

MetroPlan Orlando Board

DATE & TIME: Wednesday, June 10, 2026 9:00 a.m.	LOCATION: MetroPlan Orlando 250 South Orange Avenue, Suite 200 Orlando, Florida 32801
<div style="background-color: #ADD8E6; border-radius: 15px; padding: 10px; display: inline-block;"> CLICK HERE TO JOIN VIRTUALLY </div>	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 Wilson
II.	CHAIR'S ANNOUNCEMENTS	Chairwoman Wilson
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS/AGENDA REVIEW	Mr. Gary Huttman
IV.	AGENCY REPORTS:	
	<ul style="list-style-type: none"> • FDOT 	Secretary Tyler FDOT
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	COMMITTEE REPORTS:	
	<ul style="list-style-type: none"> • Municipal Advisory Committee • Community Advisory Committee • Technical Advisory Committee • Transportation System Management & Operations Advisory Committee 	Commissioner Jordan Smith Ms. Judy Pizzo Mr. Myles O'Keefe Ms. Christina Colon

VII. PUBLIC COMMENTS ON ACTION ITEMS

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

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

How to comment:

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

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

VIII.	CONSENT AGENDA	Section 1 Page #4
A.	Minutes of the May 13, 2026, Board Meeting – page #5	
B.	Approval of Financial Report for April 2026 – page #11	
C.	Approval of the Travel Report for April 2026 – page #13	
D.	Approval for the Board Chair to approve FY’26 Budget Amendment #4 (if necessary) with Board ratification of the amendment at the September 9, 2026, meeting – page #14	
E.	Approval of General Planning Consultant (GPC) Contracts - page #15	
F.	Approval of Streetlight contract extension – page #16	
G.	Certification of TDLCB Membership – page #36	
IX.	OTHER ACTION ITEMS	Section 2 Page #38
A.	No additional Action Items	
X.	INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)	Section 3 Page #39
A.	Executive Directors Report – page #40	
B.	FDOT Monthly Construction Status Report- April 2026 – page #42	
C.	Submittal package to the Office of Greenways and Trails for the Lake-to-Lake Regional Trail– page #60	
D.	Letter of Support for the City of Orlando’s FY26 Safe Streets for All (SS4A) Grant Application “Safety on Semoran (SOS)” – page #98	
E.	Letter of Support for the Orange County Vision Zero Action Plan (VZAP) Safe Streets for All (SS4A) Implementation Grant – page #99	
F.	Letter of Support for the City of Altamonte Springs FY 2026 Safe Streets and Roads for all (SS4A) Grant Program, Planning and Demonstration Grant Application – MPO Coordination – page #100	
G.	Letter of Support for LYNX SFY28 Public Transit Service Development Grant Application - page #101	
H.	AMPO Letter to House T&I Leadership re: BUILD America 250 Act– page #102	
I.	NARC Letter to House T&I Leadership re: BUILD America 250 Act– page #104	
J	NACo Letter to House T&I Leadership re: BUILD America 250 Act– page #106	

XI. OTHER BUSINESS & PRESENTATIONS

- | | | |
|-----------|---|--|
| A. | Preview of the FY 26-27/FY 30-31 Transportation Improvement Program (TIP) | Section 4
Page #108
Ms. Natalia Barbour
MetroPlan Orlando |
| B. | Preview of the 2026 Prioritized Project List (PPL) | Section 5
Page #129
Mr. Slade Downs
MetroPlan Orlando |
| C. | Market Research Survey Results | Ms. Sarah Strickhouser
Summit Research |
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XII. PUBLIC COMMENTS (GENERAL)

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

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

How to comment:

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

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

XIII. BOARD MEMBER COMMENTS**XIV. NEXT MEETING: July 8, 2026**

XV. Adjournment

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

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

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

Section 1



MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, May 13, 2026
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Nicole Wilson, Chair, Presided

Members in attendance were:

Hon. Nadia Anderson, City of Apopka
Hon. Lee Constantine, Seminole County
Hon. Maribel Gomez Cordero, Orange County
Hon. Bob Dallari, Seminole County
Hon. Mayor Jerry Demings, Orange County
Hon. Mayor Buddy Dyer, City of Orlando
Hon. Ken Gilbert, City of St. Cloud
Hon. Cheryl Grieb, Osceola County
Hon. Stephanie Kopelousis, GOAA
Mr. Christopher "C.J." Maier, Central Florida Expressway Authority
Hon. Tony Ortiz, City of Orlando
Hon. Kelly Semrad, Orange County
Hon. John Dowless for Jordan Smith, Municipal Advisory Committee
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:

Honorable Jackie Espinosa, City of Kissimmee
Hon. Michael Sott, Orange County

Advisors in Attendance

Mr. Shaun Germolus, Kissimmee Gateway Airport
Mr. Myles O'Keefe, Technical Advisory Committee
Ms. Christina Colon Transportation Systems Management & Operations Committee
Ms Judy Pizzo, 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. Pat Bates, City of Altamonte Springs
Mr. Stephen Smith, Sanford Airport Authority
Vacant, Orange County

Others in Attendance:

Mr. Kevin Thibault
Mr. Jonathan Scarfe, FDOT District 5
Mr. Loren Hughes, Florida's Turnpike Enterprises

Staff in Attendance:

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

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Board Chairwoman Christine Moore called the meeting to order at 9:00 a.m. and welcomed everyone. Commissioner Viviana Janer, Osceola County, led the Pledge of Allegiance.

II. CHAIR’S ANNOUNCEMENTS

Chairwoman Wilson reported on the April 3rd FDOT Safety Steering Committee meeting; an April 6th meeting with Congressman Maxwell Frost to discuss local transportation issues; the May 1st MPOAC Institute, and updated Board members on Orange County concern and efforts for micromobility safety. Commissioner Viviana Janer reported on the March 26th and April 23rd Central Florida Commuter Rail Commission meetings. Commissioner Uribe reported on the April 30th MPOAC quarterly meeting. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting speed.

III. EXECUTIVE DIRECTOR’S ANNOUNCEMENTS & AGENDA REVIEW

Mr. Huttmann welcomed Commissioner Nadia Anderson, new Apopka appointee, and acknowledged Mayor John Dowless representing the MAC Chair. He acknowledged Kevin Thibault, former FDOT Secretary and GOAA CEO. He called attention to the recently released Executive Summary of the 2050 MTP & Report to the Community. Mr. Huttmann stated the public opinion research survey has closed, and the results will be presented by Summit Research at the June 10th Board meeting. He announced the next safety speaker series is scheduled for May 20th and will focus on distracted driving. He highlighted that MetroPlan Orlando received the Community Outreach Award at the FDOT Safety Summit for its Vision Zero safety website and engagement efforts. He reported on Lake-to-Lake Trail efforts. Mr. Huttmann also called attention to the items in supplemental folders.

IV. AGENCY REPORTS:

Secretary John Tyler reported on FDOT’s Achieving Target Zero policy which focuses on engineering, education, and outreach. He announced the launch of the Smart Driving College Challenge in Orange County which will reward college students for safe driving behaviors. He provided an update of major improvements at the I-4/Sand Lake Road interchange that enhances safety and efficiency. Secretary Tyler stated that ongoing monitoring and adjustments will continue to optimize traffic flow and safety.

V. ROLL CALL AND CONFIRMATION OF QUORUM

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

VI. COMMITTEE REPORTS

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

VII. PUBLIC COMMENTS ON ACTION ITEMS

None

VIII. CONSENT AGENDA

- A. Minutes of the March 11, 2026, Board Meeting
- B. Approval of Financial Report for February & March 2026
- C. Approval of the Travel Report for February & March 2026
- D. Approval of the Annual Investment Report
- E. Approval of the FY 2027/2028 Unified Planning Work Program (UPWP)
- F. Approval of the Central Florida MPO Alliance Interlocal Agreement
- G. Approval of the revised 2026 Board & Committee Appointments

MOTION: Commissioner Viviana Janer moved to approve Consent Agenda Items A through G. Commissioner Maribel Gomez-Cordero seconded the motion. Motion carried unanimously.

IX. OTHER ACTION ITEMS

- A. Approval of Amendments to the FY 2026-2030 Transportation Improvement Program (TIP)
(Roll Call vote)

Ms. Natalia Barbour, MetroPlan Orlando, requested approval of Amendments to the FY 2025/26 – FY 2029/30 Transportation Improvement Program as follows:

- 457523-1: Railroad signal upgrades at Silver Star Road
- 458031-1: Surface rehab at crossing #622373s on Eunice Ave
- 458188-1: LYNX Bus shelter program project
- 458188-2: LYNX Bus acquisition project
- 458188-3: LYNX digital signage program

A letter from FDOT explaining the amendments, a summary prepared by MetroPlan Orlando staff, the draft resolution, and the full list of amendments were provided.

MOTION: Commissioner Bob Dallari moved approval of the amendments to the FY 2026-2030 Transportation Improvement Program (TIP). Commissioner Mayra Uribe seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report- February & March 2026
- C. Air Quality Report – April 2026
- D. Letter of Support for the LYNX FY 2027 Community Project Funding Request for Fare Technology Improvements – Smartcard
- E. Letter of Support for the Kissimmee FY 2027 Community Project Funding Request for the Intermodal Station Improvements
- F. Letter of Support for the LYNX FY 2027 Community Project Funding Request for the Central Station Improvements

- G. Letter of Support for the LYNX FY 2027 Community Project Funding Request for Superstop Improvements
- H. Letter of Support for the Osceola County Community Project Funding Request for the East Carroll Street Sidewalks Project
- I. Letter of Support for the Osceola County FY 2027 Community Project Funding Request for the Hickory Tree Elementary Sidewalks Project
- J. Letter of Support for the Orange County FY 2027 Community Project Funding Request for Bridge No. 754010 Replacement
- K. Letter of Support for the Osceola County SS4A Grant Application for Carroll Street safety improvements
- L. Letter of Support for the Seminole County FDOT Service Development Grant
- M. Letter of Support for the City of Apopka Florida APA Project Award
- N. Email response to MetroPlan Board member question on Railroad crossings
- O. PD&E Tracking Sheet

MOTION: Commissioner Bob Dallari moved approval of the Information Items for Acknowledgement: Items A through O. Commissioner Viviana Janer seconded the motion. Motion carried unanimously.

XI. OTHER BUSINESS/PRESENTATIONS

A. Central Florida Vision Zero Update

Ms. Lara Bouck, MetroPlan Orlando, provided an update on the regional safety action plan, crash data dashboard, and progress on 35+ safety actions. Ms. Bouck noted that the annual safety report products, including an executive summary and interactive story map, are now available online. She explained a new methodology and evaluation matrix for before-and-after safety project assessment that was introduced for regional and local use. An E-bike safety education pilot targeting middle and high school students is underway, with pre and post training surveys to measure effectiveness. A second Safe Streets and Roads for All grant will fund additional safety audits, data analytics, and outreach through June 2028. Committee members discussed challenges in segregating e-bike crash data due to current reporting limitations. Efforts are underway to analyze e-micromobility crash data manually until new reporting standards are implemented in 2028. The before-and-after evaluation scope will be piloted on projects from each county, with local partners encouraged to adopt the methodology. Members raised concerns about school zone safety and the need for targeted interventions, with follow-up discussions planned. Suggestions were made to expand educational outreach to both youth and adult e-bike users, considering demographic differences.

B. Advanced Air Mobility Update

Secretary John Tyler, FDOT District 5, outlined FDOT'S vision for advanced air mobility, by providing an explanation of the concept and its potential to reconnect and restore regional air travel in Florida. The state has established Florida's aerial highway network, with the I-4 corridor between Tampa and Orlando as one of the first corridors. Secretary Tyler explained that SunTrax Air, a vertiport site, is being developed to support advanced air mobility research, testing, and deployment. He noted that the SunTrax campus serves as a hub for testing and demonstration of the new air mobility technologies and showed a video showcasing the SunTrax campus and its role in transportation innovation and

advanced air mobility concept. He also discussed public and private investment in air mobility noting that highway funding remains a priority. Discussion ensued amongst Board members. Mixed opinions on the investment in advanced air mobility were expressed, with some emphasizing the need for road improvements and others supporting the embrace of new technology. The discussion highlighted the potential benefits and challenges of advanced air mobility, including cost, energy consumption, and infrastructure needs.

