal Awards Programs (Uniform Guidance)**

12. We have identified in the schedule of expenditures of federal awards all assistance provided (either directly or passed through other entities) by federal agencies in the form of grants, contracts, loans, loan guarantees, property, cooperative agreements, interest subsidies, commodities, insurance, direct appropriations, or in any other form.
13. We have disclosed to you all contracts or other agreements with service organizations, and we have disclosed to you all communications from the service organizations relating to noncompliance at the service organizations.
14. We have reconciled the schedule of expenditures of federal awards (SEFA) to the financial statements.
15. Federal awards-related revenues and expenditures are fairly presented, both in form and content, in accordance with the applicable criteria in the entity's financial statements.
16. We have evaluated all recipient organizations that received federal funding and have correctly identified all subrecipients on the schedule of expenditures of federal awards.
17. We have identified the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Compliance Supplement* regarding activities allowed or unallowed; allowable costs/cost principles; cash management; eligibility; equipment and real property management; matching, level of effort, earmarking; period of performance of federal funds; procurement and suspension and debarment; program income; reporting; subrecipient monitoring; and special tests and provisions that are applicable to each of our federal awards programs. We have identified to you our interpretation of any applicable compliance requirements subject to varying interpretations.
18. We are responsible for complying, and have complied, with the requirements of Uniform Guidance.
19. We are responsible for understanding and complying with the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal awards programs and have disclosed to you any and all instances of noncompliance with those requirements occurring during the period of your audit or subsequent thereto to the date of this letter of which we are aware. Except for any instances of noncompliance we have disclosed to you, we believe the entity has complied with all applicable compliance requirements.
20. We are responsible for the design, implementation, and maintenance of internal controls over compliance that provide reasonable assurance we have administered each of our federal awards programs in compliance with federal statutes, regulations, and the terms and conditions of the federal awards.
21. We have made available to you all federal awards (including amendments, if any) and any other correspondence or documentation relevant to each of our federal awards programs and to our compliance with applicable requirements of those programs.

22. The information presented in federal awards program financial reports and claims for advances and reimbursements is supported by the books and records from which our financial statements have been prepared.
23. The costs charged to federal awards are in accordance with applicable cost principles.
24. The reports provided to you related to federal awards programs are true copies of reports submitted or electronically transmitted to the federal awarding agency, the applicable payment system, or pass-through entity in the case of a subrecipient.
25. Amounts claimed or used for matching were determined in accordance with Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) regarding cost principles.
26. We have monitored any subrecipients to determine that they have expended federal awards in accordance with federal statutes, regulations, and the terms and conditions of the subaward and have met the audit and other requirements of the Uniform Guidance.
27. We have taken appropriate corrective action on a timely basis after receipt of any subrecipient's auditor's report that identified findings and questioned costs pertaining to federal awards programs passed through to the subrecipient by us.
28. We have considered the results of any subrecipient's audits received and made any necessary adjustments to our books and records.
29. We have disclosed to you any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the applicable compliance requirements for each of our federal awards programs, including any communications received from the end of the period of your audit through the date of this letter.
30. We have identified to you any previous compliance audits, attestation engagements, and internal or external monitoring related to the objectives of your compliance audit, including findings received and corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other monitoring.
31. The reporting package does not contain any protected personally identifiable information.
32. No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance subsequent to the period covered by the auditor's report.

#### **Misappropriation, Misstatements, & Fraud**

33. We have informed you of all current risks of a material amount that are not adequately prevented or detected by our procedures with respect to:
  - a. Misappropriation of assets.
  - b. Misrepresented or misstated assets, liabilities, net position or fund balance.

34. We have no knowledge of fraud or suspected fraud affecting the entity involving:
  - a. Management or employees who have significant roles in internal control over financial reporting, or
  - b. Others when the fraud could have a material effect on the financial statements.
35. We understand that the term "fraud" includes misstatements arising from fraudulent financial reporting and misstatements arising from misappropriation of assets. Misstatements arising from fraudulent financial reporting are intentional misstatements, or omissions of amounts or disclosures in financial statements to deceive financial statement users. Misstatements arising from misappropriation of assets involve the theft of an entity's assets where the effect of the theft causes the financial statements not to be presented in conformity with accounting principles generally accepted in the United States of America.
36. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, customers, analysts, SEC or other regulators, citizens, suppliers, or others.
37. We have assessed the risk that the financial statements may be materially misstated as a result of fraud and disclosed to you any such risk identified.

### **Ongoing Operations**

38. We have evaluated whether there are conditions or events known or reasonably knowable, considered in the aggregate, that raise substantial doubt about the entity's ability to continue as a going concern within one year of the date of the financial statements and known facts thereafter without consideration of potential mitigating effects of management's plans and concluded substantial doubt does not exist.
39. We acknowledge that you have no responsibility for future changes caused by the current economic environment and the resulting impact on the entity's financial statements. Further, management and governance are solely responsible for all aspects of managing the entity, including questioning the quality and valuation of investments and other assets, reviewing allowances for uncollectible amounts; evaluating capital needs and liquidity plans; etc.

### **Related Parties**

40. We have disclosed to you the identity of all of the entity's related parties and all the related-party relationships of which we are aware.

The entity has not entered into any new agreements with a related party or modified terms related to an existing related-party transaction during the year under audit, or as of the date of this letter. Further, we do not have any existing or ongoing agreements with related parties that are still in effect as of the date of this letter.

41. We understand that the term related party refers to:
  - Affiliates
  - Entities for which investments are accounted for by the equity method
  - Trusts for the benefits of employees, such as pension and profit-sharing trusts that are managed by or under the trusteeship of management

- Principal owners and members of their immediate families
- Management and members of their immediate families
- Any other party with which the entity may deal if one party can significantly influence the management or operating policies of the other to an extent that one of the transacting parties might be prevented from fully pursuing its own separate interests.

Another party is also a related party if it can significantly influence the management or operating policies of the transacting parties or if it has an ownership interest in one of the transacting parties and can significantly influence the other to an extent that one or more of the transacting parties might be prevented from fully pursuing its own separate interests.

The term affiliate refers to a party that directly or indirectly controls, or is controlled by, or is under common control with, the entity.

### **Litigation, Laws, Rulings, & Regulations**

42. We have disclosed to you all known actual or possible litigation and claims whose effects should be considered when preparing the financial statements. The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.
43. We have no knowledge of communications, other than those specifically disclosed, from regulatory agencies, governmental representatives, employees, or others concerning investigations or allegations of noncompliance with laws and regulations, deficiencies in financial reporting practices, or other matters that could have a material adverse effect on the financial statements.
44. We have disclosed to you all known instances of violations or noncompliance or possible violations or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements or as a basis for recording a loss contingency.
45. There are no regulatory examinations currently in progress for which we have not received examination reports.
46. We have no reason to believe the entity owes any penalties or payments under the Employer Shared Responsibility Provisions of the *Patient Protection and Affordable Care Act*, nor have we received any correspondence from the IRS or other agencies indicating such payments may be due.
47. We have not been designated as a potentially responsible party (PRP or equivalent status) by the Environmental Protection Agency (EPA) or other cognizant regulatory agency with authority to enforce environmental laws and regulations.

### **Nonattest Services**

48. You have provided nonattest services, including the following, during the period of this engagement:
  - Completing the auditee portion of the Form SF-SAC (Data Collection Form) through the Federal Audit Clearinghouse.

49. With respect to these services:

- a. We have designated a qualified management-level individual to be responsible and accountable for overseeing the nonattest services.
- b. We have established and monitored the performance of the nonattest services to ensure they meet our objectives.
- c. We have made any and all decisions involving management functions with respect to the nonattest services and accept full responsibility for such decisions.
- d. We have evaluated the adequacy of the services performed and any findings that resulted.
- e. We have established and maintained internal controls, including monitoring ongoing activities.
- f. When we receive final deliverables from you, we will store those deliverables in information systems controlled by us. We have taken responsibility for maintaining internal control over these deliverables.

### **Financial Statements & Reports**

50. With regard to supplementary information:

- a. We acknowledge our responsibility for the presentation of the supplementary information in accordance with the applicable criteria.
- b. We believe the supplementary information is fairly presented, both in form and content, in accordance with the applicable criteria.
- c. The methods of measurement and presentation of the supplementary information are unchanged from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.
- d. We believe the significant assumptions or interpretations underlying the measurement and/or presentation of the supplementary information are reasonable and appropriate.

51. With regard to other information that is presented in the form of our annual financial report:

- a. We confirm that the sections of the report as presented in the Table of Contents comprise the annual financial report for the entity.
- b. We have provided you with the final draft of the annual financial report.

### **Transactions, Records, & Adjustments**

52. All transactions have been recorded in the accounting records and are reflected in the financial statements.

53. The entity has appropriately reconciled its general ledger accounts to their related supporting information. All related reconciling items considered to be material were identified and included on the reconciliations and were appropriately adjusted in the financial statements. All intracompany

(and intercompany) accounts have been eliminated or appropriately measured and considered for disclosure in the financial statements.

54. We have everything we need to keep our books and records.
55. We have disclosed any significant unusual transactions the entity has entered into during the period, including the nature, terms, and business purpose of those transactions.

### **Governmental Accounting & Disclosure Matters**

56. Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.
57. With regard to deposit and investment activities:
  - a. All deposit, repurchase and reverse repurchase agreements, and investment transactions have been made in accordance with legal and contractual requirements.
  - b. Disclosures of deposit and investment balances and risks in the financial statements are consistent with our understanding of the applicable laws regarding enforceability of any pledges of collateral.
  - c. We understand that your audit does not represent an opinion regarding the enforceability of any collateral pledges.
  - d. Risk disclosures associated with deposit and investment securities and derivative instrument transactions are presented in accordance with GASB requirements.
58. The financial statements include all component units, appropriately present majority equity interests in legally separate organizations and joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.
59. We have identified and evaluated all potential fiduciary activities.
60. Components of net position (net investment in capital assets, restricted, and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.
61. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.
  
62. We have appropriately disclosed the entity's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance is available and have determined that net position is properly recognized under the policy.
63. Leases have been properly identified, recorded, and disclosed in accordance with GASB Statement No. 87, *Leases*.
64. Subscription-based information technology arrangements (SBITAs) have been properly identified, recorded, and disclosed in accordance with GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*.

65. The government has properly measured, recorded, and disclosed compensated absences and other salary-related payments in accordance with GASB Statement No. 101, *Compensated Absences*.
66. The government has appropriately considered and disclosed its vulnerabilities due to certain concentrations or constraints in accordance with GASB Statement No. 102, *Certain Risk Disclosures*.
67. The supplementary information required by the Governmental Accounting Standards Board, consisting of management's discussion and analysis, has been prepared and is measured and presented in conformity with the applicable GASB pronouncements, and we acknowledge our responsibility for the information. The information contained therein is based on all facts, decisions, and conditions currently known to us and is measured using the same methods and assumptions as were used in the preparation of the financial statements. We believe the significant assumptions underlying the measurement and/or presentation of the information are reasonable and appropriate. There has been no change from the preceding period in the methods of measurement and presentation.

### **General Government Matters**

68. The financial statements properly classify all funds and activities in accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, as amended.
69. All funds that meet the quantitative criteria in GASB Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments*, as amended, and No. 37, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments: Omnibus—an Amendment of GASB Statements No. 21 and No. 34*, for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.
70. Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.
71. Revenues are appropriately classified in the statement of activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
72. We have appropriately disclosed that the entity is following either its established accounting policy regarding which governmental fund resources (that is, restricted, committed, assigned, or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available or is following paragraph 18 of GASB Statement No. 54 to determine the fund balance classifications for financial reporting purposes and have determined that fund balance is properly recognized under the policy.

### **Accounting & Disclosure**

73. All transactions entered into by the entity are final. We are not aware of any unrecorded transactions, side agreements, or other arrangements (either written or oral) that are in place.
74. Except as reflected in the financial statements, there are no:
  - a. Plans or intentions that may materially affect carrying values or classifications of assets, liabilities, net position, or fund balance.

- b. Material transactions omitted or improperly recorded in the financial records.
- c. Material unasserted claims or assessments that are probable of assertion or other gain/loss contingencies requiring accrual or disclosure, including those arising from environmental remediation obligations.
- d. Events occurring subsequent to the statement of net position date through the date of this letter, which is the date the financial statements were available to be issued, requiring adjustment or disclosure in the financial statements.
- e. Agreements to purchase assets previously sold.
- f. Arrangements with financial institutions involving compensating balances or other arrangements involving restrictions on cash balances, lines of credit, or similar arrangements.
- g. Guarantees, whether written or oral, under which the entity is contingently liable.
- h. Known or anticipated asset retirement obligations.

75. Except as disclosed in the financial statements, the entity has:

- a. Satisfactory title to all recorded assets, and those assets are not subject to any liens, pledges, or other encumbrances.
- b. Complied with all aspects of contractual and grant agreements, for which noncompliance would materially affect the financial statements.

### **Revenue, Accounts Receivable, & Inventory**

76. Adequate provisions, allowances, or other adjustments in basis have been recorded for any material losses from:

- a. Uncollectible receivables.
- b. Purchase commitments in excess of normal requirements or at prices in excess of prevailing market prices.

### **Estimates**

77. We have identified all accounting estimates that could be material to the financial statements, and we confirm the appropriateness of the methods and the consistency in their application, the accuracy and completeness of data, and the reasonableness of significant assumptions used by us in making the accounting estimates, including those measured at fair value reported in the financial statements.

78. Significant estimates that may be subject to a material change in the near term have been properly disclosed in the financial statements. We understand that "near term" means the period within one year of the date of the financial statements. In addition, we have no knowledge of concentrations, which refer to a lack of diversity related to employers, industries, inflows of resources, workforce covered by collective bargaining agreements, providers of financial resources, or suppliers of material, labor or services loans, investments, or deposits, or constraints, which refer to a limitation imposed by an external party or by formal action of a government's highest level of decision-making authority related to limitations on raising revenue, limitations on spending, limitations on the incurrence of debt, or mandated spending, existing at the date of the financial statements that

would make the entity vulnerable to the risk of severe impact in the near term that have not been properly disclosed in the financial statements.

**Fair Value**

**GASB Statement 101, *Compensated Absences***

79. In connection with the adoption of GASB Statement No. 101, *Compensated Absences* (GASB 101), we represent that footnotes to the financial statements appropriately describe the adoption of GASB 101 and include all disclosures required under GASB 101.

*Gary Huttmann*

Gary Huttmann (Dec 18, 2025 07:51:26 EST)

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Gary Huttman  
Executive Director

*Jason Loschiavo*

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Jason Loschiavo  
Director of Finance & Administration

# 5761-GOV-SA - III Mgmt Rep Ltr - Government

Final Audit Report

2025-12-18

Created:	2025-12-18
By:	Jason Loschiavo (Jason.Loschiavo@metroplanorlando.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPKtYDuBMEA9mXMebWz3CqMqq5frYowa

## "5761-GOV-SA - III Mgmt Rep Ltr - Government" History

-  Document created by Jason Loschiavo (Jason.Loschiavo@metroplanorlando.gov)  
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-  Document emailed to Jason Loschiavo (Jason.Loschiavo@metroplanorlando.gov) for signature  
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-  Document e-signed by Jason Loschiavo (Jason.Loschiavo@metroplanorlando.gov)  
Signature Date: 2025-12-18 - 12:38:58 PM GMT - Time Source: server
-  Document emailed to Gary Huttman (gary.huttman@metroplanorlando.gov) for signature  
2025-12-18 - 12:39:00 PM GMT
-  Email viewed by Gary Huttman (gary.huttman@metroplanorlando.gov)  
2025-12-18 - 12:41:34 PM GMT
-  Document e-signed by Gary Huttman (gary.huttman@metroplanorlando.gov)  
Signature Date: 2025-12-18 - 12:51:26 PM GMT - Time Source: server
-  Agreement completed.  
2025-12-18 - 12:51:26 PM GMT



### Proposed 2026 Board Committee Appointments

#### Executive Committee

Commissioner Christine Moore (C)  
Commissioner Viviana Janer (VC)  
Commissioner Bob Dallari (S/T)  
Mayor Nelson  
Mayor Bates  
Mayor Demings  
Mayor Dyer  
Commissioner Smith

#### Personnel Committee

Commissioner Christine Moore (C)  
Commissioner Viviana Janer (VC)  
Commissioner Bob Dallari (S/T)  
Council Member Gilbert  
Commissioner Scott

#### Finance Committee

Commissioner Christine Moore (C)  
Commissioner Viviana Janer (VC)  
Commissioner Bob Dallari (S/T)  
Commissioner Lee Constantine  
Commissioner Nicole Wilson  
Council Member Gilbert

#### Other Appointments:

#### FDOT District Safety Steering Committee

Primary Member: Commissioner Moore  
Alternate Member: Commissioner Janer

#### Florida MPO Advisory Council

Primary Member: Commissioner Mayra Uribe

#### Central Florida MPO Alliance

##### Designated Member

Commissioner Constantine  
Commissioner Nicole Wilson  
Council Member Gilbert

##### Alternate Member

Commissioner Dallari  
Commissioner Kelly Semrad  
Commissioner Janer

#### Transportation Disadvantaged Local Coordinating Board

Mayor Pat Bates  
Council Member Gilbert  
Commissioner Mayra Uribe

C- Chairperson; VC- Vice-Chairperson; S/T- Secretary/Treasurer, IPC-Immediate Past Chairperson

## Section 2

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## Board Action Fact Sheet

**Meeting Date:** February 11, 2026

**Agenda Item:** IX.A (Section 2)

**Roll Call Vote:** Yes

<b>Action Requested:</b>	FDOT and Florida's Turnpike Enterprise (FTE) request approval of amendments to the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP).								
<b>Reason:</b>	FDOT is requesting the addition of one (1) transit project be added to the TIP so that federal funds for the project can be authorized. FTE is requesting to amend one (1) project to advance project phases to an earlier fiscal year and add funds to the design-build phase.								
<b>Summary/Key Information:</b>	Items of particular significance for our Committees and the Board are as follows: <ul style="list-style-type: none"><li>• FM# 451140-1: 5310 Capital – Rural/Non-Urban Transportation Authority (DBA LYNX). This amendment adds a new project for the Federal Transition Administration 5310 program. Funding is for capital in FY 2026 and consists of \$1,556,191 in federal, state (DPTO, DU), and local (LF) funds.</li><li>• FM# 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding for right-of-way and environmental phases were advanced to Fiscal Year 2026. Design-Build funding was added in FY 2026 and consists of \$16,800,000 in state (PKBD) funds.</li></ul>								
<b>MetroPlan Budget Impact:</b>	None.								
<b>Local Funding Impact:</b>	None.								
<b>Committee Action:</b>	<table><tr><td>CAC:</td><td>To be taken up on January 28, 2026</td></tr><tr><td>MAC:</td><td>To be taken up on February 5, 2026</td></tr><tr><td>TSMO:</td><td>To be taken up on January 23, 2026</td></tr><tr><td>TAC:</td><td>To be taken up on January 23, 2026</td></tr></table>	CAC:	To be taken up on January 28, 2026	MAC:	To be taken up on February 5, 2026	TSMO:	To be taken up on January 23, 2026	TAC:	To be taken up on January 23, 2026
CAC:	To be taken up on January 28, 2026								
MAC:	To be taken up on February 5, 2026								
TSMO:	To be taken up on January 23, 2026								
TAC:	To be taken up on January 23, 2026								
<b>Staff Recommendation:</b>	Recommends approval								
<b>Supporting Information:</b>	The following documents are provided at Section 2: <ul style="list-style-type: none"><li>• FDOT letter dated January 8, 2026</li><li>• FTE letter dated January 14, 2026</li><li>• Proposed Board Resolution No. 26-02</li></ul>								



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

01/08/2026 | 12:49 PM EST

MetroPlan Orlando  
ATTN: Mr. Gary Huttmann, 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. Huttmann:

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

Project #451140-1 is transit project through the Federal Transit Administration 5310 program that has been added to the TIP. This will require a formal amendment so that 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
451140-1	5310 Capital – Rural/Non Urban Transportation Authority (DBA Lynx)	N/A	N/A	CAP	DPTO DU LF <b>Total</b>	\$ 155,619 \$ 1,244,952 \$ <u>155,620</u> <b>\$ 1,556,191</b>	2026

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

Sincerely,

DocuSigned by:

 Jonathan Scarfe

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

Florida's Turnpike Enterprise  
P.O. Box 613069, Ocoee, FL 34761  
407-532-3999

JARED W. PERDUE, P.E.  
SECRETARY

January 14, 2026

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

Dear Mr. Hutmamn:

**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 183-270).** Please amend the project information as described below.

**FM# 446581-4 POINCIANA CONNECTOR**

**The remainder of this page is blank.**

**Proposed Amendment:**

PHASE	FUND SOURCE	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKBD	\$50,000,000					\$50,000,000
Total ENV							
PE	PKYI	\$7,899,276					\$7,899,276
TOTAL PE							
ROW	PKBD	\$75,000,000					\$75,000,000
ROW	PKYI	\$572,668					\$572,668
TOTAL ROW							
RRU	PKYI	\$1,000					\$1,000
TOTAL RRU							
DSB	MMF	\$200,000,000					\$200,000,000
DSB	PKBD	\$16,800,000					\$16,800,000
Total DSB							
Total Active Years							
Total Prior Cost							
Total Programmed		\$350,272,944					\$350,272,944

**Difference:** Amended.

**Explanation:** Right of Way (ROW) and Design-Build phases have been added to FY2026.

Thank you for your assistance with this matter. If you have any questions, please contact me at (407) 264-3494.

Sincerely,

Signed by:  
  
 Loren Hughes  
 2B0EEAE8EFD8491...

Loren Hughes, Enterprise MPO Liaison  
 Florida's Turnpike Enterprise

cc: Taylor Laurent, MetroPlan Orlando Transportation Planner  
 Katina Kavouklis, Planning Manager  
 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# 451140-1: 5310 Capital – Rural/Non Urban Transportation Authority (DBA LYNX). Funding is for capital in FY 2026 and consists of \$1,556,191 (155,619 DPTO; 1,244,952 DU; and 155,620 LF);
- FM# 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding for right-of-way and environmental phases were advanced to Fiscal Year 2026. Funding is added for design-build in FY 2026 and consists of \$16,800,000 PKBD 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 Christine Moore, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:**  
**11<sup>th</sup> day of February 2026**

**ATTEST:**

---

Lisa Smith  
Sr. Board Services Coordinator & Recording Secretary

## Section 3

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## **Board Action Fact Sheet**

**Meeting Date:** February 11, 2026

**Agenda Item:** IX.B (Section 3)

**Roll Call Vote:** No

**Action Requested:** Board approval is requested for the support of performance targets for safety within the MetroPlan Orlando region.

**Reason:** Federal Highway Administration (FHWA) performance measure guidance requires MPOs to approve safety targets annually.

**Summary/Key Information:** FHWA has continued performance-based planning requirements and has developed a set of performance measures for vehicular and non-motorized Safety. MPOs are required to take action on setting targets for federal Safety annually. FDOT has taken the lead on data collection, measure development and statewide target setting to address the FHWA performance measures. Historically, MetroPlan Orlando has reviewed and supported all safety targets annually.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

CAC:	To be taken up on January 28, 2026
MAC:	To be taken up on February 5, 2026
TSMO:	To be taken up on January 23, 2026
TAC:	To be taken up on January 23, 2026

**Staff Recommendation:** Recommends approval to support the FDOT statewide safety targets for performance-based planning purposes.

**Supporting Information:** These documents are provided at Section 3:

- Proposed Board Resolution 26-01
- FDOT Performance Measure Fact Sheet
- For additional information about federal performance measures and targets, see MetroPlan Orlando's [online System Performance Report](#).

# TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) REQUIREMENTS

THIRD REPORTING PERIOD (2026 - 2029)



NOVEMBER 2025

## TPM FRAMEWORK

Federal transportation law requires state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.

Three Federal Highway Administration (FHWA) Performance Measures (PM) rules and two FTA transit rules establish performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). This document highlights key target-setting provisions of the FHWA and FTA performance management requirements for state DOTs, MPOs, and public transportation providers. Please refer to the five accompanying factsheets (linked in the graphic to the right) for key information related to the three FHWA performance measure rules and the two FTA transit rules.

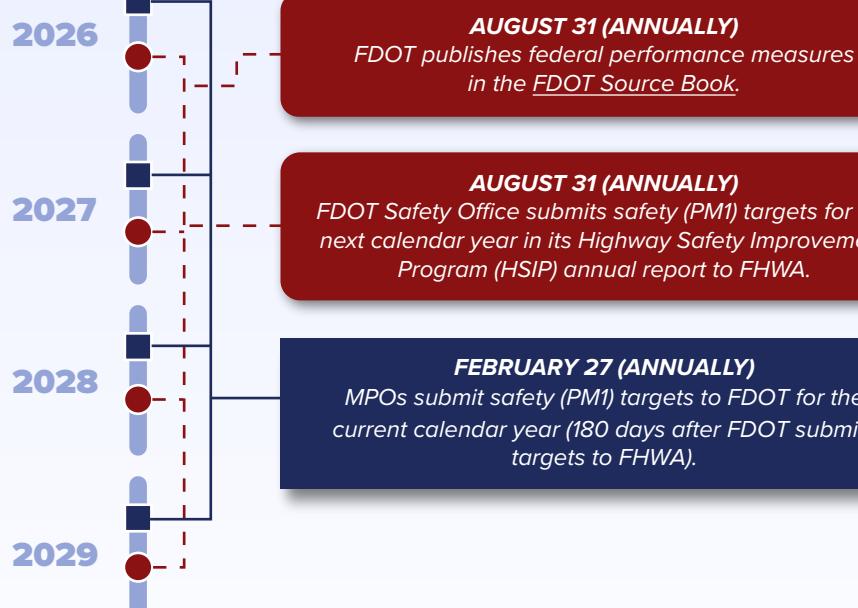


## TIMELINE FOR TPM ACTIONS

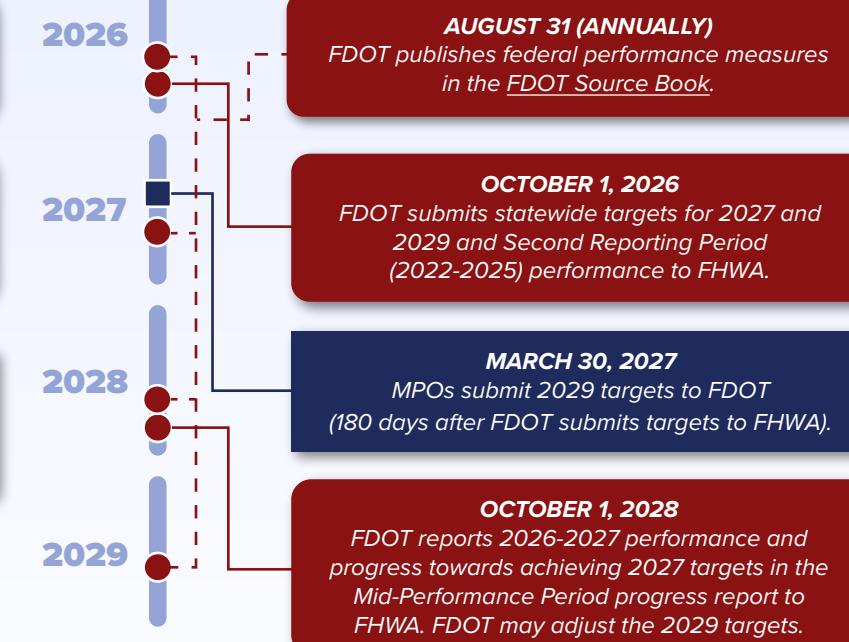
49

### FEDERAL HIGHWAY ADMINISTRATION

#### PM1

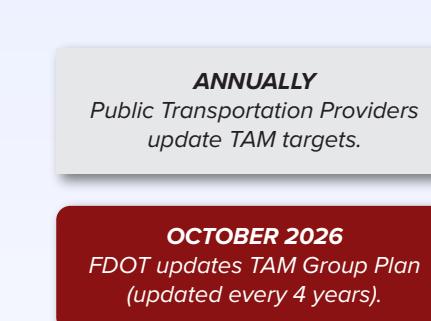


#### PM2 & PM3

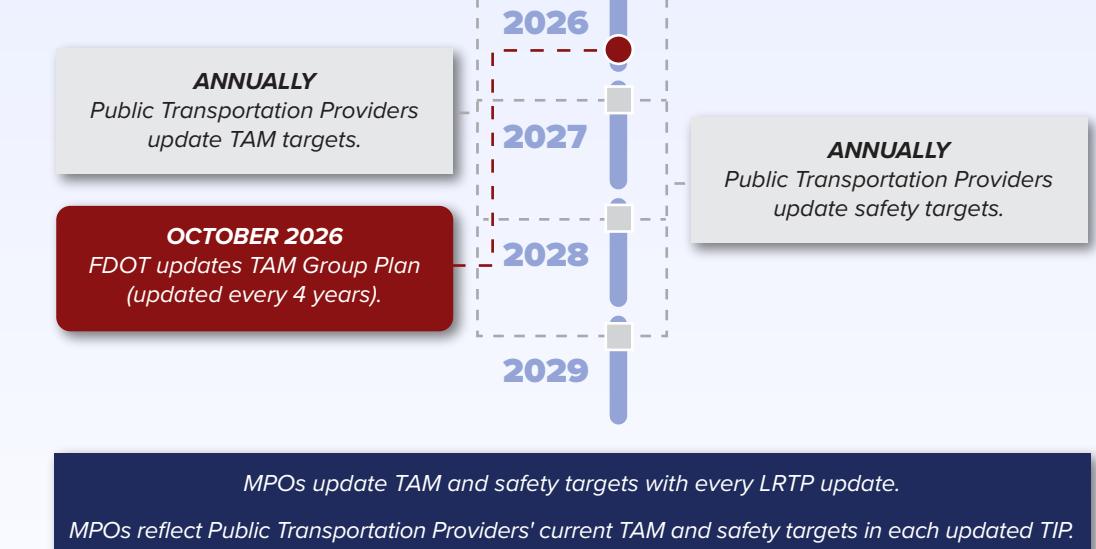


### FEDERAL TRANSIT ADMINISTRATION

#### Transit Asset Management



#### Transit Safety



● FDOT   ■ MPOs

● FDOT   ■ MPOs   ■ PUBLIC TRANSPORTATION PROVIDERS

## MPO TARGET SETTING OPTIONS

FDOT, the MPOs, and public transportation providers set their respective performance targets in coordination with one another. All MPOs establish a target for each applicable performance measure by one of these two options.

### Support the target established by FDOT or the public transportation provider(s).

*The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.*

OR

### Establish own target.

*The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.*

For the PM1, PM2, and PM3 measures, MPOs must set their targets no later than 180 days after FDOT sets its targets. For the transit asset management and safety measures, MPOs are not required to set transit targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be submitted when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) targets in the updated TIP.

## TPM PERFORMANCE REPORTING

### Long Range Transportation Plan

#### The LRTP must:

- Describe performance measures and targets used in assessing the performance of the transportation system.
- Include a System Performance Report that:
  - Evaluates the performance of the transportation system with respect to performance targets.
  - Documents the progress achieved by the MPO in meeting the targets.
- Integrate the goals, objectives, performance measures, and targets described in other plans and processes required as part of a performance-based program.

### Transportation Improvement Program

#### The TIP must:

- Reflect the investment priorities established in the LRTP.
- Be designed such that once implemented, it makes progress toward achieving the performance targets.
- Include a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to performance targets

Templates with model language for performance measures and targets are provided for both the [Long Range Transportation Plan](#) and [Transportation Improvement Program](#) on the Performance Data Integration Space.