XII. PUBLIC COMMENTS (GENERAL)

Giancarlo Rodriguez, Orlando, Florida; Pedro Rodriguez-Diaz, Orlando, Florida; and Nicholas Natale, Orlando, Florida addressed the Board members concerning advanced air mobility and the need to provide public transit options for everyone. They spoke in support of advancing the “STAR Plan” in Orange County.

XIII. BOARD MEMBER COMMENTS

Commissioner Semrad commented on the need for major transportation improvements in East Orange County.

XIV. NEXT MEETING: Wednesday, June 10, 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 10th day of June 2026.

Commissioner Nicole Wilson, Chairwoman

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 04/30/2026

ASSETS

Operating Cash in Bank	\$ 832,906.93
Petty Cash	\$ 125.00
SBA Investment Account	\$ 2,146,091.63
FL CLASS Investment Account	\$ 2,149,982.29
Rent Deposit	\$ 20,000.00
Prepaid Expenses	\$ 10,028.79
Accounts Receivable - General	\$ 1,550.00
Accounts Receivable - Grants	\$ 573,398.76
Capital Assets - Net	\$ 435,568.96

TOTAL ASSETS:	<u><u>\$ 6,169,652.36</u></u>
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LIABILITIES

Accounts Payable	\$ 235.77
Accrued Personal Leave	\$ 501,439.78
Leases Payable	\$ 414,087.00

TOTAL LIABILITIES:	<u><u>\$ 915,762.55</u></u>
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EQUITY

FUND BALANCE:	
Nonspendable:	
Prepaid Items	\$ 10,028.79
Deposits	\$ 20,000.00
Unassigned:	\$ 5,223,861.02

TOTAL EQUITY:	<u><u>\$ 5,253,889.81</u></u>
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TOTAL LIABILITIES & EQUITY:	<u><u>\$ 6,169,652.36</u></u>
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Net difference to be reconciled:	\$ -
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MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 04/30/2026

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 12,002,440.00	\$ 573,398.76	\$ 5,074,455.05	\$ 6,927,984.95	42.28%
State Revenue	\$ 122,149.00	\$ -	\$ 69,624.93	\$ 52,524.07	57.00%
Local Revenue	\$ 1,353,042.00	\$ -	\$ 1,353,042.00	\$ -	100.00%
Interest Income	\$ 156,000.00	\$ 13,321.96	\$ 130,670.74	\$ 25,329.26	83.76%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 319,084.00	\$ -	\$ -	\$ 319,084.00	0.00%
Other	\$ 243,250.00	\$ 2,681.55	\$ 21,307.86	\$ 221,942.14	8.76%
Local Funds Transfer	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%
Total Revenues	\$ 14,785,415.00	\$ 589,402.27	\$ 6,687,407.61	\$ 8,098,007.39	45.23%
Expenditures					
Audit Fees	\$ 26,000.00	\$ -	\$ 26,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 24,991.00	\$ 1,063.90	\$ 14,276.32	\$ 10,714.68	57.13%
Community relations & advertising	\$ 142,600.00	\$ 2,219.98	\$ 25,676.92	\$ 116,923.08	18.01%
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	0.00%
Consultants	\$ 9,437,863.00	\$ 366,495.67	\$ 2,958,781.95	\$ 6,479,081.05	31.35%
Contingency	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	0.00%
Contractual/Temporary Services	\$ 6,410.00	\$ 262.00	\$ 4,756.94	\$ 1,653.06	74.21%
Depreciation/Amortization	\$ -	\$ 5,846.26	\$ 64,557.25	\$ (64,557.25)	0.00%
Equipment & Furniture	\$ 51,500.00	\$ -	\$ -	\$ 51,500.00	0.00%
Indirect Costs	\$ 618,103.00	\$ 54,081.84	\$ 524,945.71	\$ 93,157.29	84.93%
Legal Fees	\$ 30,000.00	\$ 3,150.00	\$ 22,462.50	\$ 7,537.50	74.88%
Office Supplies	\$ 11,000.00	\$ 115.77	\$ 4,203.57	\$ 6,796.43	38.21%
Operating Supplies	\$ 48,155.00	\$ 6,072.71	\$ 34,975.24	\$ 13,179.76	72.63%
Operating Transfers Out	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%
Other Misc. Expense	\$ 3,750.00	\$ 11.02	\$ 669.90	\$ 3,080.10	17.86%
Pass-Through Expenses	\$ 80,000.00	\$ 8,394.31	\$ 67,760.52	\$ 12,239.48	84.70%
Postage and Freight	\$ 3,700.00	\$ 11.74	\$ 326.61	\$ 3,373.39	8.83%
Printing and Binding	\$ 15,200.00	\$ -	\$ 847.77	\$ 14,352.23	5.58%
Repair and Maintenance	\$ 7,500.00	\$ 559.99	\$ 1,269.20	\$ 6,230.80	16.92%
Salaries and benefits	\$ 3,557,239.00	\$ 221,321.88	\$ 2,345,099.41	\$ 1,212,139.59	65.92%
Training	\$ 39,509.00	\$ 1,742.98	\$ 20,421.80	\$ 19,087.20	51.69%
Travel and Per Diem	\$ 64,945.00	\$ 3,258.38	\$ 36,804.92	\$ 28,140.08	56.67%
Total Expenditures	\$ 14,785,415.00	\$ 674,608.43	\$ 6,167,143.56	\$ 8,618,271.44	41.71%
Agency Balance	\$ -	\$ (85,206.16)	\$ 520,264.05		

Travel Summary - April 2026

No travelled was reimbursed in the month of April 2026.



Board Action Fact Sheet

Meeting Date: June 10, 2026

Agenda Item: VIII.D. (Section 1)

Roll Call Vote: No

Action Requested: Approval for the Board Chair to approve FY'26 Budget Amendment #4 (if necessary) with Board ratification of the amendment at the September 9, 2026 meeting.

Reason: To prevent issues with year-end grant billing and budget

Summary/Key Information: The MetroPlan Orlando fiscal year ends on June 30 and closes by August 15 including year-end grant billings. To prevent issues with year-end grant billings including over-spent UPWP tasks, staff requests that the board allow the Chair to approve a budget amendment after the year end. This amendment, if needed, will be brought back to the full board for ratification at the September 9, 2026 meeting.

MetroPlan Budget Impact: Individual line items and UPWP tasks will be amended for items that are over budget. The total agency wide budget and individual grant/project total budgets will not be affected.

Local Funding Impact: None

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

Staff Recommendation: Recommends approval

Supporting Information: None



Board Action Fact Sheet

Meeting Date: June 10, 2026

Agenda Item: VIII.E. (Section 1)

Roll Call Vote: No

Action Requested: Approval of General Planning Consultant (GPC) Contract Awards

Reason: To provide GPC support for the next two years

Summary/Key Information: Approval is requested to award contracts to Kittelson & Associates, Inc. and WSP USA Inc., pending contract negotiations, to be MetroPlan Orlando's General Planning Consultants. The contracts will be for two years with an option to renew for one additional year. Funds are budgeted in the current UPWP for consulting work that will be completed by the GPCs.

A Request for Proposals (RFP) was advertised on March 12, 2026 to select up to two GPCs. A selection committee consisting of three MetroPlan Orlando staff members met and ranked the ten proposals received and short-listed to three. A second meeting was held where the three short-listed proposers answered questions provided by the committee and a second scoring was conducted based on those questions. The combined scores were used to rank the three proposers. Should negotiations fail with the two highest ranked proposers, approval is requested to negotiate with the third and ranked proposer.

The ranking of the short-listed proposers was as follows.

1. Kittelson & Associates, Inc.
2. WSP USA, Inc.
3. HDR

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: None



Board Action Fact Sheet

Meeting Date: June 10, 2026

Agenda Item: VIII.F. (Section 1)

Roll Call Vote: No

Action Requested: Approval to extend existing contract by six (6) months with StreetLight Data, Inc. in the amount of \$200,000.00.

Reason: To continue to develop travel time reliability, travel speed and trip making characteristics to support Federal Performance Management and regional and local annual monitoring/reporting.

MetroPlan Orlando requires a cloud-based software platform allowing multiple users to analyze trip data to include Origin-Destination, Origin-Destination with Middle Filter, Trips to/from Preset Geometry, Zone Activity, AADT (estimated AADT derived from 365 days of 24-hour data), Network Performance and Segment Analysis, Turning Movement Counts, Network Origin Destination, Corridor Studies Quick View, Roadway Volume Quick View and Congestion Management Quick View, Top Routes for Zones and Top Routes between Origin and Destinations, and Home-Work Locations.

Summary/Key Information: The StreetLight Data, Inc. software package meets all of the requirements for this planning project including separate analytics for passenger and commercial truck travel. The current MetroPlan Orlando subscription expires June 30, 2026; this six (6) month subscription extension provides continued access to the StreetLight Data platform from July 1, 2026 through December 31, 2026.

MetroPlan Budget Impact: No change to overall budget.

Local Funding Impact: None, project to be funded using MPO-attributable federal funds.

Committee Action:

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

Staff Recommendation: Recommends approval.

Supporting Information: Proposal with background information and detailed specifications provided under Section 1.

StreetLight Proposal for MetroPlan Orlando July 1, 2026 – December 31, 2026

Proposed by:

StreetLight Data, Inc.

Roberta Loscalzo, Customer Success Account Manager

Roberta.loscalzo@streetlightdata.com

201.658.7840

May 28, 2026

ABOUT STREETLIGHT

StreetLight Data, Inc. (“StreetLight”) empowers transportation professionals to plan, build, and operate smarter infrastructure through a comprehensive suite of analytics and data solutions. Powered by billions of data points from connected vehicles, mobile devices, sensors, probe data, and other sources, StreetLight’s proprietary Route Science® engine—powered by machine learning and AI—transforms data into contextualized, multimodal travel patterns that reveal how people and goods move across the transportation network. **StreetLight complements traditional data collection methods by filling critical gaps and providing continuous, network-wide visibility that helps planning and operations teams make faster, data-driven decisions.** Since becoming a wholly owned subsidiary of Jacobs in 2022, StreetLight has combined its innovation with the strength and longevity of a company trusted by public agencies for decades.

Trusted by hundreds of public agencies, consulting firms, and private companies and used across all 50 U.S. states and Canada, StreetLight has been delivering reliable mobility insights since 2011. StreetLight’s metrics are independently validated by agencies and firms nationwide, including through the Eastern Transportation Coalition (TETC), ensuring that insights reliably support decision-making at any level of spatial or temporal granularity. In addition, several state transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Maine DOT, Los Angeles DOT, and New York City DOT, have software-as-a-service subscriptions that allow them to run an unlimited number of analyses within their geography.



Jacobs steer AECOM CDM Smith Kimley»Horn FEHR & PEERS Stantec HDR PARSONS + many more!

FORD MOBILITY Uber SIEMENS SPIN BCG Bloomberg NEW ENERGY FINANCE Alaska AIRLINES MACQUARIE + many more!

What sets StreetLight apart

Industry-leading Big Data Sources: With over 10 years of history, StreetLight has the most robust historical data foundation and an unmatched empirical understanding of mobility. With a long history of routinely evaluating, benchmarking and picking the most reliable data sources, we have built a repository of several hundred sources that contribute to our Route Science® engine.