## Assessment Of Significant Progress

FHWA periodically assesses FDOT's progress toward statewide targets. FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## FOR MORE INFORMATION PLEASE CONTACT

**Rolando Valdes**

Transportation Performance Coordinator

Florida Department of Transportation  
Rolando.Valdes@dot.state.fl.us | (850) 414-4802

## **Federal Safety Transportation Performance Targets**

**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 Metropolitan Planning Area consisting of Orange, Osceola, and Seminole Counties, including the regional Transportation Improvement Program; and

**WHEREAS**, the Infrastructure Investment and Jobs Act, continuing the Fixing Americas Surface Transportation Act's overall performance management approach, requires state Department of Transportation's to establish performance measures in a number of areas, including setting targets; and

**WHEREAS**, MetroPlan Orlando wishes to establish its targets as those of the Florida Department of Transportation (FDOT); and agrees to work with the State and to address areas of concern for performance-based planning within the metropolitan planning area; and

**WHEREAS**, MetroPlan Orlando will coordinate with the State to integrate the performance measures and targets into the regional transportation planning processes and documents;

**NOW, THEREFORE, BE IT RESOLVED** by the MetroPlan Orlando Board that it supports the Florida Department of Transportation's (FDOT) performance targets for Safety and agrees to plan and program projects that contribute toward the accomplishment of the Performance Measures and Targets.

### **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 Christine Moore, Chair

**Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board  
on the 11<sup>th</sup> day of February, 2026.**

**ATTEST:**

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Lisa Smith  
Sr. Board Services Coordinator & Recording Secretary

# Approval and Support of Federal Transportation Safety Performance Measures and Targets

January / February 2026



# Background

- Existing federal performance measures established by FHWA as part of MAP-21 – continued in current law (IIJA/BIL)
- FHWA reviews performance/progress relative to targets as part of periodic planning process reviews
- MPO Board has supported statewide safety targets since 2018



# Federal Measures

## Transportation Performance Management

1. Safety
2. Bridge and Pavement Condition
3. System Performance / Reliability
4. Transit Asset Management
5. Transit Safety

### Safety Performance Measures

Number and Rate of Fatalities

Number and Rate of Serious Injuries

Number of Non-Motorized Fatalities and Serious Injuries





# Federal Safety Performance Measures (PM1)

Performance Measures	2019	2020	2021	2022	2023	2024	2025*	2025 Target
Number of Fatalities	269.4	276.2	285.6	295.0	299.0	290.2	281.6	Zero
Rate of Fatalities (per 100M VMT)	1.10	1.23	1.27	1.22	1.16	1.07	0.96	Zero
Number of Serious Injuries	1,988	1,718	1,606	1,497	1,400	1,326	1,233	Zero
Rate of Serious Injuries (per 100M VMT)	8.13	7.62	7.13	6.19	5.41	4.89	4.33	Zero
Number of Non-Motorized Fatalities & Serious Injuries	379.4	346.8	337.2	332.6	331.0	323.2	325.4	Zero

Note: Highway Safety measures are based on 5-year rolling average values.

\* 2025 values are projected from data through October 31

Source: FDOT / Signal Four Analytics Crash Database



# Action Requested

Board Resolution #26-01

Recommend approval of the federal transportation performance targets, as presented.

Performance Measure 1 – Safety	2-Year Target	4-Year Target
Number of Fatalities		
Rate of Fatalities		Zero (0) for all federal safety performance targets
Number of Serious Injuries		
Rate of Serious Injuries		Applicable to all public roadways regardless of classification or ownership
Number of Non-Motorized Fatalities & Serious Injuries		



# Questions? Thank you!

[MetroPlanOrlando.gov](http://MetroPlanOrlando.gov) | 407-481-5672

Lara Bouck | Manager of Project Development

[Lara.Bouck@MetroPlanOrlando.gov](mailto:Lara.Bouck@MetroPlanOrlando.gov)



## Section 4

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February 11, 2026

To: Commissioner Christine Moore, Board Chair

MetroPlan Orlando Board Members

From: Gary Huttmann, Executive Director

Subject: Executive Director's Report for February 11

- I met with Commissioner Dallari on December 12<sup>th</sup> to discuss transit issues
- I participated in a Lake to Lake Regional Trail Workshop on December 15<sup>th</sup> with Orange, Osceola and Seminole County staff
- I attended the Orlando Economic Partnership Policy in Progress Series: Building Orlando's Workforce on December 16<sup>th</sup> at the UCF College of Nursing
- I attended the Vision Zero Speaker Series: 20 is Plenty on December 16<sup>th</sup>
- I participated in the AMPO Policy Committee Meeting on January 5<sup>th</sup>
- I participated in a Lake to Lake Regional Trail meeting on January 7<sup>th</sup>
- I attended the FDOT District 5 Safety Steering Committee meeting on January 9<sup>th</sup>
- I attended the City of Orlando Swearing In Ceremony of new city commissioners on January 12<sup>th</sup>
- I participated in the Regional Transportation Systems Management Directors virtual meeting on January 13<sup>th</sup>
- I attended the APTA Planning and Program Development Committee - Steering Committee Annual Business Meeting on January 14<sup>th</sup>
- I participated in the MetroPlan Orlando Executive Committee meeting on January 15<sup>th</sup>
- I participated in the MetroPlan Orlando Executive Committee meeting on January 16<sup>th</sup>
- I met with MetroPlan Orlando Board Chair Moore on January 21<sup>st</sup> to discuss committee appointments
- I met with the new Executive Director of the Alachua/Gainesville MPO on January 21<sup>st</sup>
- I chaired the UCF Planning Advisory Board on January 22<sup>nd</sup>
- Staff attended the CFCRC meeting on January 22<sup>nd</sup>
- I met with Dale Allen of the Florida Greenways & Trails Foundation on January 23<sup>rd</sup> to discuss progress on the Lake to Lake Regional Trail
- I attended the TSMO meeting on January 23<sup>rd</sup>
- I attended the TAC meeting on January 23<sup>rd</sup>
- I attended the MPOAC Social Event on January 27<sup>th</sup>
- I participated in the MPOAC Staff Directors meeting on January 28<sup>th</sup>
- I attended the MPOAC Governing Body meeting on January 28<sup>th</sup>

- I attended the West Orange County Transportation Study Public Meeting on January 28<sup>th</sup>
- I spoke at an Orlando Business Journal Event on January 29<sup>th</sup>
- I met with consultants on January 29<sup>th</sup> to discuss the MetroPlan Orlando Strategic Plan
- I met with Commissioner Dallari on January 30<sup>th</sup> to discuss trail issues
- I met with FDOT District 5 Secretary Tyler on February 2<sup>nd</sup> to discuss MetroPlan priorities
- I met with Commissioner Dallari on February 3<sup>rd</sup> for a MetroPlan Orlando agenda review
- I participated in the Central Florida MPO Alliance Director's call on February 3<sup>rd</sup>
- I met with Commissioner Uribe on February 5<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Commissioner Semrad on February 5<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Commissioner Moore on February 5<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Mayor Demings on February 6<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Mayor Espinosa on February 9<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Council Member Gilbert on February 9<sup>th</sup> for a MetroPlan Orlando agenda review
- I met with Commissioner Janer on February 10<sup>th</sup> for a MetroPlan Orlando agenda review
- 

#### FDOT

- I continue regular monthly meetings with FDOT leadership

#### Association of Metropolitan Planning Organizations

- I continue to participate in regularly scheduled meetings of the AMPO Policy Committee
- I was reappointed to the Policy Committee for 2026

#### National Association of Regional Councils

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



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

### Orange, Osceola, and Seminole Counties Project Status Update as of January 5, 2026

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of January 5th. The next cutoff date is February 2, 2026. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

## ORANGE COUNTY

### ORANGE COUNTY UPCOMING PROJECTS:

#### 445772-1 | U.S. 441 at Clarcona-Ocoee Road

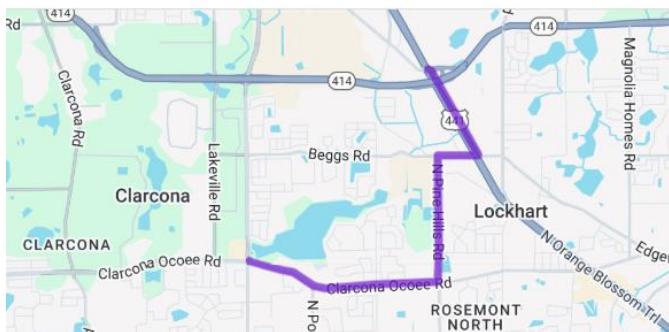


- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: January 2026
- Estimated Completion: Summer 2026
- **Description:** The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom Trail (U.S. 441/ State Road 500) and Clarcona-Ocoee Road. Improvements 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.

### 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.

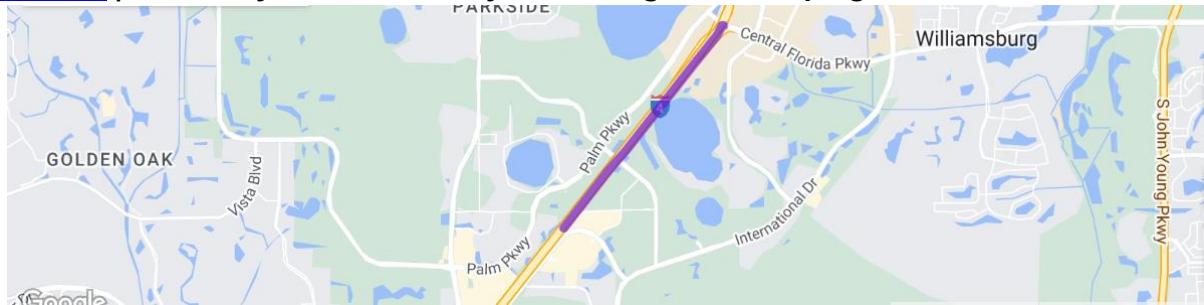
Other improvements include the installation of bike lanes in select locations, filling sidewalk gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce 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: October 2025
- Estimated Completion: Summer 2027

**Update:** Contractor is working on milling, resurfacing, and striping along the corridor. Contractor has installed a continuous northbound lane closure for the Coast-To-Coast Trail section of U.S. 441 (Orange Blossom Trail) from Beggs Road to north of the State Road (S.R.) 414 ramps. The closures will remain in place until April 2026, reducing this section of U.S. 441 to a single lane. Driveway access will not be impacted. The closures are necessary to accommodate excavation, drilling operations, and water main installations.

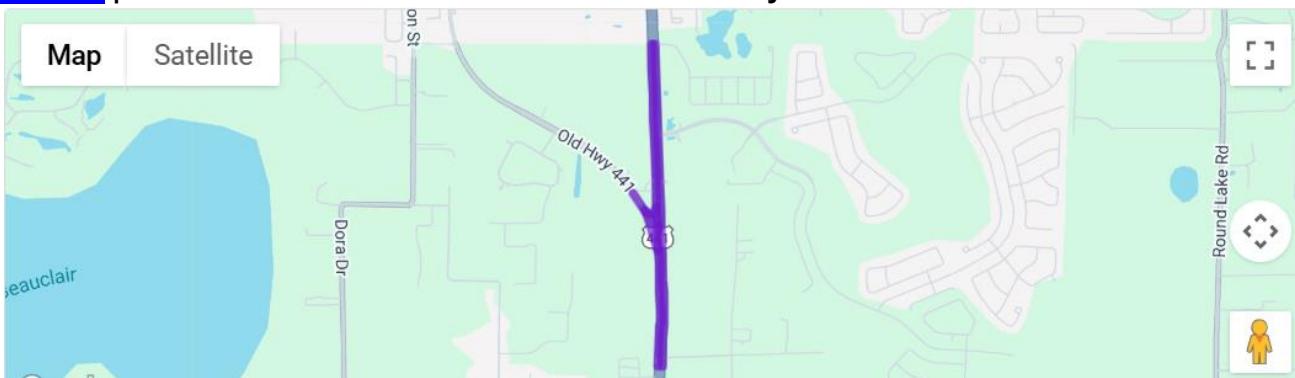
## 441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping



- 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.

**Update:** The contractor is continuing survey preparations, laying out plant placements, and preparing irrigation.

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

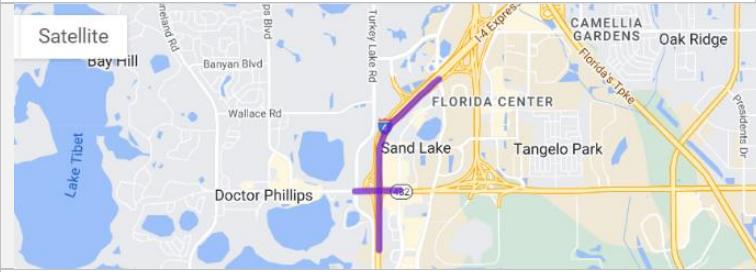


- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: April 2025
- Estimated Completion: Spring 2026
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the 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, thermoplastic striping, and landscaping restoration work.

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

**444315-1**



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/](http://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.

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

**Update:** Crews are working on pours to form the backwall of the new bridge, which will become part of the I-4 Express extension. Crews are also paving the new loop ramp.

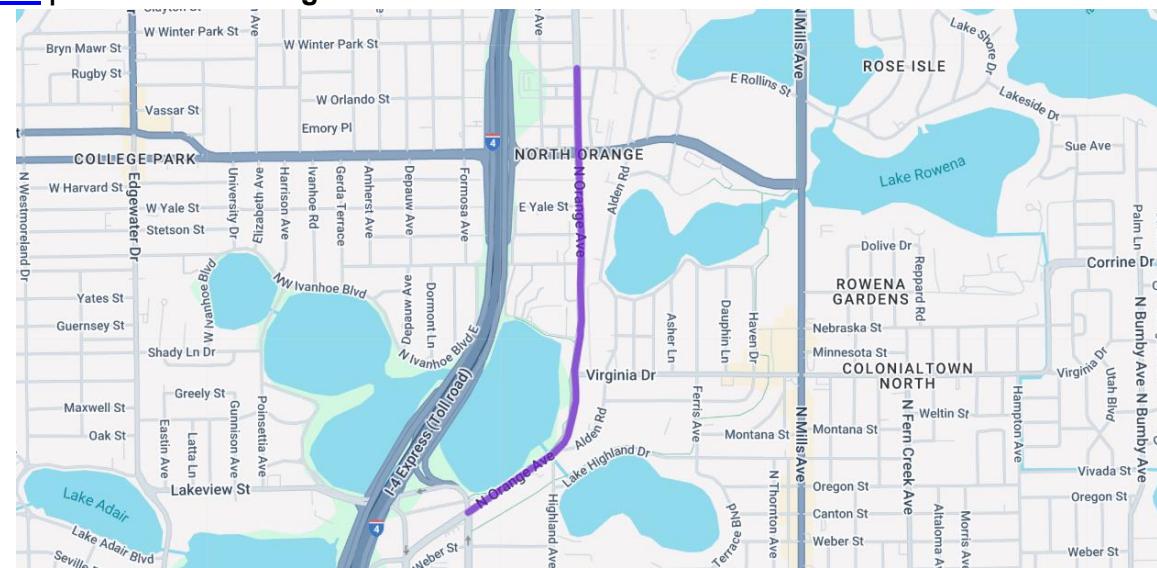
**444315-3**



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/](http://www.i4beyond.com/project-designs/sand-lake-road-interchange-improvements/)

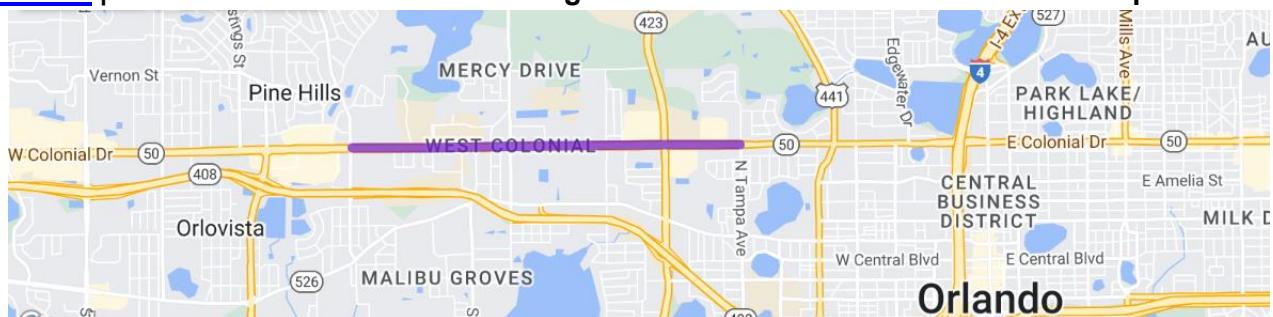
## 445220-1 | S.R. 527 from Magnolia Avenue to north of Rollins Street



- Contract: E50F4
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Early 2026
- **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:** The contractor is finalizing striping operations throughout the project corridor and working on punch list items.

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



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

- Estimated Completion: Late 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 finalizing punch list items and awaiting final acceptance.

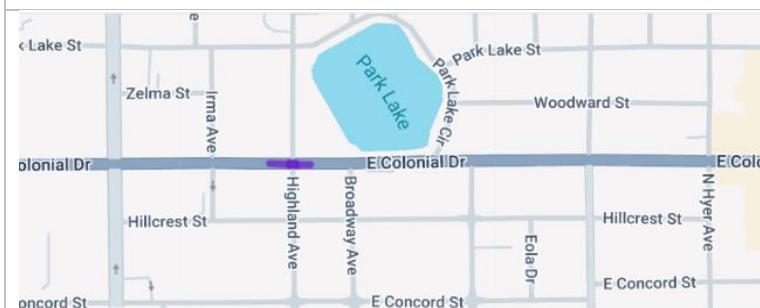
#### 447090-1 | S.R. 15 from Devonshire Lane to Lake Underhill Road



- Contract: E57B8
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: November 2024
- Estimated Completion: Early 2026
- **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.

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



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



**Description:** The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the on-street parking and reduce pedestrian crossing distances at the intersection. The curb reconstruction also includes modifications to more easily accommodate large vehicles making turns onto Highland Avenue. Other safety improvements include reconstructing the sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing sidewalk connections to bus pads. Necessary drainage modifications are also planned.

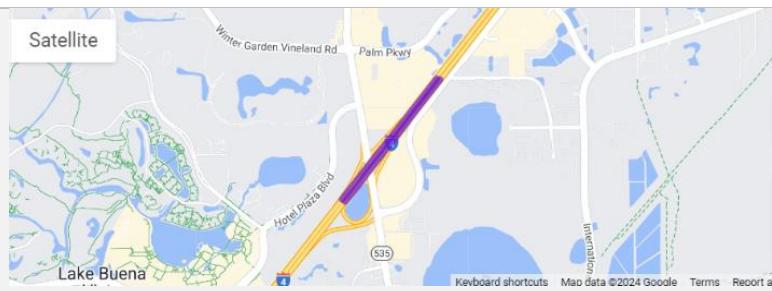
- Contract T5817
- Contractor: Chinchor Electric, Inc.
- Combined Project Cost: \$5 million
- Project Start: November 2024
- Estimated Completion: Early 2026

**Update:** The contractor is finalizing punch list items and final inspections.

**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.

## 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:**

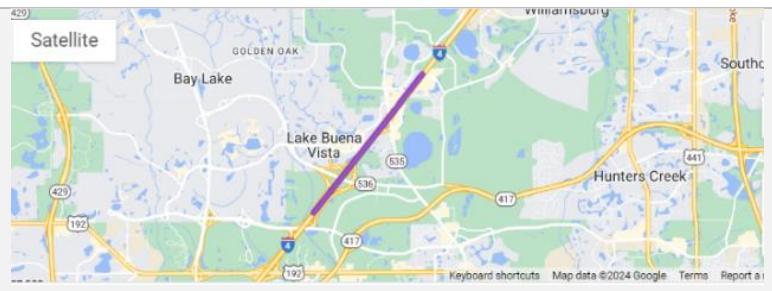
- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, and giving motorists more time to merge onto I-4.
- 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](http://www.i4beyond.com)

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

**Update:** Pond dewatering and excavation are ongoing. Crews are installing MSE walls in the new loop ramp area to create the foundation. Crews are also forming the backwall for the new bridge in the median of I-4 over S.R. 535, which will form part of the I-4 Express extension, and are working on drainage and pipe installation.

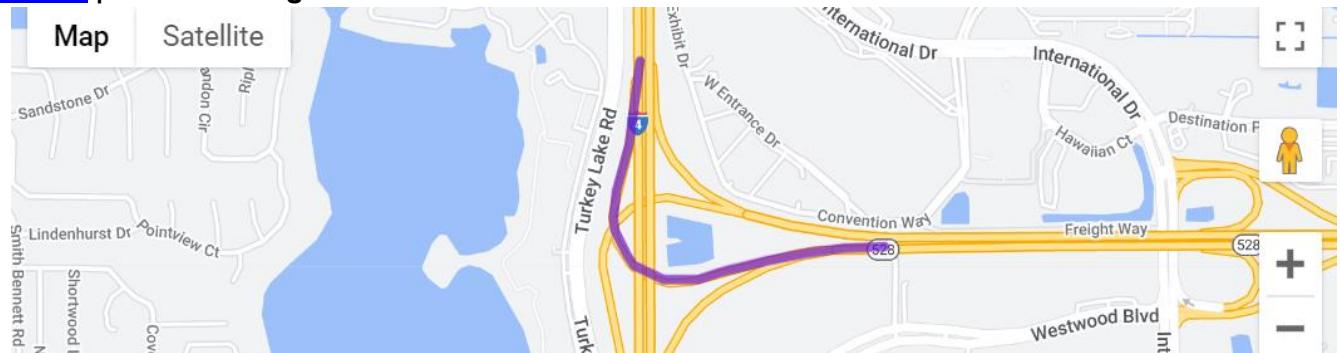
**449771-1**



**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](http://www.i4beyond.com)

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

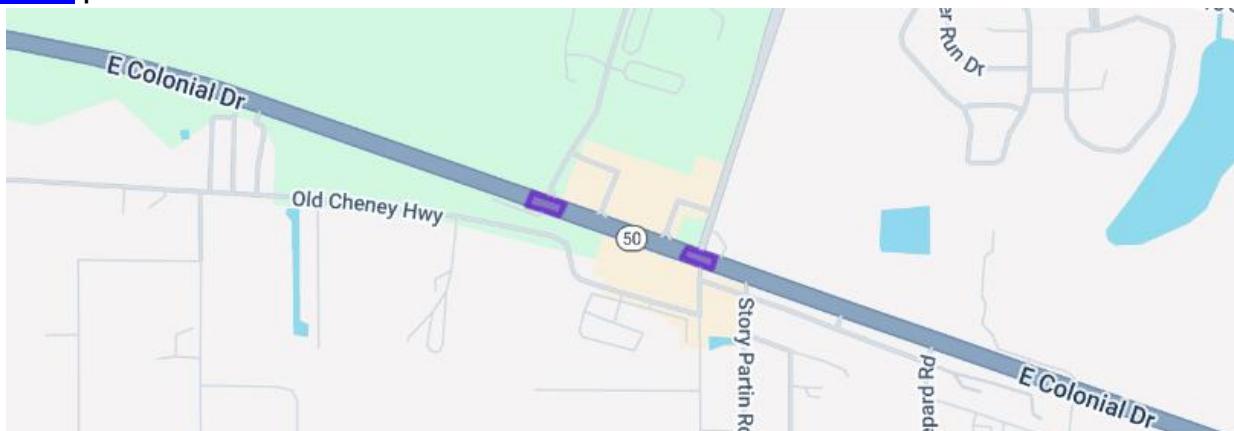


- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway)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

**Update:** Crews will be conducting a traffic shift on the westbound I-4 exit ramp to eastbound S.R. 528 to finish paving for the second lane on the ramp bridge. The westbound I-4 ramp to eastbound S.R. 528 will be closed overnight on Jan. 15 from 10 p.m. to 6 a.m.

## ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

### [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: Early 2026
- **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 project received final acceptance on 1/6/2026.

## OSCEOLA COUNTY

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### **OSCEOLA COUNTY UPCOMING PROJECTS:**

None to report.

### **OSCEOLA COUNTY CURRENT PROJECTS:**

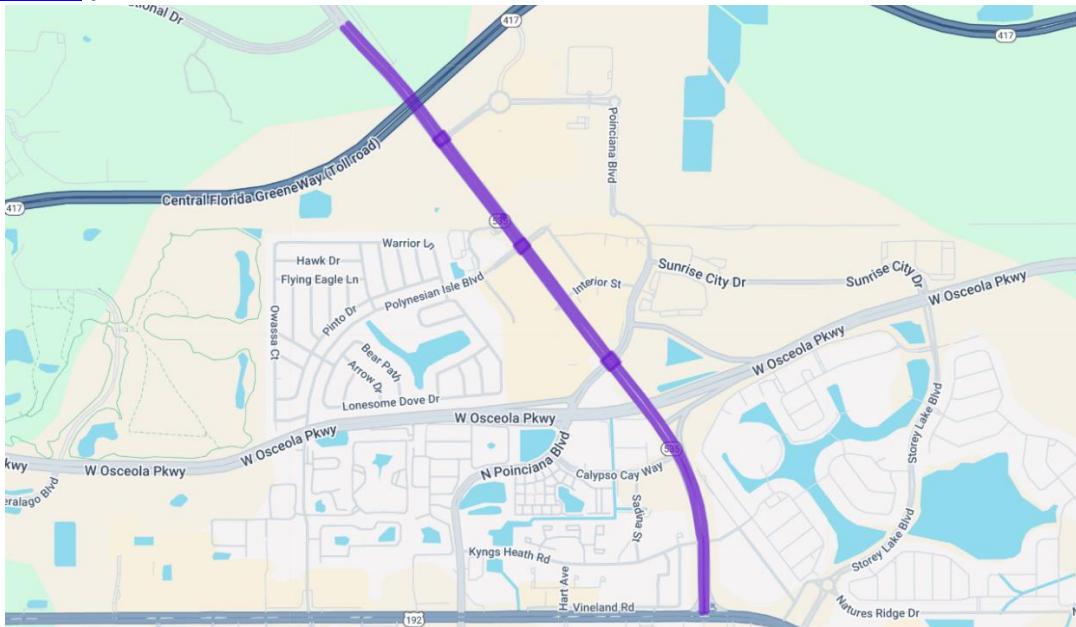
#### **443702-1 | S.R. 60 EB & WB Passing Lanes from Blanket Bay Slough to Peavine Road**



- 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 continuing work on drainage and structure installation, clearing and grubbing, dewatering, and shoulder work.

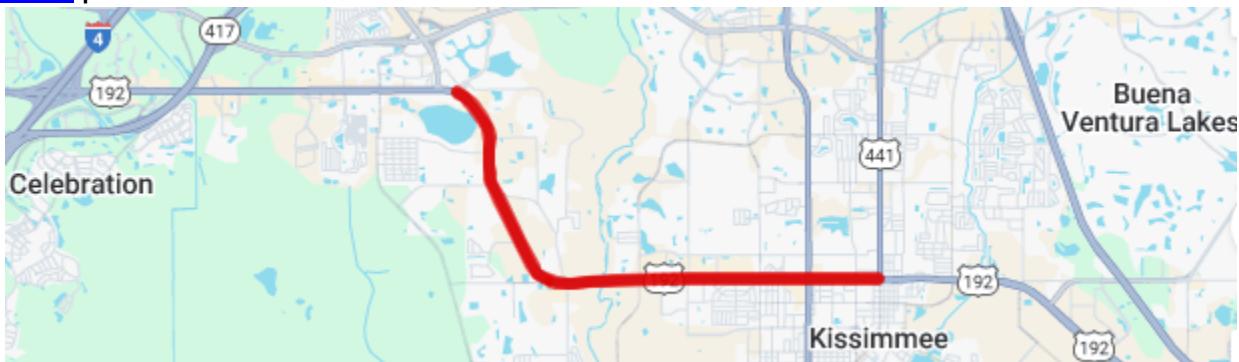
445299-1 | S.R. 535 from north of U.S. 192 to south of International Drive



- Contract: T5823
- Contractor: The Middlesex Corporation
- Construction Cost: \$ 11.9 million
- Project Start: November 2024
- Estimated Completion: Early 2026
- **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 finalizing punch list items and awaiting final acceptance.

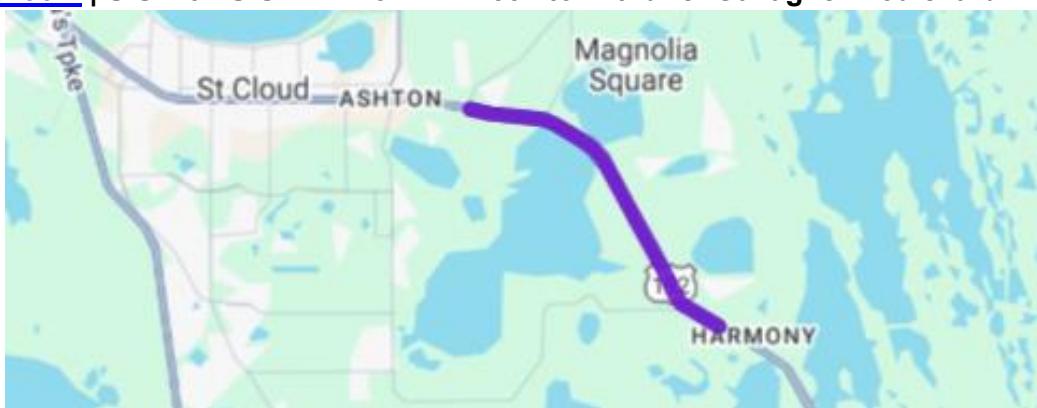
#### 448783-1 | U.S. 192 from Bamboo Lane to Main Street



- 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, milling and resurfacing, and drill shafts.

#### 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 is continuing work on sidewalks, relocating utilities, lighting, and signalization.

#### 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 continues to work on striping and sodding 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 thermoplastic striping, milling, and resurfacing.

**OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:**

None to report.

## Seminole County

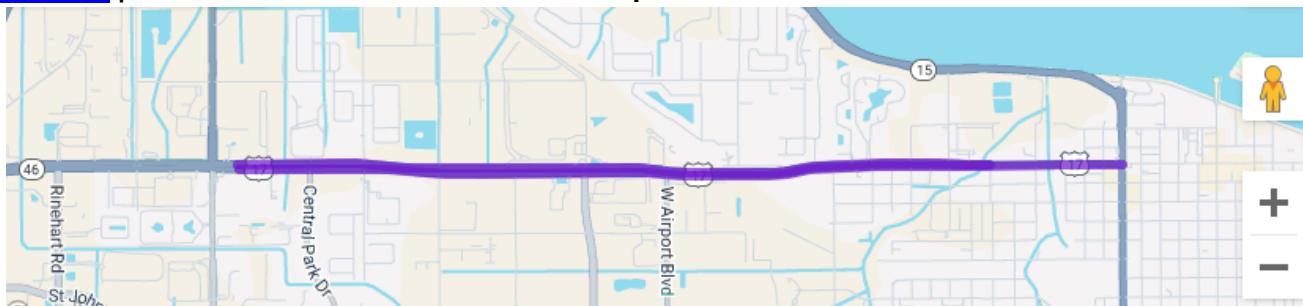
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### SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

### SEMINOLE COUNTY CURRENT PROJECTS:

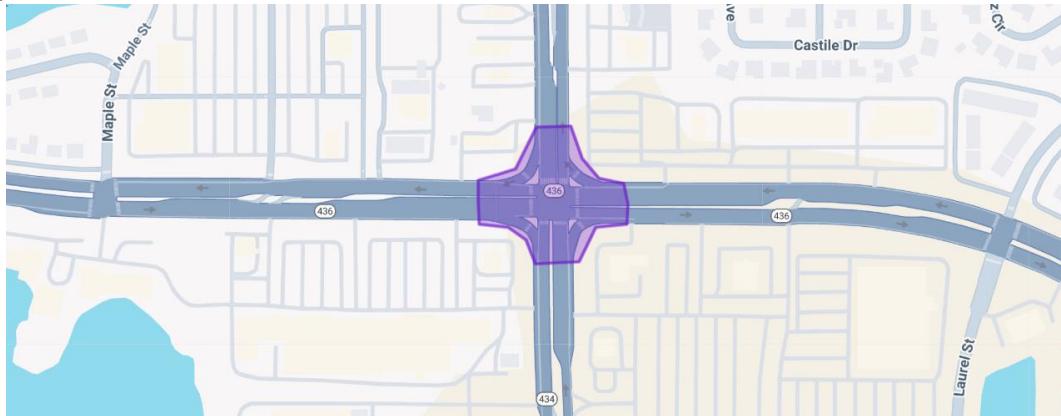
#### 447103-1 | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- 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:** The contractor continues to work on the traffic signals and final punch list items, with fiber installation now complete. All the signals are currently connected to a power source and are awaiting meter installation for the prescribed burn-in period.