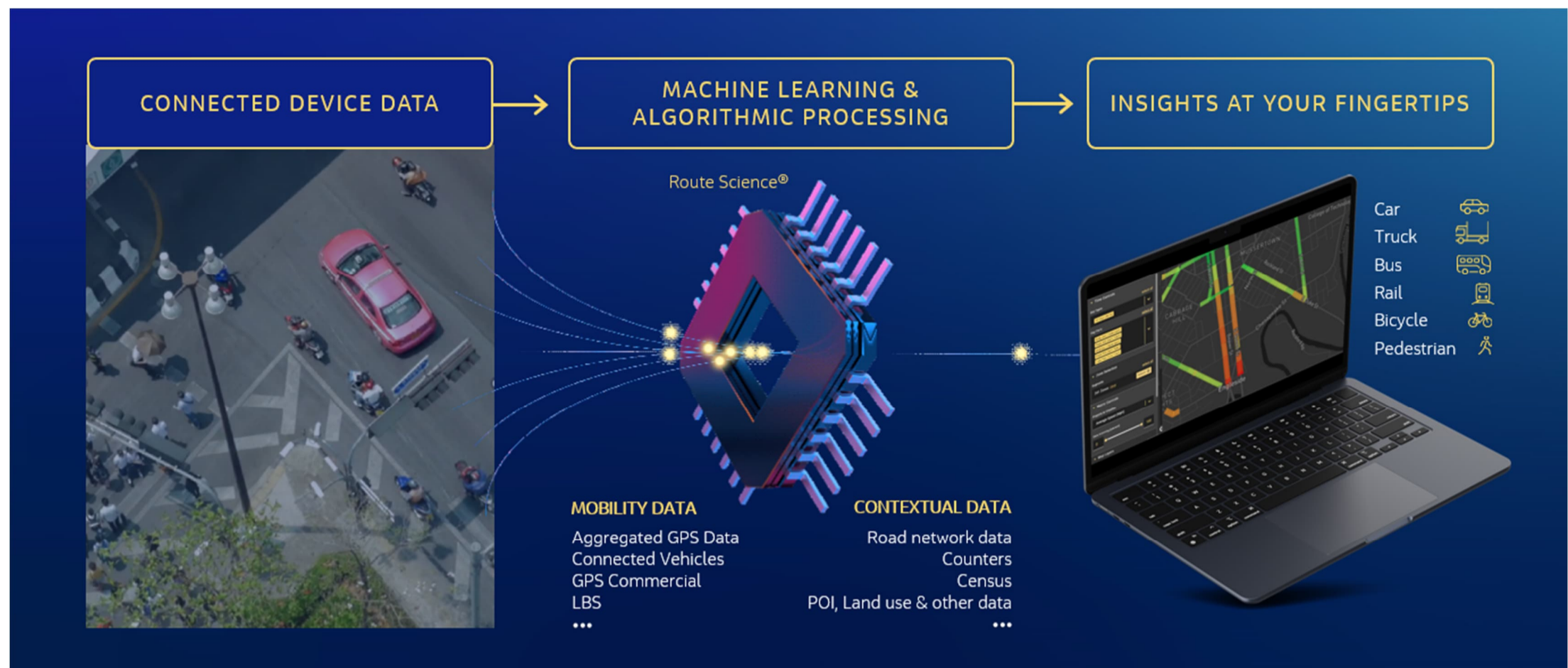
On-demand Software - get quick access to data that makes decisions better: The software-as-a-service subscription model allows your organization to run an unlimited number of analyses within your geography without incremental costs, making it affordable to collect data regularly and to study behavior changes over time. The easy-to-use software platform allows your team to independently run their own analytics on demand with specific, customized parameters (i.e., type of day, time of day, bicycle or vehicle trips, etc.). You can also prove out the efficacy of projects with data-driven insights to justify your decisions and demonstrate impact.

StreetLight's leading mobility analytics solution enables transportation professionals to:

- 1** Use the most widely adopted transportation platform, **validated by agencies nationwide.**
- 2** Measure transportation at **any level of spatial and temporal granularity.**
- 3** **Access mission-specific tools, purpose-built by transportation experts and tailored to your team's biggest needs.**
- 4** Leverage the deepest repository of mobility data in the marketplace – **and new data sources as they emerge.**
- 5** Trust that we are going to be around for the long-run – part of Jacobs, **a trusted partner to the public sector for decades.**
- 6** Experience the **gold standard in customer care** – we partner with you at every step to ensure you're successful.



Big data intelligence means accurate insights without months of data collection



It begins with Big Data

Every month, StreetLight ingests, indexes, and processes vast amounts of location data from connected devices and connected vehicles, then adds context from numerous other sources like parcel data and digital road network data – to develop a view into North America’s complex network of roads, bike lanes and sidewalks.

Route Science®, more data, and validation

Next, StreetLight’s proprietary data processing engine, Route Science®, algorithmically transforms trillions of location data points over time into contextualized, aggregated, and normalized travel patterns. StreetLight validates them using thousands of traffic counters and embedded sensors.

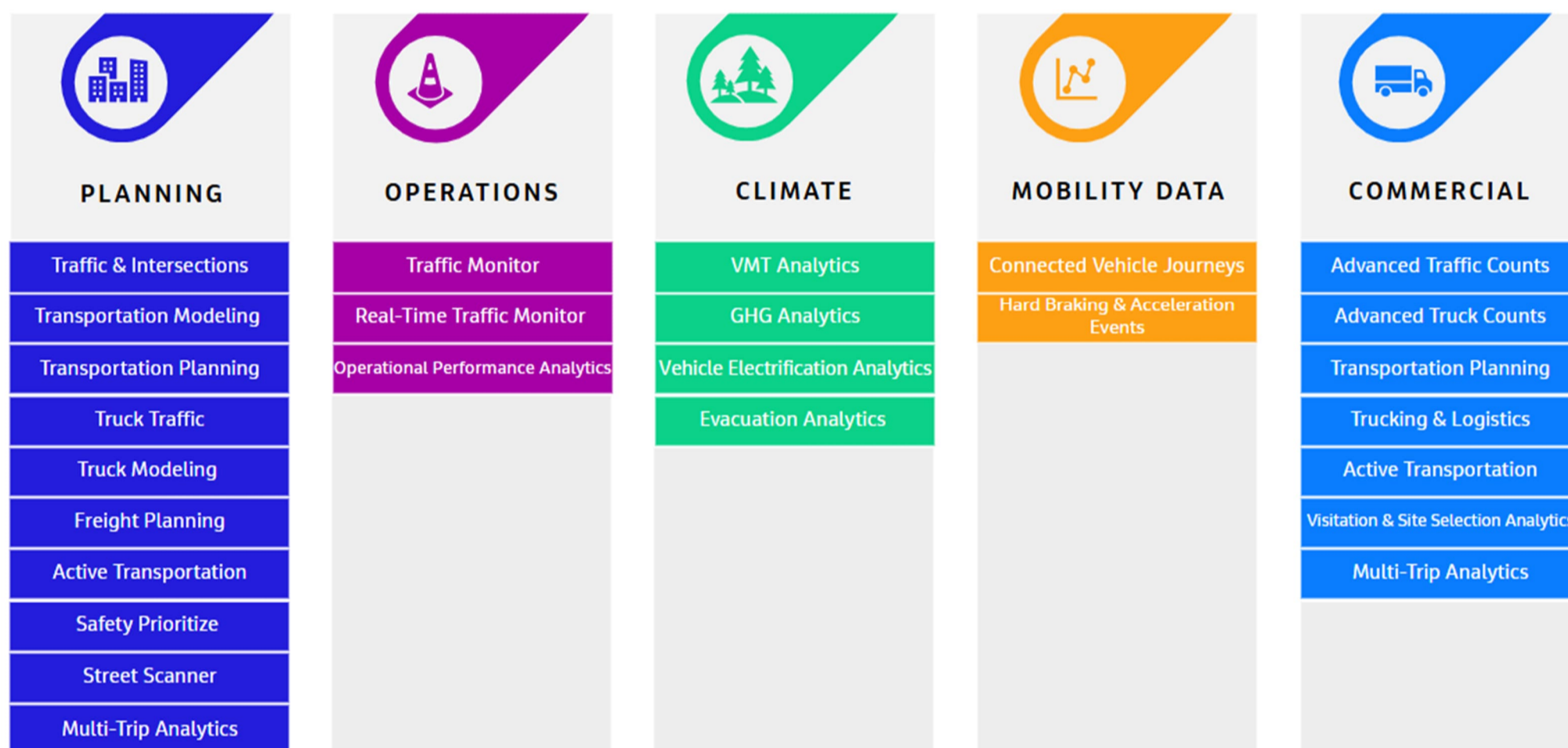
Metrics for millions of roads and census blocks

Route Science® then normalizes and aggregates the data into analytics, delivering unique insights into how vehicles, trucks, bicycles, pedestrians, buses, and more move throughout the transportation network. Accessible via StreetLight InSight®, the world’s first on-demand web platform for transportation, users can analyze, visualize, and compare travel patterns at multiple spatial levels.

STREETLIGHT SUBSCRIPTION

StreetLight's expanding solution suite tackles a wide array of transportation challenges with the most complete portfolio in the industry

The StreetLight InSight® platform spans the full lifecycle of transportation projects—from long-range planning through design, construction, and operations—uniting planning and operations under one data foundation.



Planning Solutions Subscription

This proposal details a 6 month subscription for MetroPlan Orlando to StreetLight InSight®. The Planning Solutions Subscription allows you to run an unlimited number of StreetLight InSight® analyses during the year within the limited geographic region¹ around the MetroPlan Orlando region – 3 counties Use will be subject to a standard StreetLight End User License Agreement.

¹ MetroPlan Orlando will be limited to running analyses for trips that start, end, or pass through the MetroPlan Orlando with a 10 mile buffer

Planning Solutions	Key Features Included	Analyses Included	Modes Included
Transportation Planning	Volume, Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), Travel Time, Turning Movement Counts, Origin-Destination, Speed, Demographics, Trip Purpose, Trip Attributes, Travel Time, Travel Time Index and Reliability, Routing, Home and Work Locations	Zone Activity, Origin-Destination, Origin-Destination through Middle Filter, Trips to or from Pre-set Geography, Network Performance, Turning Movement Counts, Network Origin-Destination, Segment Analysis, Top Routes, Home and Work Locations, Roadway Volume QuickView, Congestion Management QuickView, Corridor Studies QuickView	All Vehicles
Truck Traffic	Truck Volume, Truck Sample Trip Counts, Congestion Metrics (speed, delay hours, truck travel time reliability)	Network Performance, Segment Analysis	Truck
Truck Modeling	Truck Index and Volume, Origin-Destination, Trip Attributes (Travel Time, Trip Length, Trip Speed), Routing	Origin-Destination, Origin-Destination through Middle Filter, Trips to or from Pre-set Geography, Zone Activity, Top Routes	Truck



Subscription Fee





Planning Solutions Subscription Fees are dependent upon the type of product (made up of specific StreetLight metrics and modes) and the population of a region. For this proposal, the MetroPlan Orlando region is assumed to have a population of 2,496,309.

6 Months Subscription Fee (July 1, 2026-December 31, 2026)		
	ITEMS	COST
SUBSCRIPTION		
Planning Solutions	Transportation Planning Truck Traffic Truck Modeling	\$200,000.00
ADDITIONAL ITEMS		
SUPPORT	Standard	<i>Included</i>
ACCESS		
MULTI-DOMAIN	No	Not Included
USER SEATS ²	50	Included
API	No	Not Included
FINAL TOTAL July 1, 2026 – December 31, 2026 (6 months)		\$200,000.00

Customer is responsible for all applicable taxes. Subscription fees are payable at time of purchase.

This quote is valid until **June 12, 2026**.