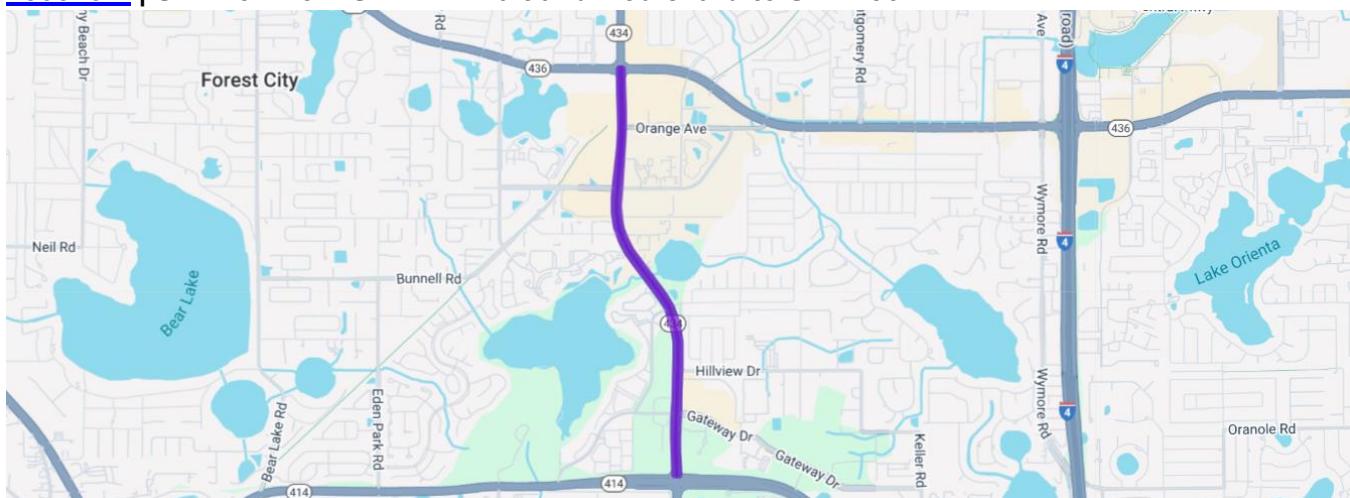
#### 447411-1 | S.R. 436 at S.R. 434 Intersection Improvement



- 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:** All green areas along the corridor have been graded, cabinet foundation work has been completed, and loop tie-in work has been finalized. The contractor plans to mobilize for friction course paving across the entire intersection during the second week of January.

#### 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:** Most of the project work is now complete, with only fiber and sidewalk repairs still outstanding. The final walkthrough of the project corridor is tentatively scheduled for 1/9/2026. Final acceptance is expected by the end of the month.

## 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:** Friction course paving and striping work on the western extent of the corridor is currently underway.

## **RECENTLY COMPLETED:**

**None to report.**



## Memorandum

January 14,  
2026

To: MetroPlan Orlando Advisory Committee Members  
From: Mighk Wilson, Senior Planner  
Subject: 2025 Bicycle & Pedestrian Activity Update

### **City of Casselberry**

In 2025, the City completed several pedestrian safety and connectivity improvements as part of a Citywide road rehabilitation project. This included new curb ramps, sidewalks, crosswalks, raised crosswalks, speed cushions, and enhanced signage.

The City is also nearing completion of construction of the US 17-92 to Sunset Drive Trail, which is the final piece to complete a one mile pedestrian loop around Lake Concord and provide a new pedestrian connection from US 17-92 to Sunset Drive.

The City also awarded construction of Central Casselberry Connectivity, which will add wide sidewalks and shared use paths to several streets, including a portion of S. Winter Park Dr. It will also include traffic calming and a signal-to-roundabout conversion at Wilshire Dr. and S. Winter Park Dr.

Finally, in cooperation with FDOT and Seminole County, the City applied for and was awarded a \$17.2M SS4A Implementation Grant for its “Road to Zero: Moving Toward a Safer SR 436” project. This project will construct new signalized pedestrian crossings across SR 436, new shared use paths along SR 436 and S. Winter Park Dr, and many other improvements. It is anticipated to take about five years to complete.

### **City of Maitland**

In 2025 the City made a key connection between the pedestrian/bicycle overpass over I-4 near the Maitland Blvd. interchange to Keller Road and the Maitland Ballfield Complex, following Lake Destiny Road and Southhall Lane.

### **City of Orlando**

In May 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 December, the City began implementing public outreach activities for its Bike and Micromobility Parking Study. The public survey can be accessed through project website. The Study will support the addition of more bike racks within the City.

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.

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. Public outreach for the plan is scheduled to kick-off in Spring 2026.



## Air Quality Monitoring: Ozone Attainment Status

January - December

As of January 2026

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 3-Year Attainment 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 3-Year Attainment 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

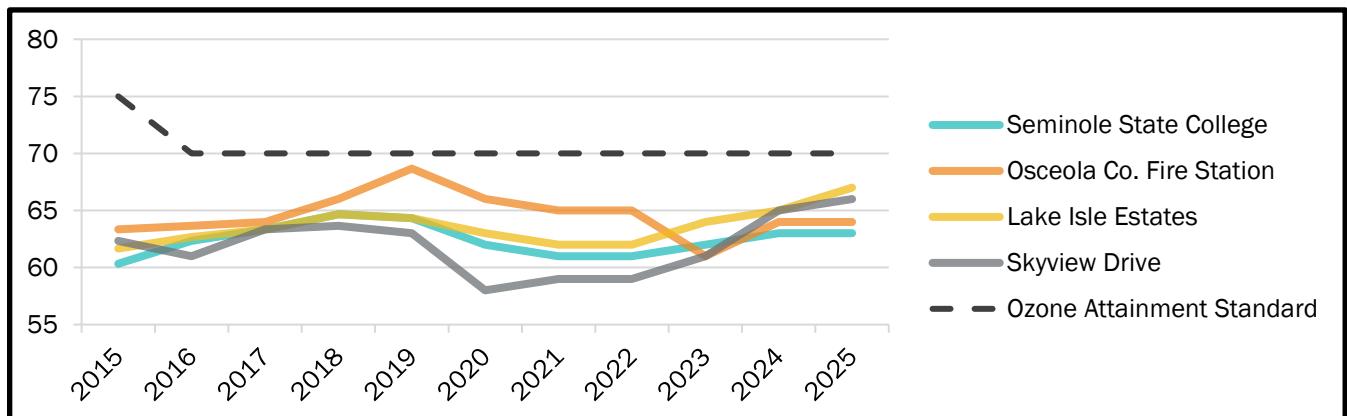
2024 3-Year Attainment Average: 65  
2025 3-Year Attainment Average: 67  
Change 2

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 3-Year Attainment 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 January 2026

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

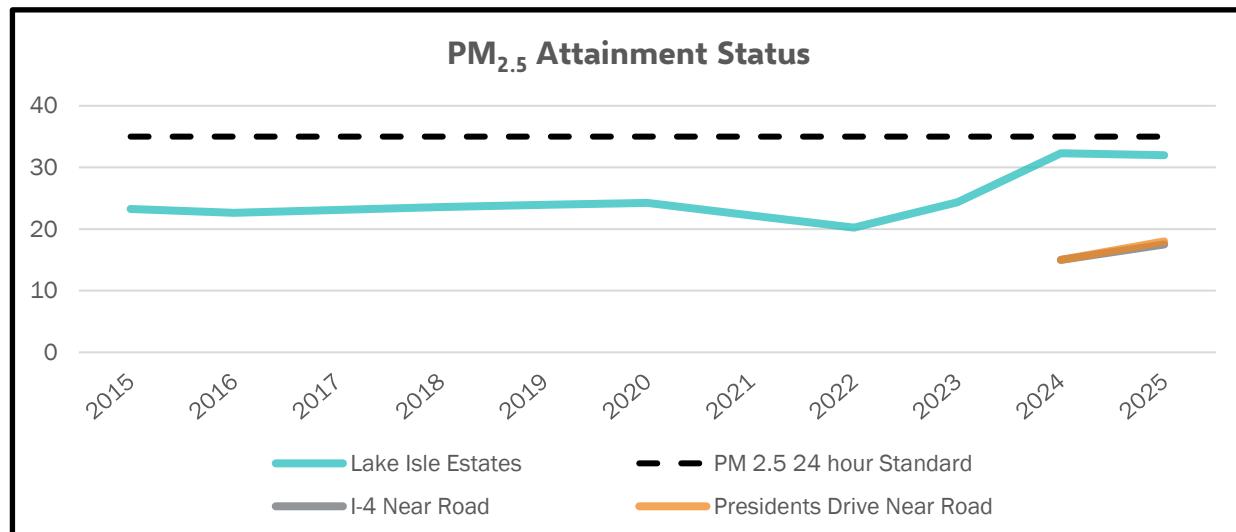
I-4 Near Road (#095-0009)		
Year	Daily Average PM <sub>2.5</sub> (micrograms per cubic meter)	Date
2025	20	5-Jun
2024	15	3-Dec

PM <sub>2.5</sub> 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2025	32
98th percentile, 3 year average - 2024	32
Change	(0)

PM <sub>2.5</sub> 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 <sub>2.5</sub> (micrograms per cubic meter)	Date
2025	21	5-Jun
2024	15	8-Aug

PM <sub>2.5</sub> 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 NO<sub>2</sub> Attainment Status**  
**As of January 2026**

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

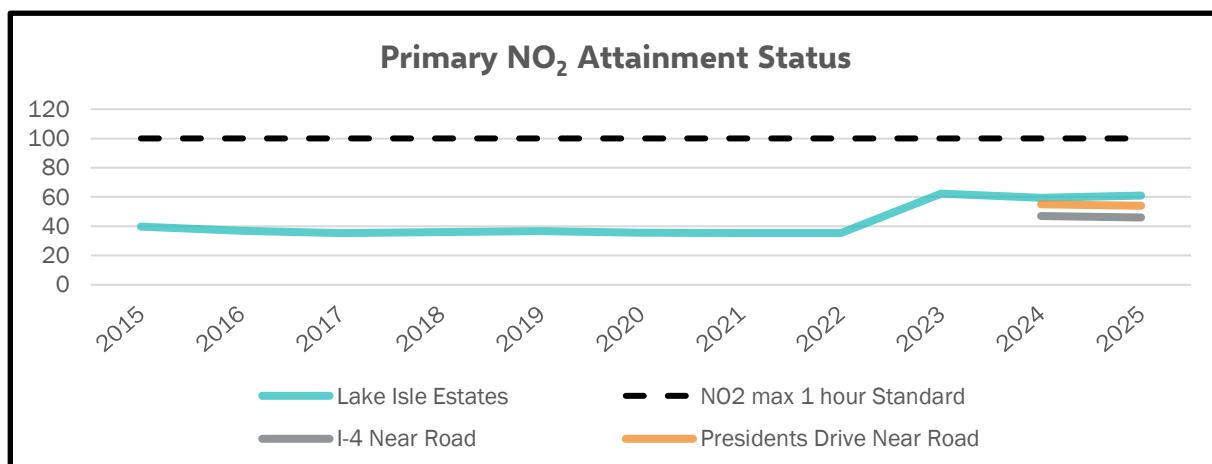
I-4 Near Road (#095-0009)		
Year	Primary NO <sub>2</sub> max one hour average (Parts per Billion)	Date
2025	45	8-Mar
2024	47	26-Nov

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

NO<sub>2</sub> 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 <sub>2</sub> max one hour average (Parts per Billion)	Date
2025	53	7-Mar
2024	55	26-Nov

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
98th percentile, 3 year average - 2025 54  
98th percentile, 3 year average - 2024 55  
Change (1)



# COFFEE with CONSTRUCTION

U.S. 192 (W. Irlo Bronson Memorial Hwy/W. Vine St.)  
from Bamboo Ln. to Main St.



Join the project team to learn  
more about ongoing construction  
and new roadway features!

**FL Bakery and Restaurant**  
3425 W. Vine St,  
Kissimmee, FL 34741

**Thursday, February 19**  
9 a.m. to 11 a.m.

We look forward to seeing you!



[CFLRoads.com](http://CFLRoads.com)  
Project No.: 448783-1



December 5, 2025

The Honorable Sean P. Duffy  
Office of the Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Secretary Duffy:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I write to express our support for the Cocoa Multimodal Station and Rail Project. The City of Cocoa and the Space Coast Transportation Planning Organization are partnering to pursue this funding opportunity through the USDOT/FRA Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor (FSP-National).

This Project will create a thriving intermodal hub by constructing a Brightline station in the City of Cocoa that connects various modes of transportation, including rail, air, sea, space travel and roadway, including bicycle and pedestrian.

The investment in this Project will enhance the regional transportation network by linking cities together, thus creating a stronger and more integrated economy. It will also help reduce congestion on I-95 and S.R. 528, enhance safety and reduce travel times for everyone on the road. By strengthening connections and creating intercity mobility, this project supports a more accessible, vibrant, and connected Brevard County. This is to the benefit of the entire Central Florida Community.

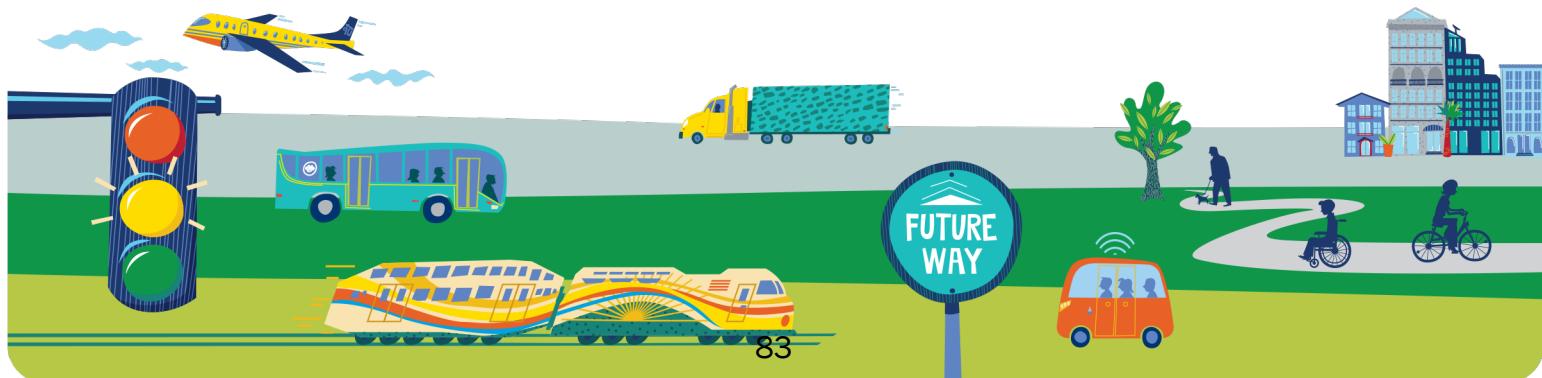
As a regional partner of the Space Coast TPO, the Project falls directly in line with our organization's goals, plans, and vision to enhance multi-modal connections and lead to new or improved passenger rail transportation corridors.

For these reasons, I respectfully urge your favorable consideration and approval of this project to support Central Florida's investment in regional intercity and intermodal mobility for millions of travelers within Florida.

Respectfully,



Gary Huttmann, AICP  
Executive Director



# Cocoa Multimodal Station and Rail Project



## Federal investment will:

- Accelerate the investments that **aerospace** and **national defense** companies are making while supporting the mission readiness of **Space Force**
- Facilitate easier access to nationally renowned, but parking-constrained destinations like **Kennedy Space Center, Port Canaveral, Cocoa Beach, and major airports at OIA and MLB**
- Advance Brevard County as a **regional hub** between rail stations in South Florida and Orlando, **linking cities** together and creating a stronger and more integrated **economy**
- Provide **critical relief** to facilities such as I-95 and SR 528 that results in travel **delays, crashes, and bottlenecks in freight movements**
- Create a **seamless travel experience** for **travelling families**

**Project Applicant:** City of Cocoa  
**Co-Applicant:** Space Coast TPO  
**Sub Recipient:** Brightline Trains  
**Project Phase:** Final Design & Construction

The Cocoa Multimodal Rail Station project aims to create a thriving Intermodal Hub by constructing a Brightline station in the City of Cocoa that connects various modes of transportation, including rail, air, sea, space travel, and roadway, including bicycle and pedestrian. This critical node will enable regional intercity mobility for millions of travelers within Florida.

The goal of the project is to address the area's lack of intermodal facilities and transit options by leveraging the existing Brightline operations that currently travel non-stop through Cocoa. The intended outcome of the project is new intercity passenger rail service that will provide increased travel mode options, enhanced connectivity, and future economic development because of the intermodal facility.

Central Florida's substantial projected growth will increase demands on the existing transportation network. High-speed rail delivered through the Cocoa Multimodal Station and Rail Project would foster intercity connectivity and provide another option to road travel in a rapidly growing region.

The Project activities would include the **Final Design and Construction of a new in-line station, four miles of double tracking, and all necessary signals to support efficient operations for new rail service in Cocoa**. The station and double-track will be contained within the Brightline Corridor; parking and on-site circulation will be developed on land already owned by the project partners.



# Cocoa Multimodal Station and Rail Project



## Project Details:

**#1 Strategic Intermodal System (SIS) Priority** for the Space Coast Transportation Planning Organization (TPO) and included in the Central Florida MPO Alliance Transit Priorities

Supported by **Florida's Transportation Plan and Florida Rail System Plan**. The plan is aimed at connecting communities, reducing roadway congestion, supporting economic development, and enhancing regional mobility through rail services.

**Project Location:** Located in Cocoa, Florida on the Space Coast. Conveniently located to Kennedy Space Center and Port Canaveral.

**Increased Capacity:** Project will include an additional 4 miles of track.

**Safety:** Passenger rail has the potential to reduce traffic crashes by encouraging mode shift. Station will be built with safety in mind.

**American Family Focused:** Station to include family friendly features. Supports travel and quality of life of families.

**Project Readiness:** Feasibility and NEPA documents completed. Access road is designed. Preliminary designs to go under contract shortly.

## DISTANCES TO KEY DESTINATIONS

35 miles from Orlando

150 miles from Jacksonville

120 miles from Tampa

185 miles from Miami

### Distance from potential intermodal station:

Orlando | 35 miles

Stuart | 99 miles

Tampa | 120 miles

West Palm Beach | 120 miles

Miami | 185 miles

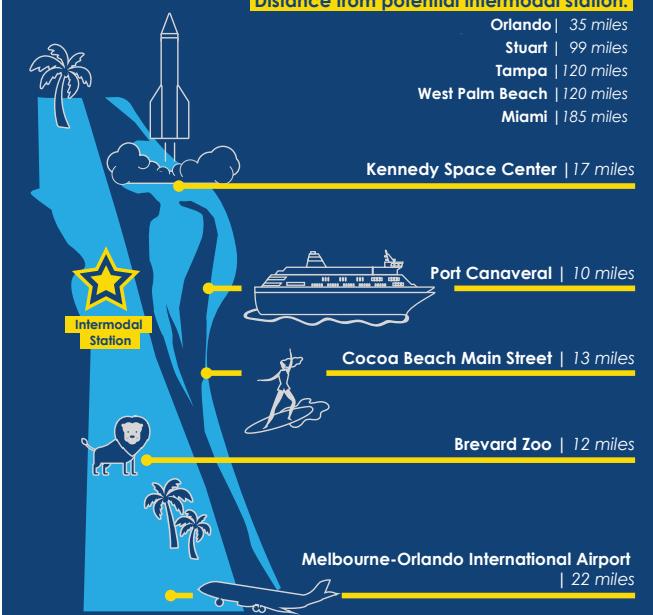
Kennedy Space Center | 17 miles

Port Canaveral | 10 miles

Cocoa Beach Main Street | 13 miles

Brevard Zoo | 12 miles

Melbourne-Orlando International Airport | 22 miles



## Project Schedule



### Station Location

**Analysis**  
Completed  
2016



### Feasibility Study

Completed  
October 2024



### Design

Concept in Progress



### Construction

Unfunded

January 8, 2026

**RE: Guide to Measuring Community Mobility Resilience**

Dear Colleagues of the NCHRP 25-78 panel:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I want to express our support for the UCF-Purdue team for the work anticipated with NCHRP 25-78, **Guide to Measuring Community Mobility Resilience**. The team is led by Dr. Samiul Hasan and Dr. Naveen Eluru. We have a long and successful relationship with UCF and supporting them in their research, including Dr. Hasan and Dr. Eluru.

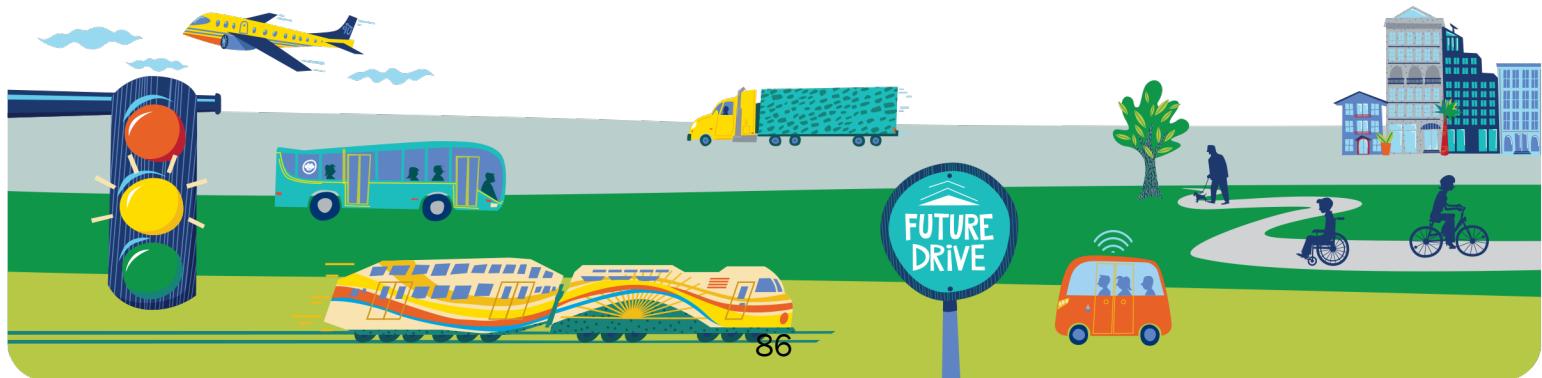
MetroPlan Orlando will cooperate with Dr. Hasan and Dr. Eluru and their team as necessary to provide support and feedback. We will also support the Project Team as necessary with data needs along with our partners in the state to make this a successful and meaningful project.

Thank you for your favorable review and consideration of the UCF-Purdue Team for this project.

Sincerely,



Gary Huttmann, AICP  
Executive Director



January 8, 2026

**RE: Applying Crash Prediction Models Across Traffic Control and Facility Types**

Dear Colleagues of the NCHRP 17-142 panel:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola and Seminole Counties, I want to express our support of the UCF- University of Mississippi's Team for the work anticipated with NCHRP 17-142, **Applying Crash Prediction Models Across Traffic Control and Facility Types**. The team is led by Drs. Amir Molan and Mohamed Abdel-Aty. We have a long and successful relationship with Dr. Aty and with other members of the UCF faculty.

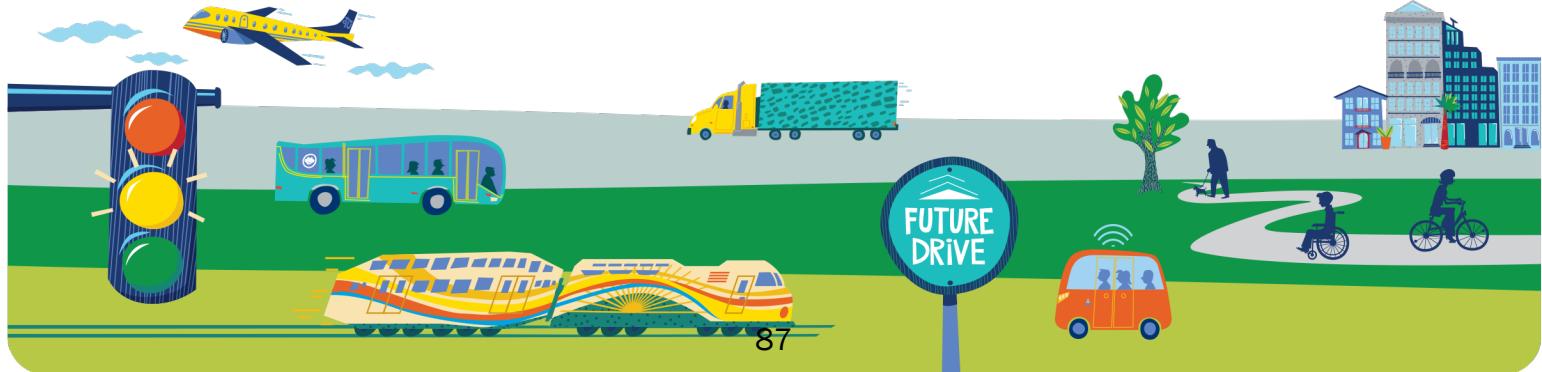
MetroPlan Orlando will cooperate with Dr. Aty and his Team and provide support and feedback. We will also support the Project Team as necessary with data needs along with our partners in the State to make this a successful and meaningful project.

Thank you for your favorable review and consideration of the UCF-University of Mississippi Team for this project.

Sincerely,



Gary Huttmann, AICP  
Executive Director



January 21, 2026

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

**RE: Letter of Support for Osceola County's FY26 BUILD Grant Application – Canoe Creek Road Improvements Project**

Secretary Duffy,

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I am pleased to express our support for Osceola County's Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) grant application for the Canoe Creek Road Improvements Project, located in Osceola County, Florida.

The Canoe Creek Road Improvements Project will advance a critical transportation corridor through the construction of roadway widening and multimodal improvements between Deer Run Road and Old Canoe Creek Road / Pine Tree Drive, a distance of approximately 1.88 miles, within the larger 4.65-mile Canoe Creek corridor extending to U.S. 192. The project consists of roadway widening, intersection improvements, and multimodal facilities to address documented safety deficiencies, recurring congestion, and inadequate pedestrian and bicycle infrastructure along one of Osceola County's primary north-south routes. By implementing these construction improvements, the project will enhance safety for motorists, pedestrians, and bicyclists, improve traffic operations, and strengthen access to employment centers, schools, and essential services in the St. Cloud area and surrounding communities.

This project also represents an important coordinated investment when considered alongside the planned widening of Old Canoe Creek Road, which is being advanced separately to support the new Nolte Road interchange along Florida's Turnpike. Timely delivery of the Canoe Creek Road Improvements Project will ensure continuity, network efficiency, and long-term system performance as regional growth continues.

We respectfully urge the U.S. Department of Transportation to support Osceola County's FY26 BUILD grant application for the Canoe Creek Road Improvements Project. Thank you for your consideration and for your continued commitment to strengthening the nation's transportation infrastructure.

Sincerely,



Gary Huttmann, AICP  
Executive Director



January 27, 2026

The Honorable David Fink  
U.S. Department of Transportation  
1200 New Jersey Ave, SE W-32  
Washington, DC 20590  
United States

RE: Letter of Support for the Statewide Advancement of Feature Enhancements at Intercity Passenger Rail Crossings (SAFE-IPR) Program

Administrator Fink,

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola and Seminole Counties I am pleased to express our support for the Florida Department of Transportation's (FDOT) application to the Federal Railroad Administration (FRA) under the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program for the Statewide Advancement of Feature Enhancements at Intercity Passenger Rail Crossings (SAFE-IPR) Program.

This initiative aligns closely with the strategic priorities of the U.S. Department of Transportation and FRA by advancing investments that improve safety, enhance state of good repair, strengthen system durability, and modernize critical transportation infrastructure. The SAFE-IPR Program also supports improved system operations by reducing delays and improving travel time reliability for intercity passenger rail service operating through our region.

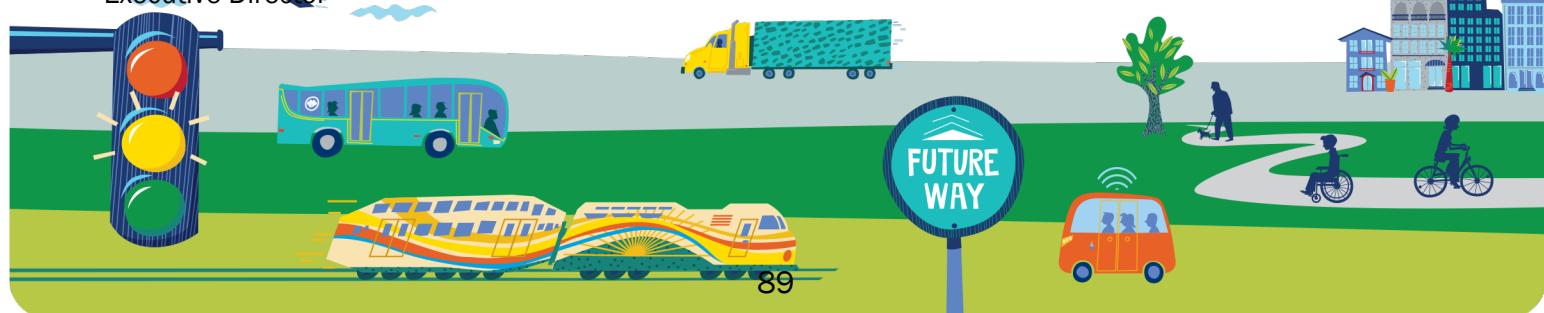
The SAFE-IPR Program's statewide, programmatic approach to implementing safety countermeasures at 910 intercity passenger rail crossings, of which 129 lie within our three county area, reflects a comprehensive and coordinated strategy for addressing safety risks that affect communities across Florida. Proposed improvements, including upgraded traffic control devices, enhanced pedestrian treatments, improved lighting, and revised approach geometries, will help reduce safety risks at crossings while improving the movement of people and goods, emergency response operations, and quality of life for residents, visitors, and businesses in our area. As improvements are advanced, we will work with FDOT as needed.

MetroPlan Orlando supports the SAFE-IPR Program and believes it will play a critical role in advancing a safer, more reliable, and more resilient transportation system at both the local and statewide levels. We appreciate FDOT's leadership in advancing this effort and look forward to continued coordination with the Department and project partners as safety improvements are implemented at crossing locations within our jurisdiction.

Sincerely,



Gary Huttmann, AICP  
Executive Director





November 4, 2025

**The Honorable Sam Graves**

Chairman, Committee on Transportation and Infrastructure  
United States House of Representatives  
Washington, DC 20515

**The Honorable Rick Larsen**

Ranking Member, Committee on Transportation and Infrastructure  
United States House of Representatives  
Washington, DC 20515

**The Honorable Shelley Moore Capito**

Chair, Committee on Environment and Public Works  
United States Senate  
Washington, DC 20510

**The Honorable Sheldon Whitehouse**

Ranking Member, Committee on Environment and Public Works  
United States Senate  
Washington, DC 20510

Dear Chairs Graves and Capito, Ranking Members Larsen and Whitehouse:

On behalf of the Local Officials in Transportation (LOT) Coalition, representing cities, counties, regional, and metropolitan planning organizations, we urge your Committees to expand and strengthen local access to federal transportation funding in the next surface transportation reauthorization.