All subscriptions include*:

-  Interactive dashboard
 -  Project sample size
 -  Time period settings including Day Types, Day Parts, Day Parts
 -  Standard Support, eLearning Training Portal and live trainings, Help Center
- *where applicable*

² User Seats include up to [50] staff members or consultants who will be allowed access to the web application

STREETLIGHT INSIGHT® PRODUCT & SERVICES HIGHLIGHTS

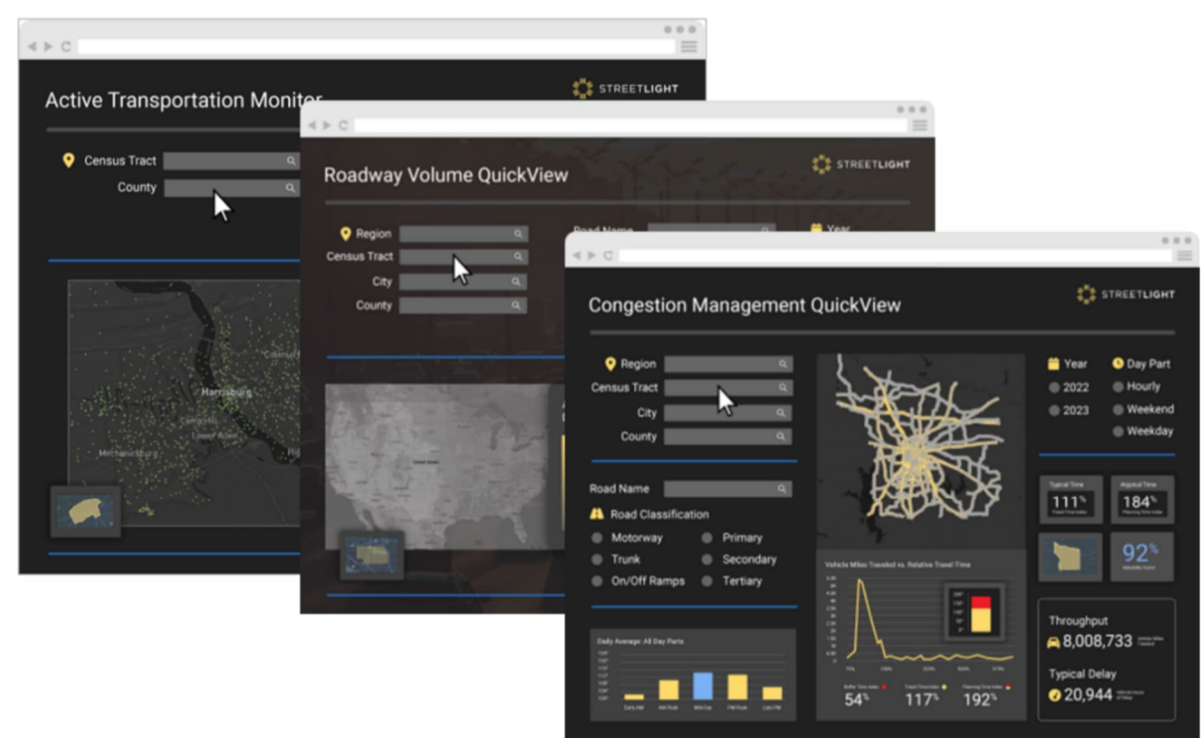
Planning Solutions

Analyze key transportation metrics in a self-serve platform designed for ease of use that lets users ask mobility questions and get standard transportation metrics for any road in a few clicks. Zoom in and out, measure mobility for any day of the week or time of day, and customize time periods and area of analysis to your project need. Key analytics can include **volume (personal vehicle, commercial vehicle/truck, bicycle, pedestrian), speeds, origin-destination, VMT, VHD, routing, turning movement counts, congestion metrics, AADT, and more.**



Congestion Management, Roadway Volume, Corridor Studies

Get at-scale analysis for an entire region in just a few clicks. These tool allows your organization to empower your decision making with impactful macro-level trends and showcase visualizations to stakeholders with an easily sharable output. You can zoom in on specific areas of focus to then perform more advanced and granular analysis with the other StreetLight InSight® analyses.



Street Scanner

A dashboard product built for small cities and counties (under 100K population) to quickly see how speed, volume, and speed-to-speed-limit comparisons are changing across their jurisdictions. It helps teams track the impact of safety projects, compare problem areas, and visualize trends with real data. Designed for teams with limited time, Street Scanner delivers fast, ready-to-use insights in a clear, visual format.

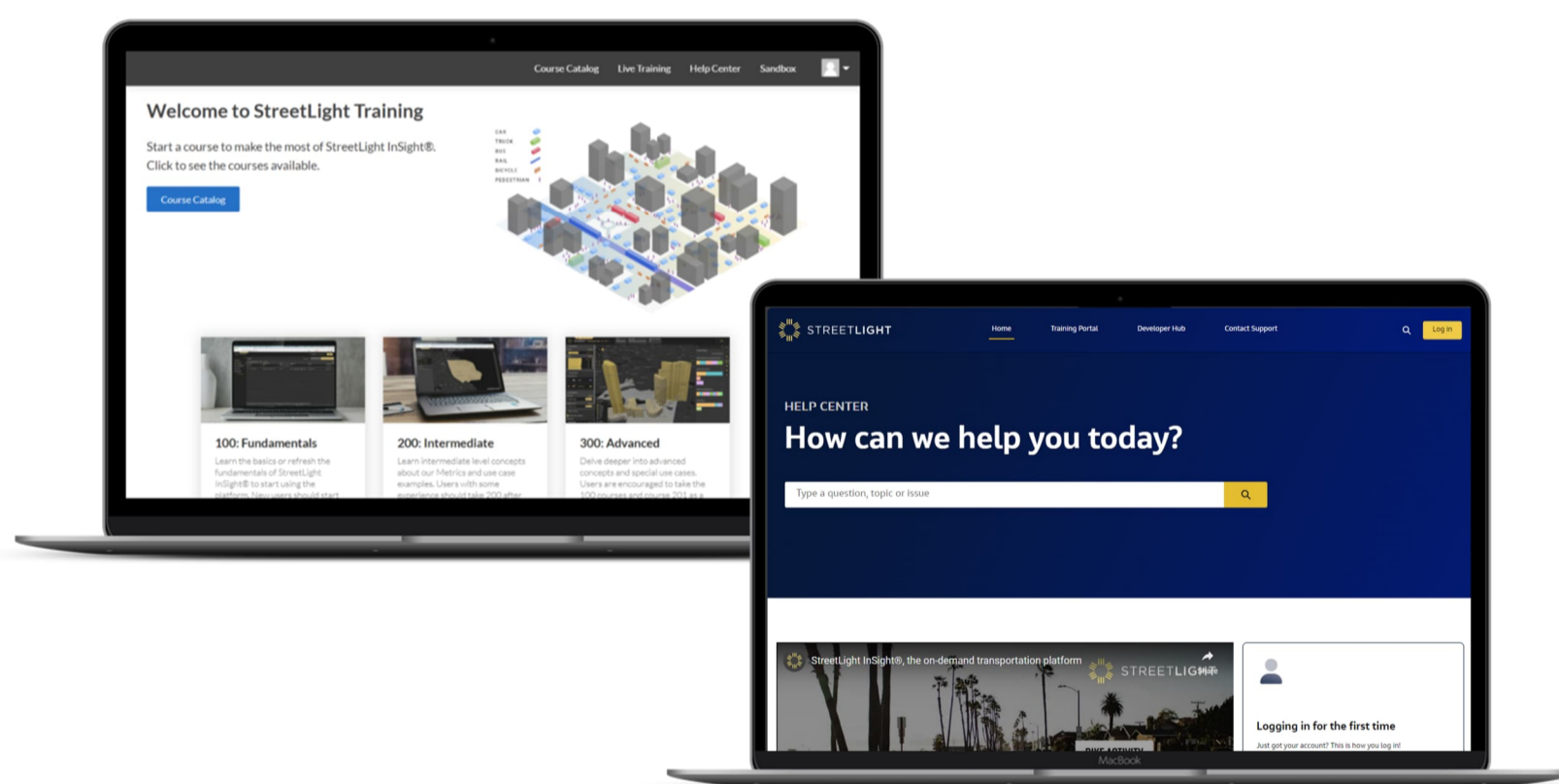


CUSTOMER CARE

StreetLight has become the gold standard in the industry for Customer Care. The level of onboarding, training, support and ongoing care provided to StreetLight customers is unique, even with hundreds of customer accounts and thousands of users.

Self-Guided Resources

Resource	Description
Help Center	200+ searchable articles covering data sources, methodologies, FAQs, best practices, and tutorials. Accessible via widget within the StreetLight InSight® platform or help.streetlightdata.com .
Developer Hub	In-depth API documentation, code samples, and interactive tools to support technical users at developer.streetlightdata.com .
StreetLight Website	On-demand webinars, case studies, blog content, and third-party validations available at streetlightdata.com .
In-Product	Pop-up in-product help and tutorials to access walkthroughs, demo videos, release notes, and more directly from a user's account.
Email	Quarterly emails after each new release explaining new features and functionalities



Training Offerings

StreetLight offers a mature training program that directly supports customer outcomes. We design our training with the adult learner in mind, leveraging andragogy methodologies relying on practical goals and real-world applications. Our offerings meet accessibility standards to benefit all learners. Training content is continuously updated in parallel with platform releases.

Standard Offerings included for all customers

Resource	Description
eLearning Portal	12+ hours of self-paced, modular courses with role-based learning paths. All content leverages foundational e-learning design principles such as anticipatory set, instructional input, guided practice, closure, and evaluation.
Live Virtual Sessions	Instructor-led training, held approximately monthly, covering fundamentals to advanced topics open to all StreetLight subscribers.
Product Update Webinars	Quarterly webinars featuring StreetLight Product Management experts detailing and demoing the latest updates to the StreetLight InSight® platform, as well as other StreetLight offerings
StreetLight Summit	Annual virtual event for StreetLight customers to learn from and connect with each other. Features user presentations, focused on tips & tricks for peers, and a sneak peak of StreetLight's product roadmap.

On-demand Support

The North American-based StreetLight Product Support Team is well versed in transportation industry knowledge. The StreetLight Support team resolves more than 150 user inquiries per month. Users interacting with our Product Support team have reported a 96/100 average satisfaction score. The Support Team can be contacted via a Help Center form, and team members are available during normal business hours across all time zones in Continental North America. Standard Support initial response times to customer questions are provided within 8 business hours.

"StreetLight is great, but their customer service is excellent! I've never worked with a more friendly, helpful, knowledge customer service group before especially from such a large tech company. It's wonderful to know Streetlight knows that the real value isn't always just in the product alone. Thank you."

– Minnesota DOT user

Customer Success Program

The StreetLight Customer Success team will work closely with users across the agency to introduce, transition, and integrate Big Data analytics into the agency's work and project. At the start of the subscription, the Customer Success team will work closely with the agency's leadership to define key use cases, success criteria, and areas of focus for the upcoming year. The assigned Customer Success Manager(s) will provide dedicated subject matter expertise to the agency and will create a customized onboarding plan to expedite platform adoption for use on key projects and ongoing general usage. This

may include training sessions or coaching for individual users.

Throughout the subscription, the Customer Success Manager(s) will engage with users and leadership to ensure they have materials and resources to get full value from their StreetLight purchase. Typical activities include: Quarterly subscription review meetings with agency leadership, regular communication and demonstrations of product updates, facilitation of agency-specific user group meetings, feedback sessions with users on desired product enhancements.

APPENDIX: GLOSSARY OF STREETLIGHT TERMS

Analysis: A “run” or “query” within StreetLight InSight®. The user selects zones, a project type, and project options for each project, then runs the project by clicking “confirm.”

Analysis Options: Available for most project types. These allow the user to configure options, such as day parts, day types, or data source, before running an analysis.

Commercial Vehicle Attributes: Access detailed truck activity, including industry (agriculture and natural resources, utilities, construction, manufacturing, wholesale, retail, transportation and warehouse), route type (local, regional, hub and spoke, long distance, door to door), and In/Out-of-State Trips (in-state, out-of-state, through-state).

Commercial Vehicle Segmentation: Light-Duty Trucks < 10,000 lbs., Medium-Duty Trucks = 10,000 – 26,000 lbs., Heavy-Duty Trucks > 26,000 lbs.

Core Transportation Behavior Metrics: They include Origin-Destination, Origin-Destination with Middle Filter, Origin-Destination with Preset Geographies, Zone Analysis, Trip Attributes, Traveler Attributes, and Home and Work Locations.

Data Period: Months to analyze. Availability of data periods may vary based on mode of travel.

Day Part: Grouping of hours-of-the-day for an analysis. 15-minute bin day parts are available to analyze more granular metrics. If defaults are not appropriate, users can customize these values.

Day Type: Grouping of days-of-the-week for an analysis. If defaults are not appropriate, users can customize these values.

Free Flow Speed: The maximum Average Segment Speed in any one hour of the day in the data period.

Home and Work Locations: Inferred probable home and work locations for composite groups of people aggregated to Census Block Groups, ZIP Codes, metropolitan areas, and states.

Intersection: Contains three or four “gates” that serve as zones. This is only available in the Turning Movement Counts analysis type.

Network Performance: Analysis that includes segment-level metrics, including VMT, VHD, Congestion/Free Flow Factor, Speed Percentiles and volume. View metrics by directionality and for custom-defined data periods.