Federal transportation funding must reflect the vital role local governments play in owning and maintaining the majority of America's infrastructure. Local governments and regions plan for, build, and manage **more than 75 percent of road miles and over half of public bridges**. Their elected leaders are directly accountable to the people and businesses that rely on these facilities. Federal investments are most effective when decisions and dollars reach the entities that own, plan, and operate most of America's infrastructure. Strengthening local control improves project delivery, accountability, and outcomes for taxpayers in every state. It saves lives, time, and money.

The strength of the national network depends on its local roads. They are the arteries of America's economy, connecting interstates to ports, workplaces, schools, and main streets. **Locally owned roads make up 43 percent of the federal-aid highway system, yet only receive 16 percent of federal-aid highway program dollars**. Carrying over one-third of all vehicle miles travelled in the United States, these local roads form the first and last miles of nearly every trip. Yet the drivers and users paying into the Highway Trust Fund (HTF) rarely see those dollars return to the local networks they rely on every day. The consequences of underinvestment are clear: **nearly half of locally owned principal arterials are in poor condition, compared with just 7 percent of similar state-owned arterials roads**. To truly serve the American economy and our national interests, federal policy must invest where people and businesses rely on the road network—including on locally owned roads and bridges.

Congress created Metropolitan and Regional Transportation Planning Organizations (MPOs and RTPOs, respectively) to ensure regional coordination and accountability in federal investment. The next reauthorization should reaffirm that purpose by giving local and regional governments greater authority over the federal funds that support their responsibilities and the assets they manage.



Research shows that reliable, direct access to federal funds at the local level improves transparency, efficiency, and delivers infrastructure projects that are on time, on budget, and with minimal need for repairs. A Brookings Institution analysis found that **local governments obligated 100 percent of their State and Local Fiscal Recovery Funds on transportation projects within one year, matching or exceeding state performance.** In contrast, in some states, Surface Transportation Block Grant (STBG) program funds remain unobligated largely due to state-level delays in programming and project approval and a lack of transparency.

The same is true for safety. More than **85 percent of roadway fatalities** occur off the interstate. Congress must close that gap by supporting safety funding for local roads and priorities. Local governments are first responders to safety challenges and can implement effective, low-cost improvements quickly when funding is direct and predictable. To reach zero deaths, safety dollars must reach the roads where most fatalities occur.

### **Preserving and Strengthen Local Access**

The Infrastructure Investment and Jobs Act (IIJA) increased the local share of federal highway funds to just over 20 percent. That progress must be preserved and strengthened. Given inflationary pressure, **no less than 25 percent of HTF highway account dollars should be suballocated or made directly available to local and regional governments in the next surface transportation reauthorization legislation.** Any proposal below this threshold would undermine progress being made on safety and improving the full system. Additionally, **new flexibilities for states must not come at the expense of existing suballocated or locally directed funds**, which remain the foundation of accountable investment. Suballocated funds should not be subject to stricter timelines or requirements than those applied to state-controlled programs, nor should they revert to state control based on differing obligation schedules. When local and regional entities have stable, predictable access to funding, they deliver timely and cost-effective results.

To reinforce this, Congress should establish the following principles **as a floor** for the next authorization:

- No less than 25% of all HTF highway account dollars should be suballocated or otherwise made directly available to local and regional governments. States may not transfer suballocated portions of programs.
- Dedicate 25% of any new or existing bridge, safety, and innovation formula programs to regions and local governments.
- If any IIJA discretionary grant program available to local or regional governments is consolidated or eliminated, its funding and eligibilities must be distributed to STBG to preserve local access.
- Increase PL funding to 3% of total HTF highway account apportionments and eliminate the local match on PL to strengthen the capacity of MPOs to deliver on federal goals.
- Establish a Rural Transportation Planning Program, either as a stand-alone program or a set-aside within the State Planning and Research (SPR) Program to ensure that rural regions have a consistent voice in transportation planning and project selection.
- Standardize and improve transparency on suballocated portions, project selection, and advancement of projects selected by local governments. States must honor locally selected projects in MPO Transportation Improvement Programs for funding obligation.



These provisions would ensure that the next authorization strengthens local access, efficiency, and safety while maintaining accountability to taxpayers. **The LOT Coalition stands united against any effort that reduces or redirects suballocated funding away from regions and local governments.**

Locally owned infrastructure is the backbone of America's transportation system. **The federal interest is local. Local control drives efficiency. Efficiency saves taxpayer dollars. Safety depends on it.**

Thank you for your leadership and partnership. We look forward to working with you to ensure the next surface transportation bill empowers the communities that deliver America's infrastructure every day.

Sincerely,

**The Local Officials in Transportation (LOT) Coalition**

*Association of Metropolitan Planning Organizations (AMPO)  
National Association of Counties (NACo)  
National Association of Development Organizations (NADO)  
National League of Cities (NLC)  
National Association of Regional Councils (NARC)  
The U.S. Conference of Mayors (USCM)*

**CC:**

The Honorable Ted Cruz, Chair, Committee on Commerce, Science & Transportation  
The Honorable Maria Cantwell, Ranking Member, Committee on Commerce, Science & Transportation



AMPO





# AMPO

Association of Metropolitan Planning Organizations

## METROPOLITAN PLANNING ORGANIZATIONS

### What is a Metropolitan Planning Organization (MPO)?

Metropolitan Planning Organizations (MPOs) coordinate transportation planning for urban areas **with populations over 50,000**, ensuring that federal and state funds are effectively invested in local and regional projects. Operating under the **Cooperative, Comprehensive, and Continuing (3C) process**, MPOs play a critical role in determining how federal and state transportation funds are allocated, ensuring that projects reflect local priorities while addressing broader regional needs.

By **bringing together local governments, transit agencies, community groups, and state partners**, MPOs develop long-term strategies to enhance mobility, improve safety, reduce congestion, and drive economic growth.

Each MPO is unique, shaped by its regional context, population size, and specific challenges. This diversity requires MPOs to wear many hats—**planners, problem-solvers, funders, and conveners**—adapting to their communities' needs and delivering tailored solutions that work best for local priorities.

**1973**

Year Congress established MPOs via the Federal-Aid Highway Act

**410 MPOs**

Nationwide

**80%**

National population living in an urban area (2020 Census)

**View your state's MPO map here:**  
[hepgis.fhwa.dot.gov/fhwagis/](http://hepgis.fhwa.dot.gov/fhwagis/)

### MPOs: Coordinating Federal Transportation Investments

Congress created MPOs to promote cooperation among state agencies, organizations, and local cities and towns involved in regional transportation planning. **The elected MPO board is responsible for deciding how to allocate a portion of federal transportation funds within the region**, directing these funds toward transportation studies conducted by MPO staff and a range of construction projects.

The board is also tasked with approving all federal transportation funds used in the region, including those supporting transit, roadway, bicycle, and pedestrian projects. **Core MPO funding is established through federal transportation legislation**, with the most recent being the Infrastructure Investment and Jobs Act (IIJA). MPOs receive funding through several key federal programs that are vital to regional transportation planning and project delivery, including:



**Metropolitan Planning (PL/5303):** These formula funds support MPO planning activities and are allocated to all MPOs based on population and other factors. They fund transportation studies, staff, and long-range planning efforts.



**Surface Transportation Block Grant (STBG):** Funds support road, bridge, and multimodal projects. In areas with populations over 200,000 (i.e., Transportation Management Areas or **TMAs**), a portion is directly suballocated to MPOs. For smaller MPOs, the state determines the funding allocation.



**Congestion Mitigation and Air Quality Improvement (CMAQ):** This program funds projects aimed at reducing transportation-related emissions. CMAQ funds are suballocated to TMAs, while in smaller regions they are often administered by the state.

*Continued*



# AMPO

Association of Metropolitan Planning Organizations

## METROPOLITAN PLANNING ORGANIZATIONS



**Carbon Reduction Program (CRP):** funds projects that reduce greenhouse gas emissions from transportation. Like other programs, CRP is suballocated to TMAs, and is often state-administered in smaller areas.



**Transportation Alternatives (TA) Set-Aside:** Funds projects focused on improving non-motorized transportation options, such as bicycle and pedestrian infrastructure. TA funds are suballocated in TMAs, with administration varying in smaller regions.

In addition to these formula-based funds, MPOs are also eligible for various federal **competitive grant programs**, such as USDOT's Safe Streets and Roads for All (SS4A) and BUILD (Better Utilizing Investments to Leverage Development).

### TMA vs. Non-TMA MPOs

MPOs are federally designated by the Governor based on the population of urbanized areas they serve, with two primary types: **Transportation Management Areas (TMAs)** and non-TMAs. Each designation carries specific federal requirements and processes.



**MPOs** are designated for urbanized areas with a population **above 50,000**. MPOs must:

- **Follow federal planning requirements** such as the 3C process, Air Quality Conformity (for Nonattainment and Maintenance Areas), Intermodal and Multimodal Coordination, Cooperation and Consultation, Planning Emphasis Areas (PEAs), and Financial Planning and Fiscal Constraint.
- **Produce core planning documents** like the UPWP, MTP, TIP, and PPP, with *all processes subject to periodic reviews*.



**TMA MPOs** are specifically designated for areas with a population of **200,000 or more**. In addition to all the federal planning requirements and core products required of MPOs, these MPOs must also:

- Undergo federal certification reviews every 5 years (every 4 years for nonattainment areas).
- A portion of STBG funds are automatically suballocated to TMAs based on population size.
- In addition to all MPO requirements, TMAs must implement a Congestion Management Process (CMP).

### The Anatomy of an MPO

MPOs develop core documents that shape regional transportation planning. MPOs follow the 3Cs approach, which embeds stakeholder engagement in the process. These include:

- **The Unified Planning Work Program (UPWP):** outlines the MPO's planning activities and budget
- **The Metropolitan Transportation Plan (MTP):** long-term strategy for transportation investments over 20-25 years
- **The Transportation Improvement Program (TIP):** detailing funded projects over the next four years
- **The Public Participation Plan (PPP):** ensures community involvement in the decision-making process.

These documents help guide transportation priorities and ensure compliance with federal requirements.



# AMPO

Association of Metropolitan Planning Organizations

## METROPOLITAN PLANNING ORGANIZATIONS

### The Anatomy of an MPO

The typical anatomy of an MPO may include:



**Elected Board:** Made up of local elected officials and key regional entities like transit authorities, this board oversees the programming of federal funds that sets the region's priorities.



**MPO Staff:** Oversees daily operations, develops core products, and coordinates with federal, state, and local partners.



**Technical Advisory Committee (TAC):** Made up of local engineers, planners, and other transportation professions, this committee provides expert advice to ensure planning meets all guidelines and regulations.



**Subcommittees/Working Groups:** Focus on specific transportation issues, bringing in experts to guide key projects (e.g., freight projects).



**Citizens Advisory Committee (CAC):** Involves the public in transportation planning to ensure transparency and community input.

These components work together to allocate federal transportation funds, develop core products, provide technical advice, and ensure community involvement in the process.

### The Importance of MPOs

MPOs ensure that transportation investment and planning is efficient, data-driven, reflective of local needs and national priorities, while addressing broader regional challenges. Their work ensures:

- Local Control with Regional Reach:** MPOs ensure transportation decisions reflect local needs while delivering regional benefits, balancing priorities across rural, suburban, and urban areas to support strong communities.
- Solving Regional Problems through Collaboration:** MPOs unite local, regional, and state leaders to address transportation challenges that cross jurisdictions, solving issues like traffic congestion and safety.
- Responsible Use of Federal Funds:** As stewards of federal transportation dollars, MPOs ensure taxpayer money is invested wisely, delivering real results for communities.
- Economic Development:** MPOs enhance transportation networks, driving economic growth by connecting people to jobs, schools, and essential services while supporting local industries and businesses.
- Safety:** MPOs design transportation systems that prioritize safety for all users, prepare for emergencies, combat air pollution, and ensure long-term infrastructure durability.
- Transparency and Public Input:** MPOs maintain open, transparent planning processes that engage community members, businesses, and stakeholders to shape the transportation future of their regions.
- Adapting to the Future:** MPOs are at the forefront of innovation, integrating technologies like Intelligent Transportation Systems (ITS) to ensure transportation systems are prepared for future demands.



# AMPO

Association of Metropolitan Planning Organizations

## METROPOLITAN PLANNING ORGANIZATIONS

### Key Priorities for MPOs

AMPO's legislative agenda prioritizes providing MPOs with the tools and flexibility to make smart, transformative investments in transportation infrastructure, ensuring that decisions made at the regional level best serve the unique needs of rural, suburban, and urban areas.

**Learn More  
About AMPO's  
Legislative  
Priorities**

[ampo.org/policy/reauthorization/](http://ampo.org/policy/reauthorization/)



# AMPO Legislative Priorities



## Planning: The Blueprint for Success

- Increase Metropolitan Planning (PL) funding
- Allow MPOs to receive PL Funds directly, with an opt-out option
- Eliminate the local match requirement for PL funds
- Modernize eligible uses

## Right-size, Align, and Streamline

- Reduce local match requirements for suballocated capital programs
- Allow both planning & capital dollars to carry into future years
- Streamline reviews & permitting
- Strengthen predictable & accessible funding

## Empower Regional Decision-Making

- Clarify & strengthen project selection roles
- Enhance coordination & transparency
- Pilot program for streamlined regional delivery

## Drive Safety Improvements Through Regional Action

- Fold SS4A program into HSIP with guaranteed regional access
- Strengthen regional role in bridge programs



4300 Wilson Blvd., Suite 220  
Arlington, VA 22203  
(202) 449-1993

January 22, 2026

Dear Commissioner Moore,

I want to express my sincere appreciation for Gary Huttmann's service and contributions to the AMPO Policy Committee during 2025. This was a year of significant change in federal transportation policy, and their insight and engagement were especially valuable as AMPO navigated a new administration, shifting USDOT directives, and early preparations for surface transportation reauthorization. Gary provided practical, grounded perspective on how federal policy decisions affect MPOs on the ground, helping ensure AMPO's advocacy and policy positions remained responsive to real regional needs.

Gary also played an active role in reviewing and responding to federal legislation and regulatory actions, participating in high-level discussions with national partners, USDOT officials, and congressional stakeholders, and supporting AMPO's events and convenings, including the Annual Conference and Spring Fly-In. Their contributions strengthened AMPO's collective voice and reinforced the importance of regional coordination in transportation planning. Thank you for supporting and encouraging Gary's participation at the national level.

Thank you for supporting and encouraging their participation at the national level.

Best regards,

*William Keyrouze*  
Bill Keyrouze



4300 Wilson Blvd., Suite 220  
Arlington, VA 22203  
(202) 449-1993

January 20, 2026

Dear Mr. Hutmatt,

We are writing to express our heartfelt appreciation for the exceptional contributions of Taylor Laurent as a member of the [AMPO](#) Technical Committee over the past year. Their expertise and commitment have had a profound impact on our organization and the broader Metropolitan Planning Organization (MPO) community and matter now more than ever.

Below are just a few highlights of what the Technical Committee accomplished this past year with support from Taylor:

- **Record-setting conference engagement:** The committee completed its largest Annual Conference proposal review to date, with nearly 150 submissions, helping shape a strong agenda for the Annual Conference.
- **Support for the MPO Institute:** Members reviewed the new *MTP Deep Dive* course, providing practical feedback to ensure the content reflects real-world MPO practice.
- **Advancing the State of the Practice:** The committee helped guide recent survey efforts, including work focused on MTP development and maintenance, bringing practitioner insight to national research.
- **Strengthening partnerships:** Members supported stronger coordination with the Institute of Transportation Engineers (ITE), helping elevate MPO perspectives within engineering-focused discussions.
- **Building practical resources:** The committee contributed to resource guides for core MPO products, emphasizing clear federal requirements and tools MPO staff can readily use.

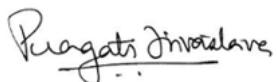
Taylor's leadership and dedication have significantly enhanced the value of AMPO's programs and initiatives. AMPO prides itself on being a member-led and member-driven organization; thanks to their continued contributions we can remain true to this standard.