Origin-Destination Matrix: Relative volume and average travel time of commercial and personal trips between origin and destination zones. Users may enter both origins and destinations of their choice or use a standard geography such as “all ZIP Codes.”

Origin-Destination through Middle Filters (combine with O-D for Routing): Relative volume and average travel time of trips that pass through middle-filter zones, or links, when traveling between origin and destination zones.

Peak Hour Factor: Compares the busiest 15-minutes to the average 15-minute volume during the peak hour, indicating how consistent traffic volume is during the peak hour.

QuickViews: User-friendly tools with guided steps to scan geographies at scale, visualize macro-level trends, and easily share summarized results with stakeholders.

Segment Analysis: Provides the relative volume, speed percentiles including 85th percentile, average speed, travel time, VMT/VKT, vehicle hours of delay (VHD), and free flow speed of trips through corridors.

Specific Date: The ability to run single days as an analysis or different “collections” of days as a new day type. This feature also allows you to exclude certain days.

StreetLight AADT: Estimate of average annual daily traffic in 2024 (U.S.). You can also access historic AADT from 2017, 2018, 2019, 2020, 2021, 2022, and 2023. (Note: This Metric is provided as an estimated count based on 365 days of data.) StreetLight AADT Metric provides year-over-year comparability across the 2019 – 2024 data periods.

Top Routes Analysis: Identifies the road segments with the most traffic between selected origin and destination zones or traveling to or from a single zone.

Traveler Attributes: Inferred Trip purpose (Home-, Work-, or Other-based combinations), Demographics of Travelers (Race/Ethnicity, Foreign Born, Limited English Proficiency, Disability Status, Education Status, Household Income, Household Size/Family Status, Housing Tenure, Units in Structure, Vehicle Ownership).

Turning Movement Counts: Provides intersection volumes with 15-minute granularity, Peak Hour Factor, Peak AM/PM Metrics, and more.

Trip Attributes: Travel time, trip length, trip speed, trip circuitry. Trip Attributes Metrics are provided as an average and as a distribution of values into customizable bins.

Trip Circuitry: The average and distribution of circuitry for trips between zones, or at a zone. Circuitry is defined as (length of trip) / (crow's flight distance between start and end point).

Travel Time (seconds): The average and distribution trip time in seconds for trips between zones, or at a zone.

Trip Length (miles): The average and distribution trip length in miles for trips between zones, or at a zone.

Trip Speed (mph): The average trip and distribution speed in miles per hour for trips between zones, or at a zone.

Trips to or from Preset Geography Analysis: Origin-Destination by ZIP Code, Census Block Group, or Census TAZs, to a corresponding set of zones. This analysis type is ideal if you don't know your full zone matrix, and instead want to see how a set of zones relates to standard geographies.

Vehicle Hours of Delay (VHD): Is a measure of congestion and is calculated as the estimate of hours of travel in free flow speed subtracted from the hours of travel in congested speed.

$$\text{VHD} = (\text{VMT}/\text{Congested Speed (Average Segment Speed) [MPH]}) - (\text{VMT} / \text{Free Flow Speed [MPH]})$$

Vehicle Miles of Travel (VMT): It is a measure of highway travel demand and is calculated as the number of vehicles using a segment of highway multiplied by the length of the highway. Also, measured from trip metrics by multiplying the trips between Origins and Destinations by the average trip length of the trips.

Zone Activity Analysis: Relative volume of trips that originate in, have destinations in, or pass through each zone analyzed.

Zone Library: The Zone Library is a feature that lets you choose zones you want to analyze from a map without having to draw or upload zones into zone sets. This includes OSM Line Segments, Standard Areas (U.S. Zip Codes, U.S. Census Block Groups, U.S. Traffic Analysis Zones, U.S. Census Tracts, U.S. Cities and Counties, Canada Dissemination Areas, Canada Census Tracts, Canada Census Subdivisions), and Rail (Rail Agencies, Rail Lines, Rail Line Segments, and Rail Stations).

Zone Traffic: StreetLight trip value representing the volume of all trips at a zone. Depending on whether the zone is pass-through or not, this will represent trips that pass through the zone, or trips that start or end in the zone.

APPENDIX: STREETLIGHT INSIGHT® PLANNING FEATURES (U.S.)

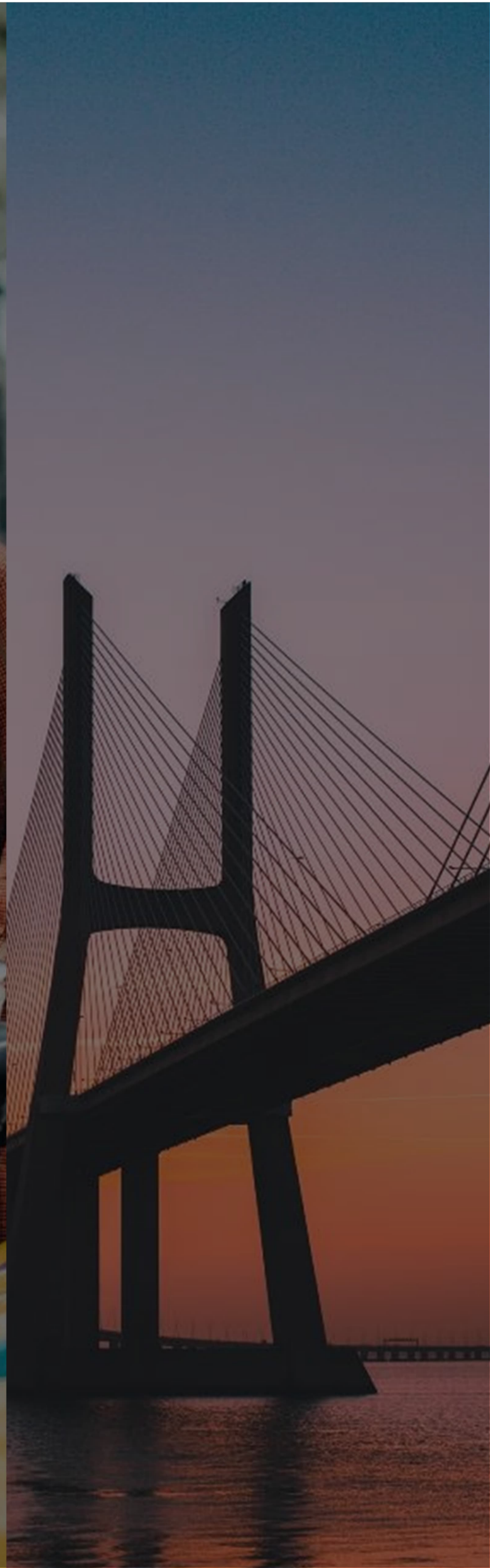
	Key Metrics	Time Period Granularity	Geographic Granularity
AADT	Annual Average Daily Traffic Prediction Intervals	Annual Daily (2017-2024)	Road Segment Custom Gates
Active Transportation Monitor	Avg. Annual Daily Pedestrian Volume Avg. Annual Daily Bike Volume Pedestrian Activity Trend Bike Activity Trend Pedestrian Mode Share Bike Mode Share Vehicle Mode Share Avg. Daily Vehicle Volume Vehicle Activity Trend Vehicle Mode Share	Annual (2019-2023)	Census Tract
Congestion Management Quickview	Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Travel Time Index Planning Time Index Reliability Factor Segment Traffic Volume Avg. Segment Speed Level of Travel Time Reliability Free Flow Travel Typical Travel Atypical Travel Level of Travel Time Reliability	Day Part (e.g., Peak AM, Peak PM) Day of Week Annual (2019-2024)	Road Segment All Segments in a Selected Area
Corridor Studies QuickView	Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Travel Time Congestion Factor Segment Traffic Volume Avg. Segment Speed 85th Percentile Speed VHD per Mile Travel Time Index	Time of Day (Hourly) Day of Week Annual (2019-2024)	Road Segment Corridor (Multiple Road Segments) Multiple-Corridor Groups

	Key Metrics	Time Period Granularity	Geographic Granularity
Network Performance (for All Vehicles)	Avg. Daily Segment Traffic Avg. Segment Speed (5th-95th%) Avg. Daily Spot Traffic Avg. Spot Speed Avg. Segment Travel Time Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Congestion %	Time of Day (Hourly) Day of Week Custom Data Month Selection Peak Hours	Road Segment Custom Gates Custom Road Segment
Network Performance (for Truck)	Truck Volume Truck Traffic Sample Trip Counts Avg. Segment Speed and Free Flow Speed Vehicle Miles Traveled (VMT) Travel Time Reliability Avg. Travel Time Congestion % Speed Percentiles (5th-95th)	Time of Day (Hourly) Day of Week Custom Month Selection Peak Hours	Road Segment
Network Origin-Destination	Origin-Destination Volume	Time of Day (Hourly) Day of Week Peak Hour Custom Data Period Selection	Road Segment
Origin-Destination	Zone Traffic Volume Origin Zone Traffic Volume Destination Zone Traffic Volume Middle Filter Traffic Volume O-D Traffic Volume O-MF-D Traffic Volume	Time of Day (Hourly, 15-Min) Day of Week Custom Date Period Selection	Standard Area Zone Custom Zone Polygon
Roadway Volume QuickView	Average Annual Daily Traffic	Annual (2019-2024)	Road Segment
Segment Analysis	Segment Traffic Volume Segment Speed (5th to 95th Percentile) Segment Travel Time Travel Time Index Vehicle Hours of Delay (VHD) Vehicle Miles Traveled (VMT) Free Flow Factor Free Flow Speed	Time of Day (Hourly, 15-Min) Day of Week Custom Date Period Selection	Road Segment

	Key Metrics	Time Period Granularity	Geographic Granularity
Street Scanner	<ul style="list-style-type: none"> Volume Average Speed Speed Percentiles ((5th, 15th, 50th, 85th, 95th %) Speed Limit Difference between Average or 85th Speed & Speed Limit Percentage of Vehicles Speeding 	<ul style="list-style-type: none"> Annual or Monthly Day Type (Weekday/Weekend/All Days) Day Part (Peak Hours) 	Road Segment
Top Routes	<ul style="list-style-type: none"> Origin Traffic Volume Destination Traffic Volume O-D Traffic Volume Trip Proportion 	<ul style="list-style-type: none"> Time of Day (Hourly) Day of Week Custom Date Period Selection 	<ul style="list-style-type: none"> Road Segment Custom O-D Polygon Zones
Turning Movement Counts	<ul style="list-style-type: none"> Total Traffic Volume Inbound Traffic Volume Outbound Traffic Volume AM Peak Hour PM Peak Hour Peak Hour Factor 	<ul style="list-style-type: none"> Time of Day (Hourly, 15-Min) Day of Week Custom Date Period Selection 	<ul style="list-style-type: none"> Intersection Intersection Gate (Each Entrance)
Zone Activity	<ul style="list-style-type: none"> Zone Traffic Volume 	<ul style="list-style-type: none"> Time of Day (Hourly) Day of Week Custom Date Period Selection 	<ul style="list-style-type: none"> Standard Area Zone Custom Zone Polygon
Home & Work Locations	<ul style="list-style-type: none"> Distance from Home Distance from Work Percent by Home Locations Percent by Work Locations Percent of Visitors 	<ul style="list-style-type: none"> Time of Day (Hourly) Day of Week Custom Date Period Selection 	<ul style="list-style-type: none"> Standard Area Zones Customizable Zones

	Trip Attributes	Traveler Attributes	Trip Purpose
Trip & Traveler Attributes	Travel Time Travel Time Percentile Trip Duration Travel Speed Travel Length Trip Circuity	Race Ethnicity Household Income Family Status Education Employment Industry Vehicle Ownership Housing Type	Home-Based Work Travel Home-Based Other Travel Non-Home-Based Travel

	Trip Attributes	Commercial Vehicle Attributes		
Commercial Vehicle Attributes	Trip Travel Time Trip Length	ROUTE TYPE Local Regional Hub and Spoke Long Distance Door to Door Unknown	INDUSTRY Agriculture and Natural Resources Utilities Construction Manufacturing WholesAle Retail Transportation and Warehouse Other Unknown	IN/OUT-OF-STATE TRIPS In-State Out-of-State Through-State Unknown





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

Date: June 10, 2026

Name (DOPA): MetroPlan Orlando

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

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

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

Signature: _____
Honorable Nicole H. Wilson

Title: Chairperson of MetroPlan Orlando

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

<u>REPRESENTING</u>	<u>MEMBER</u>	<u>TERM</u>
ELECTED OFFICIALS	Hon. Ken Gilbert (Osceola) Hon. Pat Bates (Seminole) Hon. Mayra Uribe (Orange)	- - -
FLORIDA DEPT OF TRANSPORTATION	Jo Santiago-Mercer	-
AGENCY FOR PERSONS WITH DISABILITIES	Jeanette Estes Alt: Sharon Jennings	-
MEDICAL COMMUNITY	Betsy Delano Alt: Frances Collazo-Rivas	-
FLORIDA DEPT. OF EDUCATION/ VOCATIONAL REHABILITATION	Sharon Wright Alt: N/A	-

ECONOMICALLY DISADVANTAGED	Yvette Reyes Alt: Nicola Norton	-
CHILDREN AT RISK	Vacant Alt: Vacant	-
REGIONAL WORKFORCE DEVELOPMENT	Angela Hunter Alt: Janeé Olds	-
PUBLIC EDUCATION	Adam Zubritsky	-
VETERANS	Alnita Whitt	-
MEDICAID (AHCA)	Calvin Smith	-
FLORIDA DEPT. OF ELDER AFFAIRS	Rob Gilts Alt: Tim Timmerman	-
REPRESENTING THE ELDERLY (OVER SIXTY)	Charlotte Campbell	Two Years
REPRESENTING THE DISABLED	Marilyn Baldwin	Three Years
CITIZEN ADVOCATE	Neika Berry	One Year
CITIZENS ADVOCATE (SYSTEM USER)	Bob Melia	Three Years
FOR-PROFIT OPERATOR	N/A	-
NON-VOTING MEMBERS	Kimberly Frye, ACCESS LYNX Alt: Selita Stubbs	-
	Jennifer Jensen, Emergency Medical Services Alt: Amanda Freeman	-
	Luiz Nieves, SunRail CAC	-
	Tashara Cooper, At Large Alternate	-
	Cena Underwood, At Large Alternate	-
	Frances Collazo-Rivas, Alternate representing the Medical Community	-

Section 2

Section 3



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

June 10, 2026

To: Commissioner Nicole Wilson, Board Chair
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for June 10

- I participated in the AMPO Policy Committee Meeting on May 13
- I met with Cambridge Systematics on March 14 to discuss the MetroPlan Orlando Strategic Plan Refresh
- I met with former MetroPlan Orlando employee Cynthia Lambert on May 14 to thank her for agreeing to participate as one of the former employees selected to be interviewed during the Strategic Plan Refresh
- I met with the internal Strategic Plan Refresh Project Advisory Group on May 14
- I met with former MetroPlan Orlando employee Nick Lepp on May 14 to thank him for agreeing to participate as one of the former employees selected to be interviewed during the Strategic Plan Refresh
- I attended the GOAA Event on May 18, 2026
- I participated in the Strategic Plan Walk-Thru with Cambridge Systematics and the internal PAG on May 18, 2026
- I attended the MetroPlan Orlando Safety Speaker Series on May 20, 2026
- I attended an educational webinar on May 21 re: Micromobility: The New Vehicle on the Block
- I attended the CAC meeting on May 27
- I attended the Autonomous Cities Event on May 27 in Altamonte Springs
- I attended the Autonomous Vehicles Conference on May 29 in Boca Raton
- I met with Orlando Commissioner Chapin on June 3 for a Board Orientation and agenda review in preparation for his attendance at the June 10 Board meeting
- I participated in the AMPO Policy Committee Meeting on June 3
- I met with Commissioner Dallari on June 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Uribe on June 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Semrad on June 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Wilson on June 4 for a MetroPlan Orlando agenda review
- I attended the Orange County State of the County on June 5
- Staff attended the Central Florida MPO Alliance & SunCoast Transportation Planning Alliance joint meeting on June 5
- I met with Mayor Demings on June 8 for a MetroPlan Orlando agenda review

- I met with Mayor Espinosa on June 8 for a MetroPlan Orlando agenda review
- I met with Deputy Mayor Gilbert on June 8 for a MetroPlan Orlando agenda review
- I met with Commissioner Janer on June 9 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

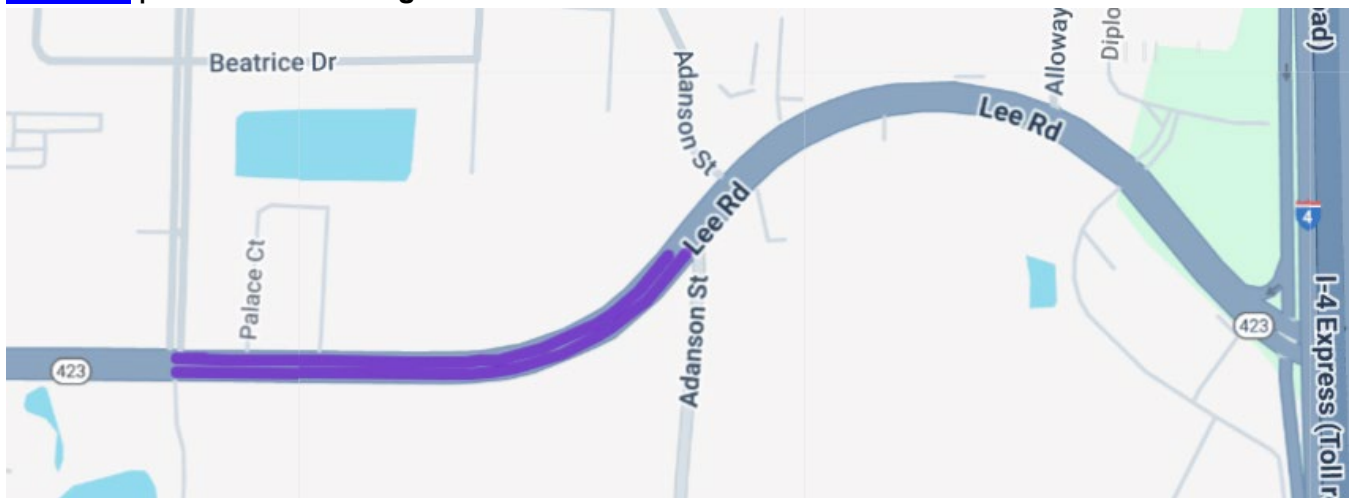
Orange, Osceola, and Seminole Counties Project Status Update as of April 2, 2026

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of April 2. The next cutoff date is May 4. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

[449214-1](#) | S.R. 423 from Kingswood Drive to Adanson Street



- Contract: T5867
- Contractor: Chinchor Electric Inc.
- Project Cost: \$3.3 million
- Project Start: May 2026
- Estimated Completion: Late 2026
- **Description:** This project will construct pedestrian safety improvements along State Road (S.R.) 423 from Kingswood Drive to Adanson Street. Intersection improvements include new crosswalks, updated pedestrian signals, and "Yield to Pedestrian" signs at Kingswood Drive and Adanson Street. The first directional median west of Adanson Street will be closed, and a new traffic signal will replace the existing directional median near the McDonald's and RNR Tire Express entrance at the Lee Road Shopping Center. The new intersection will also be equipped with crosswalks, pedestrian signals and "Yield to Pedestrian" signs. The roadway will be repaved as needed to accommodate new pavement markings.

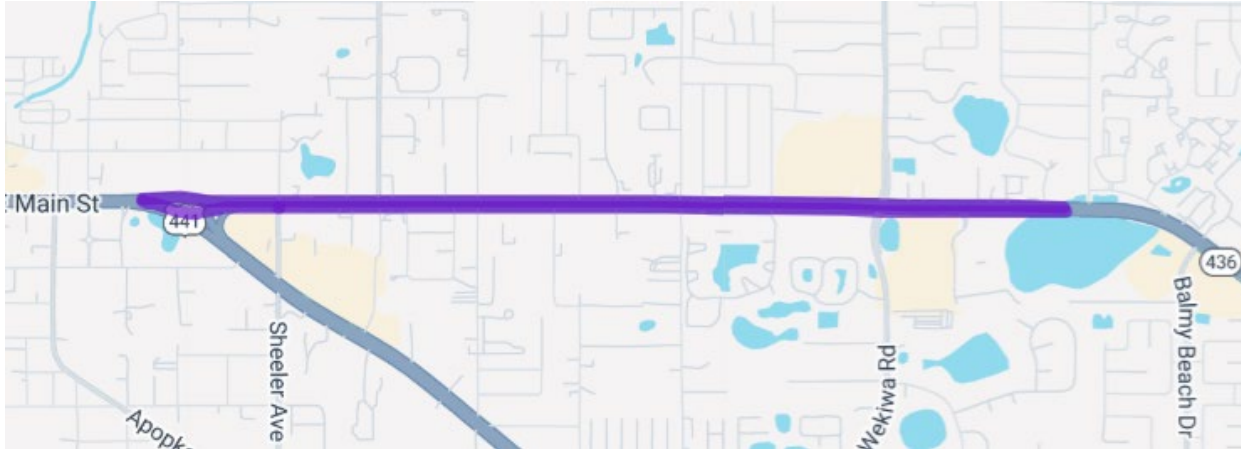
Update: The contractor's anticipated start date is May 19.

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

ORANGE COUNTY CURRENT PROJECTS:

450640-1 | S.R. 436 from U.S. 441 to Seminole County Line



- Contract: E58F6
 - Contractor: Ranger Construction Industries Inc.
 - Project Cost: \$6.9 million
 - Project Start: February 2026
 - Estimated Completion: Fall 2026
 - **Description:** The purpose of this project is to resurface Semoran Boulevard (State Road (S.R.) 436) from U.S. 441 to the Seminole County line. The project will also upgrade pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards. Construction will also include upgrading the signal detection to a video system. This work is being performed under FPID No. 450640-2, but the projects will be constructed under one contract.
- Update:** The contractor continues to mill and pave along the corridor.

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

<p><u>436433-1</u> Coast to Coast Trail - Orange County Gap Trail Segment 2</p>	<p><u>447104-1</u> U.S. 441 from S.R. 50 to S.R. 414 Ramps</p>
<p>The purpose of this project is to construct a multi-use trail facility that will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiwa Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.</p>	<p>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.</p> <p>Other improvements include the installation of bike lanes in select locations, filling sidewalk</p>

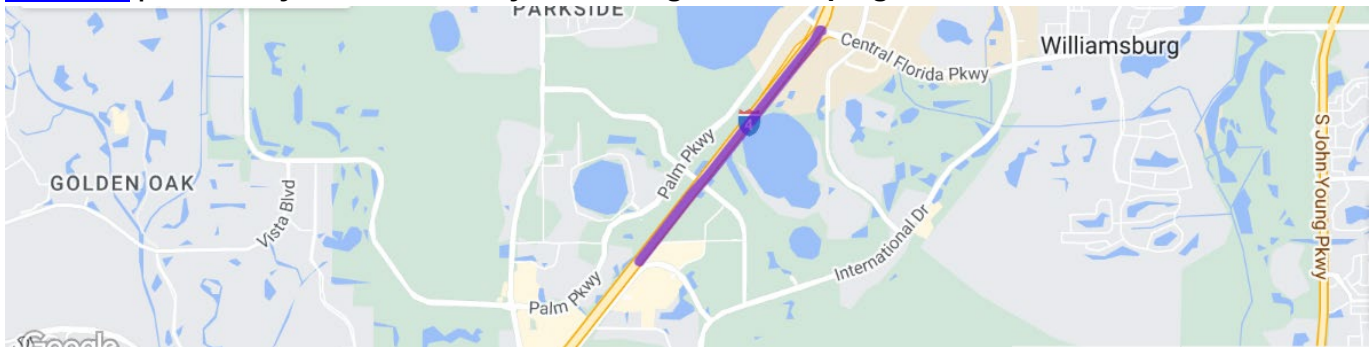
gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue 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: Work continues on utilities, sidewalks, and bus-stop upgrades. The contractor is continuing the 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 May, 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.