Please join me in recognizing and celebrating Taylor for their exceptional work. Thank you for supporting their invaluable participation on the AMPO Technical Committee.

With gratitude,



Bill Keyrouze,  
Executive Director  
Association of Metropolitan Planning Organizations (AMPO)



Pragati Srivastava,  
AMPO Board President  
Director, Memphis Urban Area MPO

## Section 5

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# Informational Presentation: Unified Planning Work Program (UPWP) FY 2026/27 – FY 2027/28

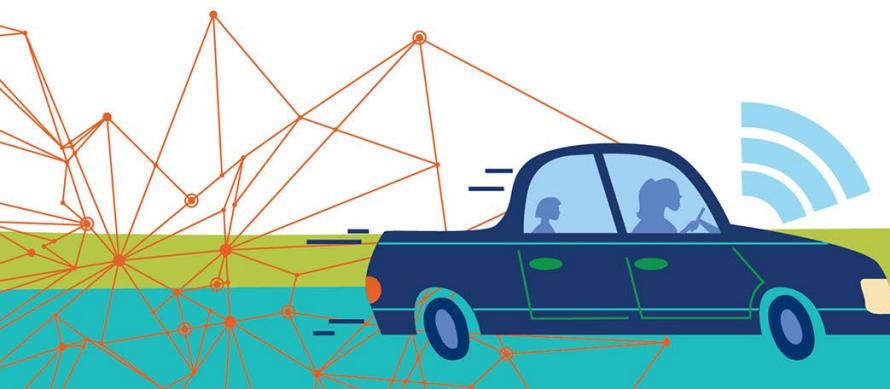
January/February 2024

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# Unified Planning Work Program

## MetroPlan Orlando's Annual Operating Budget

- Biennial statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area.
- Includes a description of the planning work and resulting products, who will perform the work, time frames for completing, costs, and the source(s) of funds.
- Required for the expenditure of FHWA and FTA planning funds.  
[23 CFR 450.308)(b)]





# Schedule



# Organization and Core Tasks

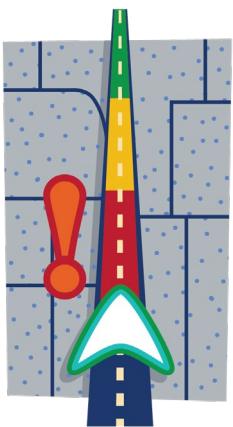
- 100 – MPO Administration
- 110 – Public Outreach
- 120 – Transportation Improvement Program (TIP)
- 130 – Metropolitan Transportation Plan (MTP)
- 140 – Regional Activities
- 150 – Transportation Systems Management and Operations (TSMO)
- 160 – Data Development and Management
- 170 – Special Studies
- 180 – Multimodal Systems Planning
- 200 – LYNX Planning Activities





# Proposed Studies and Core Activities

## Transportation Planning



- Vision Zero Safety Action Planning (Federal SS4A Grant )
- Transportation Improvement Program
- 2050 MTP Implementation Tasks (modeling, corridor/subarea studies, public health, resilience, advanced air mobility, funding, and plan revisions)
- Annual Traffic Signal Retiming & Before/After Studies
- Travel Data Acquisition / Analytics
- System Performance Monitoring
- Transportation White Paper Series
- SunRail Station Parking Study (Phase 1: Needs & Next Steps)\*

\* Tentative; pending additional coordination with FDOT and CFCRC

## Public Participation

- Safety Education and Outreach Activities (Federal SS4A Grant)
- Completion of FY 25/26 Public Opinion Research
- Annual Reports & Publications
- Informational / Educational Videos
- Visualization & Graphic Design
- Online & In-Person Engagement
- Public Opinion Survey (FY 27/28)



# (Super) Regional Activities

Plans and studies expanding beyond our three-county area

- Central Florida MPO Alliance
  - Administrative and Technical Support
  - Regional Indicators Report / System Performance Monitoring
- Regional TSM&O Organizational Strategic Plan – Phase 2 \*
- Lake to Lake Regional Trail Master Plan / “GreenPrint” \*

\* Tentative; pending additional coordination with other MPOs and/or participating counties





# Estimated Revenues

Source	FY 25/26 Budget (Current Year)	FY 26/27 Budget	FY 27/28 Budget
Federal	\$ 12,928,584	\$ 10,980,131	\$ 8,399,440
State	\$ 122,149	\$ 123,000	\$ 123,000
Local Match (SS4A Grant)	\$ 564,450	\$ 530,000	\$ 90,000
Local	\$ 1,353,042	\$ 1,383,035	\$ 1,383,035
Cash Forward	\$ 319,084	\$ 520,000	\$ 380,000
Other	\$ 424,250	\$ 419,900	\$ 229,900
<b>TOTAL</b>	<b>\$ 15,711,559</b>	<b>\$ 13,956,066</b>	<b>\$ 10,605,375</b>



# Estimated Federal Funding Pass-Thru to LYNX

Source	FY 25/26 Budget (Current Year)	FY 26/27 Budget	FY 27/28 Budget
PL (Consolidated Planning Grant)	<i>Transit planning activities being completed under MetroPlan Orlando's consultant services program in cooperation with LYNX.</i>	\$ 390,000	\$ 350,000
Transportation Disadvantaged	\$ 80,000	\$ 80,000	\$ 80,000
<b>TOTAL</b>	<b>\$ 80,000</b>	<b>\$ 470,000</b>	<b>\$ 430,000</b>



# Questions? Thank you!

[MetroPlanOrlando.gov](http://MetroPlanOrlando.gov) | 407-481-5672

Alex Trauger | Director of Transportation Planning & Development

Jason Loschiavo, CPA | Director of Finance & Administration

## Section 6

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# Transit Development Plan (TDP)

Annual Update – Plan Years: FY 2026-2035



January 2026

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY |  LYNX

# Table of Contents

- Background
- Revised TDP Rule
- Accomplishments
- Service Changes
- The Plans & Projects
- Next Steps



# TDP Background

- Required to qualify for public transit block grants
- Identifies needs and addresses critical service-related issues over 10 years with recommendation for new 10th year focus areas
- Lists past year's accomplishments, steps to mitigate discrepancies, revises financial forecasts and updates list of projects
- Major update every 5 years (next Major due March 1, 2028) and minor annual updates/annual progress reports completed annually

# Revised TDP Rule

- Effective July 9<sup>th</sup>, 2024 the revised Rule 14-73.001 F.A.C. pertaining to Transit Development Plans (TDPs) for public transit agencies is now in effect. This update impacts the submission timelines and requirements for TDP Major Updates and Annual Progress Reports
- New guidance intended to streamline TDP process
- Emphasis on increased coordination with the respective Metropolitan Planning Organization (MPO) as well as prioritizing key projects
- UPDATED SUBMITTAL DATE: Originally September 1<sup>st</sup>, now March 1<sup>st</sup>

# MetroPlan Coordination



The image shows the header of the MetroPlan Orlando website. It features the 'metroplan orlando' logo with 'A REGIONAL TRANSPORTATION PARTNERSHIP' underneath. A search bar with a magnifying glass icon is on the right. Below the header is a dark blue navigation bar with white text links: 'Calendar & Meetings', 'Plans', 'Safety', 'Technology', 'Resources', 'Maps & Tools', 'Outreach', 'Board & Committees', and 'About'.

## 2050 Metropolitan Transportation Plan Under Development

Welcome to the 2050 Metropolitan Transportation Plan page, which is under development. During the next several months, this page will evolve to reflect work on the year 2050 transportation vision for Central Florida. Check back often, as the plan takes shape and heads toward approval by the MetroPlan Orlando Board in late 2025.

 Looking for the current MTP? Click to view the adopted transportation vision for Central Florida. [HERE](#)

- Historical practice
  - Use the TDP as a guiding document for the Long-Range Transportation Plan (LRTP)
  - Prioritized projects in the TDP guide the goals of the Transit Vision Plan as well as the transit sections of the 2050 Metropolitan Transportation Plan (MTP)
  - MetroPlan Staff are involved in the advisory group for TDP Major Updates
- What we're doing now
  - Continuing coordination efforts listed above
  - Presenting Annual and Major Updates to MetroPlan's Committees and Board

# Accomplishments

- Completed construction of the Pine Hills Transfer Center and began facility operations in August 2025.
- Continued coordination with the Greater Orlando Aviation Authority (GOAA) for a new Bus Transfer Facility at the Train Station at Terminal C.
- Completed Sustainability and Resiliency Plans for the agency.
- Completed environmental process and received Federal Transit Administration (FTA) concurrence on appraisal for Southern Operations and Maintenance Facility preferred site.



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# Accomplishments

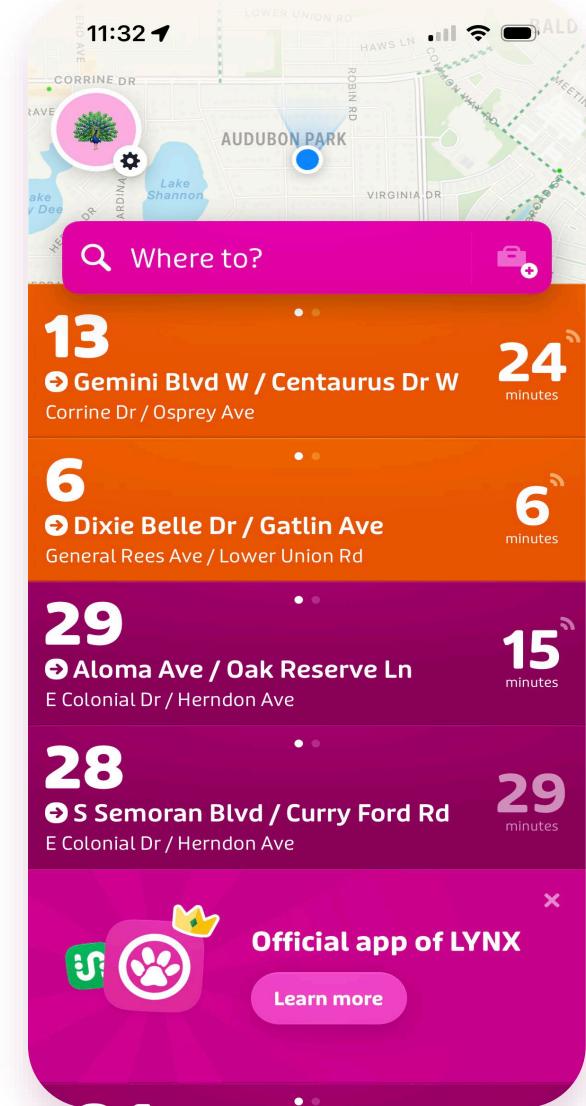
- Updated LYNX's Human Services Transportation Plan – per Federal Transit Administration's "Enhanced Mobility for Senior and Individuals with Disabilities Program" (Section 5310).
- Completed an Americans with Disabilities Act (ADA) Transition Plan for Fleet, Facilities, and Stops.
- Completed Transportation Disadvantaged Service Plan minor update for FY2025.
- Updated LYNX's Bus Stop Design Guidelines manual.
- Conducted a Customer Satisfaction Survey.

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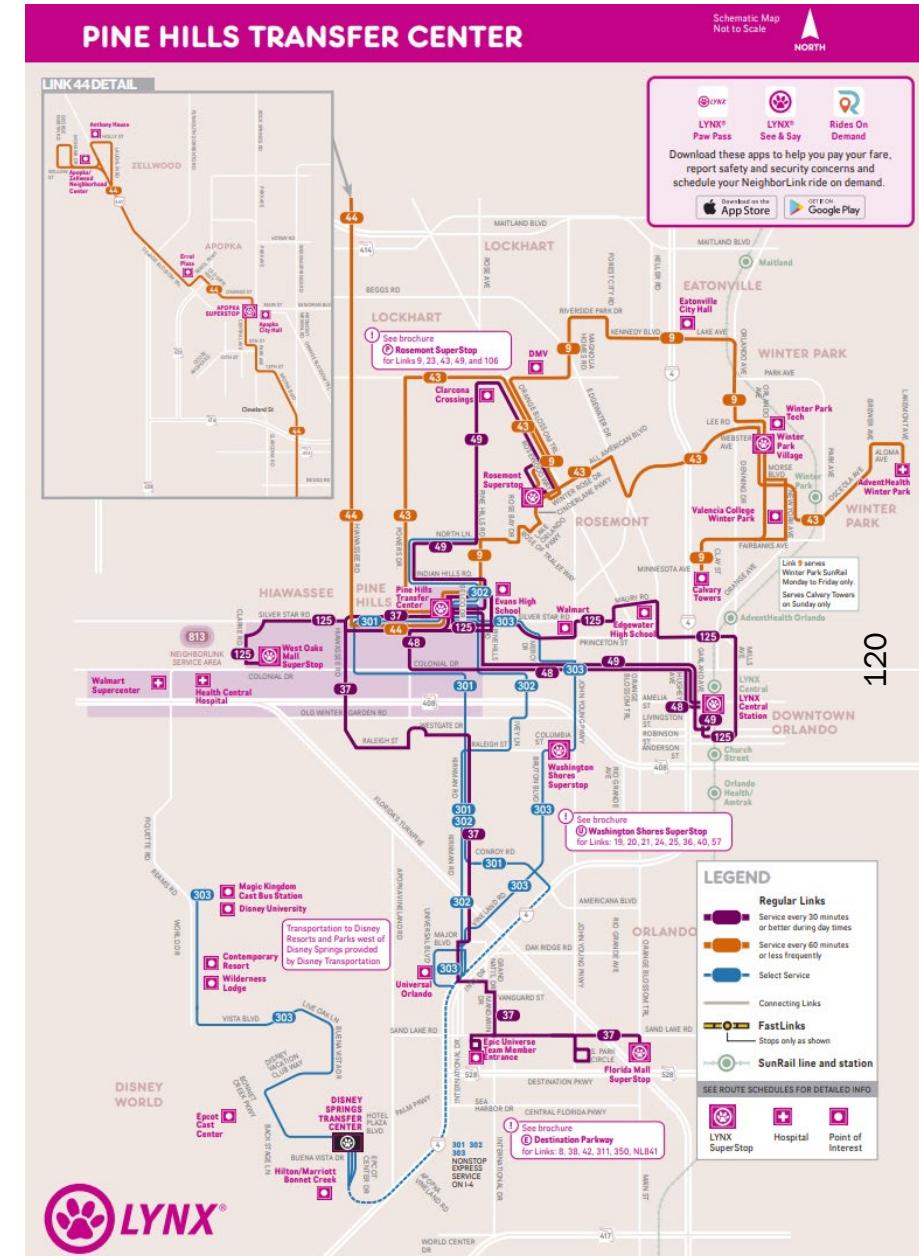
# Accomplishments

- Procurement of a new real-time bus tracker application for customers; now live!
- Constructed 26 new bus shelters with 73 more shelters in-progress as part of the Orange County Accelerated Transportation Safety Program (ATSP).
- Completed an FTA Pilot Program for Transit Oriented Development along State Road 436 from Orlando International Airport to State Road 50 with the City of Orlando.



# Service Changes

- Extended Link 311 to serve Epic Universe and the Helios Grand Hotel.
- Route adjustments for Links 9, 44, 48, 49, and 125 to serve new Pine Hills Transfer Station
- Service reductions in Seminole County in coordination with the SCOUT mobility on-demand service.



# The Plans & Projects

## Active Plans & Projects

- Southern Operations and Maintenance Facility Selection
- Orlando International Airport Bus Transfer Facility
- Fare Study
- Transit Asset Management (TAM) Plan Update

## Upcoming Plans & Projects

- Title VI Program Update
- Systemwide Origin & Destination Passenger Survey
- Major Update to the Transit Development Plan (TDP)



# Next Steps

- Present to MetroPlan Orlando Committees (January & February 2026)
- Present to MetroPlan Orlando Board (February 2026)
- Request authorization to submit TDP from LYNX Board of Directors (February 2026)
- Submit the TDP Annual Update to FDOT by March 1, 2026
- Review of TDP by FDOT – Spring 2026
- Return any revisions to FDOT and closeout 2026 LYNX TDP

# Thank You

Myles O'Keefe  
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Planning  
LYNX  
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