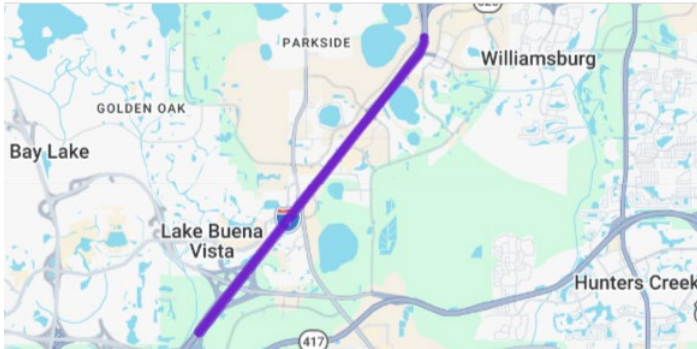
441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping



- 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 (S.R.) 535. The interchange gives motorists an alternative route to reach retailers and restaurants in the Lake Buena Vista area.

Update: The contractor continues to lay out plant placements, install irrigation, and plant trees and shrubs. They have completed the tree installation along I-4 and are continuing along Palm Parkway, and sodding.

[444315-3](#) | S.R. 400 from west of S.R. 536 to west of S.R. 528

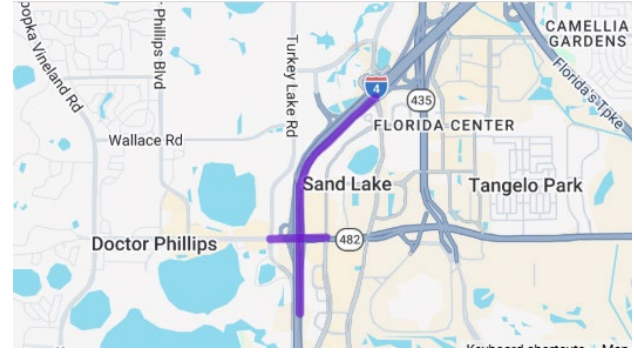


The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction coarse and tubular markers for the full length of the single buffer express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

Construction began in Spring 2023 and is anticipated to reach completion in Early 2027. This project is being constructed in conjunction with FPID No. [444315-1](#), the combined construction cost is \$219,342,910.12

For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.

[444315-1](#) | I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435



This project will convert the Sand Lake Road and I-4 interchange into a Diverging Diamond Interchange (DDI). Unlike a conventional interchange, the lanes in a DDI cross over to the left side of the roadway at a traffic signal. That limits the number of traffic signal phases and allows drivers to make left turns without crossing oncoming traffic. The lanes then change back to the right side of the road at another traffic signal. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency.

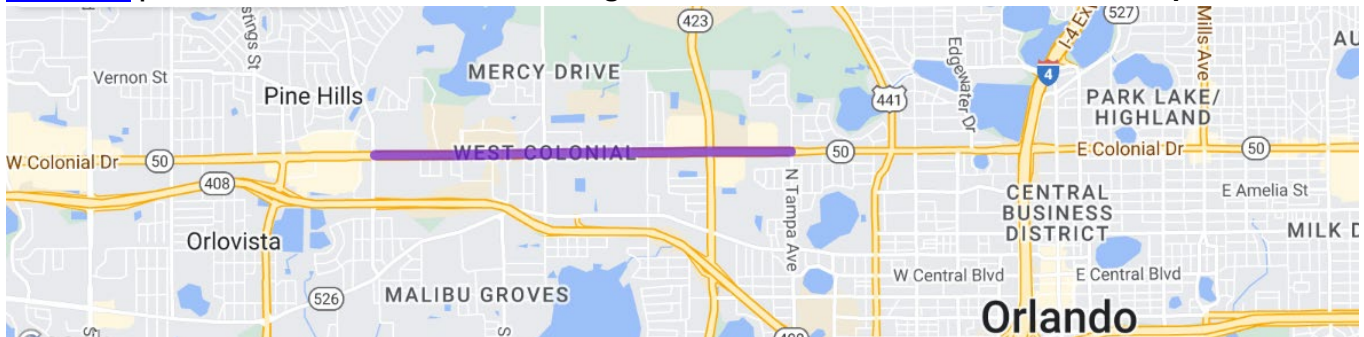
In a variation of the typical DDI design, the reconfigured interchange will include a new loop ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling westbound on Sand Lake Road who want to access Turkey Lake Road south of the interchange will no longer turn left across traffic. Instead, they will enter the loop ramp on the right and pass over Sand Lake Road. At the end of the ramp, they can choose to travel north or south on Turkey Lake Road. Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. [444315-3](#), the combined construction cost is \$219,342,910.12 For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.

- Contract: E59A6
- Contractor: Lane Construction Corporation
- Project Cost: \$219.3 million
- Project Start: Spring 2023

- Estimated Completion: December 2027

Update: Crews opened the new ramp system at I-4 and Sand Lake Road to traffic on the morning of Saturday, May 2. Motorists can now use the loop ramp to access Turkey Lake Road from westbound Sand Lake Road and access Turkey Lake Road directly from westbound I-4. Crews are also working on outside widening of Turkey Lake Road, ongoing force main and signal and sign installation, and bridge and wall demolition over Sand Lake Road. Crews will begin pile driving in the median of Sand Lake Road as soon as Wednesday, May 6.

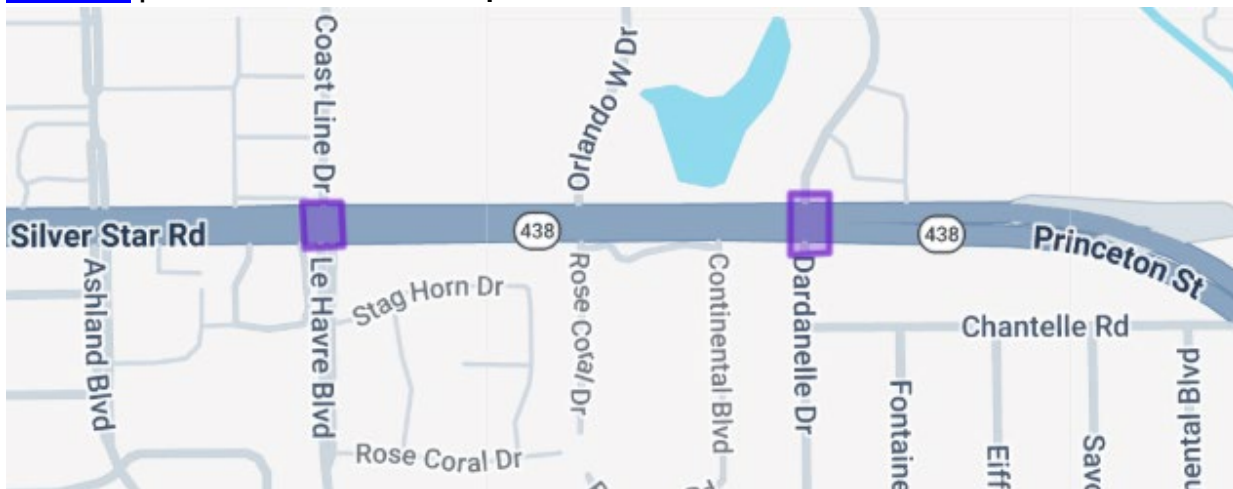
445694-1 | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue



- Contract T5798
- Contractor: Watson Civil Construction Inc.
- Project Cost: \$15 million
- Project Start: April 2024
- Estimated Completion: Spring 2026
- **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 awaiting final acceptance; it has been partially accepted.

445696-2 | S.R. 438 Intersection Improvements



- Contract: T5872
- Contractor: Blacktip Services Inc.
- Construction Cost: \$2.6 million
- Project Start: February 2026

- Estimated Completion: Fall 2026
- **Description:** This project will improve the intersections of Silver Star Road (State Road (S.R.) 438) with Le Havre Boulevard/Coast Line Drive and Dardanelle Drive in the Pine Hills community of Orlando. Planned improvements include adding bi-directional medians and new pedestrian-activated signals at Le Havre Boulevard/Coast Line Drive. At this location, the bi-directional medians will restrict left turns onto Silver Star Road from the side streets. Additionally, when a pedestrian activates the signal, traffic will be stopped to allow pedestrians to cross Silver Star Road diagonally using the median. This project will also reconstruct and upgrade the traffic signals at Dardanelle Drive. Upgrades to the existing lighting are planned at both intersections, and additional signage will be installed to increase pedestrian safety.

Update: The contractor continues to work on utility, concrete, drainage, and drill-shaft installations.

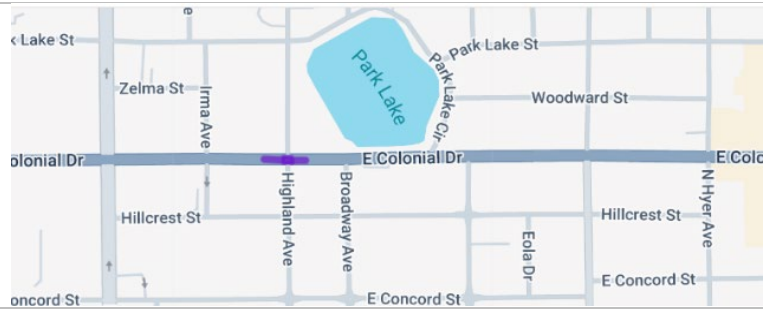
[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road



- Contract: T5859
 - Contractor: American Design Engineering Construction Inc.
 - Construction Cost: \$2.7 million
 - Project Start: April 2026
 - Estimated Completion: Summer 2026
- Description:** This project will 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.

Update: Construction on this project began on April 6. The contractor has begun structural, drainage, crosswalk, and signalization work

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

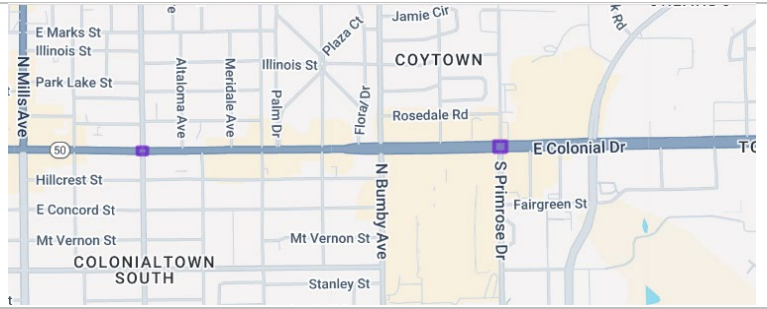


Description: The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the on-street 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: Spring 2026

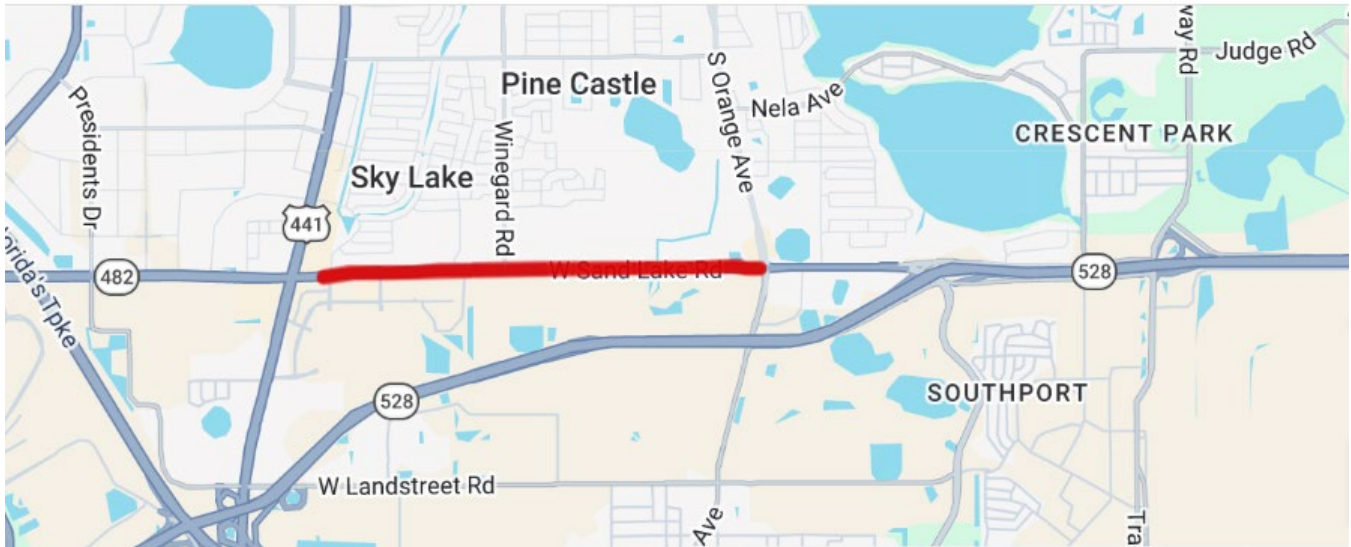
Update: The contractor is finalizing punch-list items and final inspections.

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



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.

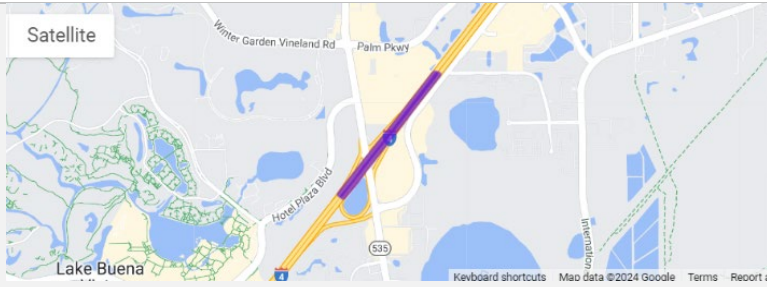
[450638-1](#) | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue



- Contract: E50G4
 - Contractor: Preferred Materials Inc.
 - Construction Cost: \$4.7 million
 - Project Start: April 2026
 - Estimated Completion: Fall 2026
 - **Description:** The purpose of this project will be to resurface Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt pavement. Project limits are from east of Orange Blossom Trail (U.S. 441) to South Orange Avenue (S.R. 527) in Orange County.
- Update:** This project began on April 30.

[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:

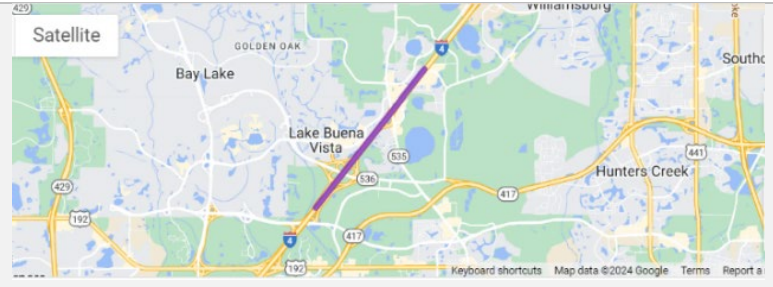
- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, 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.

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

Update: Crews continue installing MSE walls in the new loop ramp area to lay the foundation for the new ramp. Crews have placed the first nine beams for the new bridge in the median of I-4 over S.R. 535 to form part of the I-4 Express extension. Crews continue to work on drainage and pipe installation and paving for the westbound I-4 Express extension. Preparation for the next phase of beam setting for the new bridge in the median of I-4 over S.R. 535 is underway.

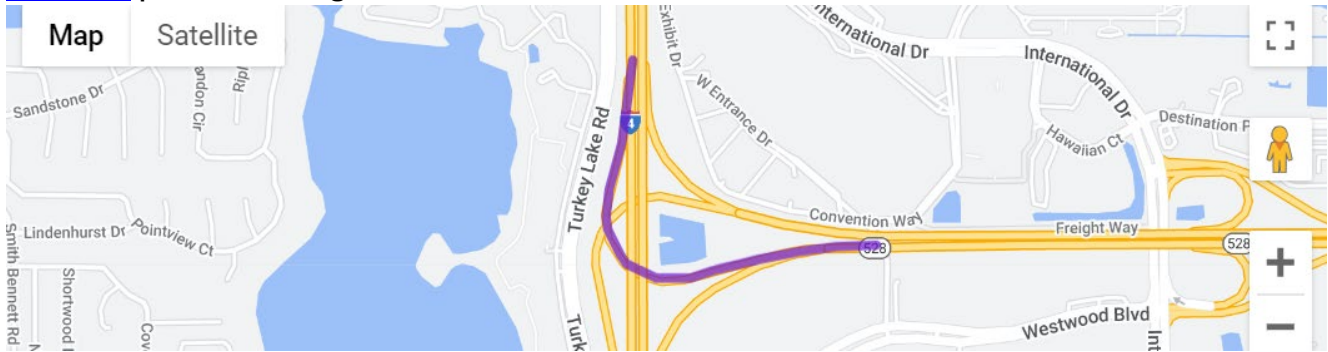
449771-1



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 buffer-separated express lane will be open once all three segments are completed.

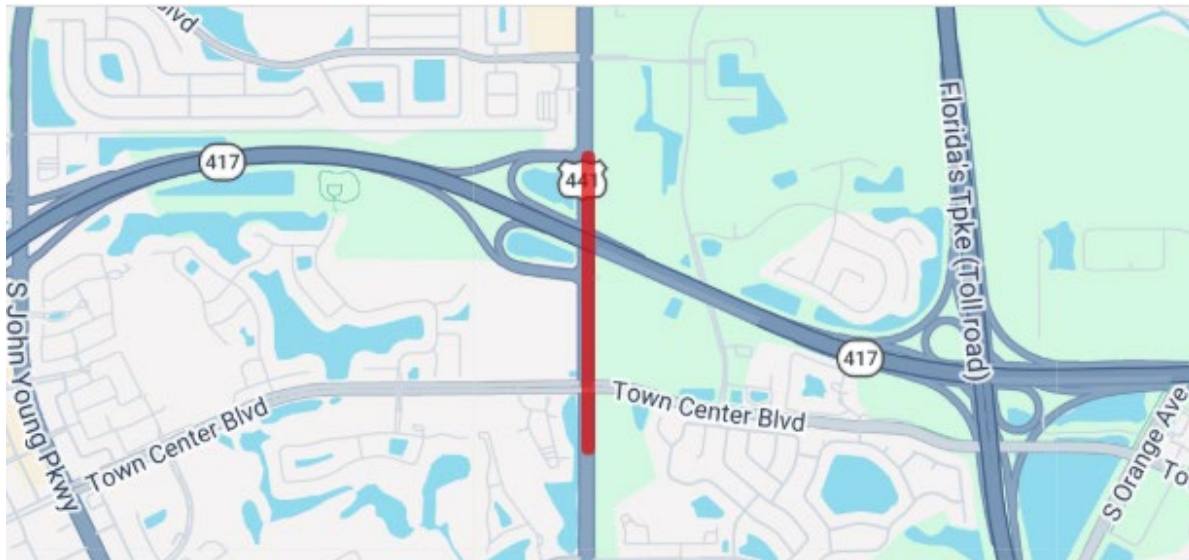
To learn more, please visit: www.i4beyond.com.

[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: Spring 2026
 - **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (Beachline Expressway) by widening the ramp from one to two lanes.
- Update:** Crews are finishing punch list items. The final contract day is May 8.

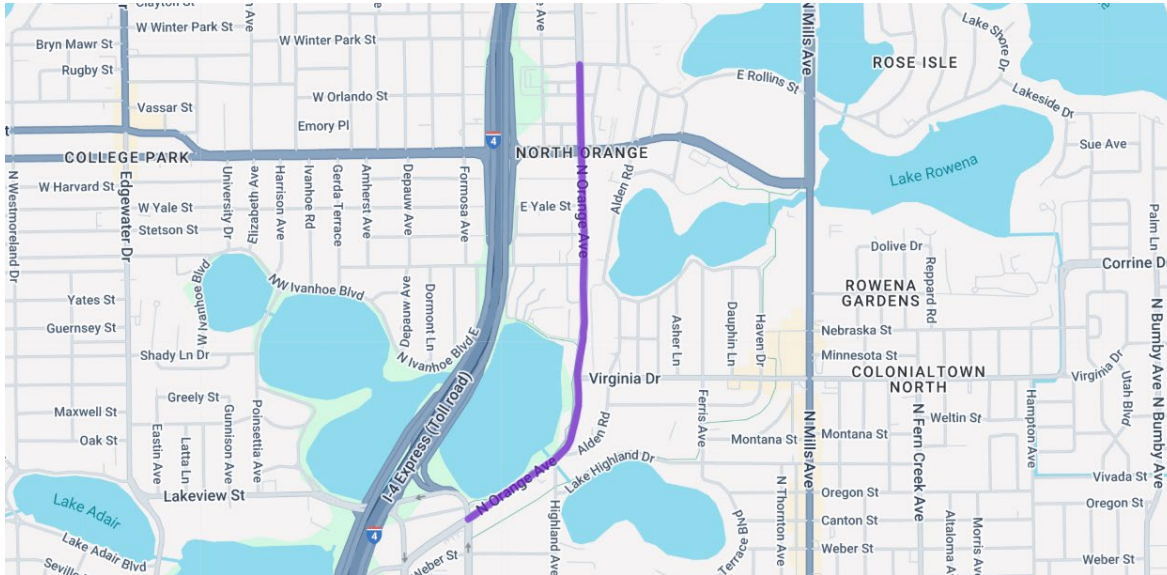
[454600-1](#) | U.S. 441 Intersection Improvements



- Contract: E50G0
 - Contractor: Garcia Civil Contractors
 - Construction Cost: \$556,000
 - Project Start: February 2026
 - Estimated Completion: Late 2026
 - **Description:** This project is intended to relieve congestion and improve safety along U.S. 441 (Orange Blossom Trail) from south of Town Center Boulevard to north of the State Road (S.R.) 417 ramps in Orange County. The project will extend the northbound left-turn lanes from U.S. 441 to Town Center Boulevard, the northbound S.R. 417 on-ramp, and the southbound S.R. 417 on-ramp. The longer turn lanes will provide more space to hold vehicles waiting to turn left.
- Update:** The contractor continues to work on clearing, grubbing, and curbing work. The contractor completed asphalt and friction coarse work and will soon begin sodding and signage.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

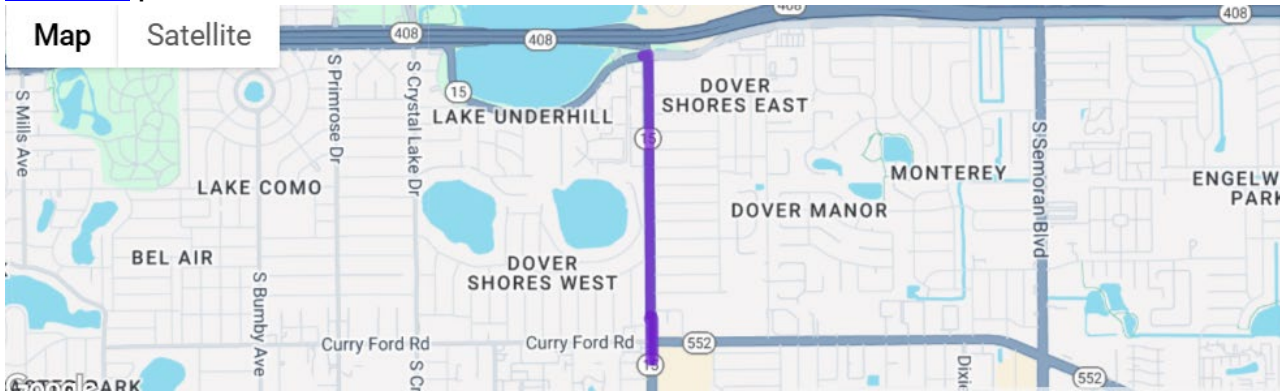
445220-1 | S.R. 527 from Magnolia Avenue to north of Rollins Street



- Contract: E50F4
- Contractor: Ranger Construction Industries Inc.
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Complete
- **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 encourage safer driving speeds along the corridor. Pedestrian safety improvements are also planned. Additionally, the roadway will be repaved to extend its service life. Drainage modifications and upgraded pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards are also planned.

Update: The project received final acceptance on April 17.

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: Complete
 - **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 project received final acceptance on April 8.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

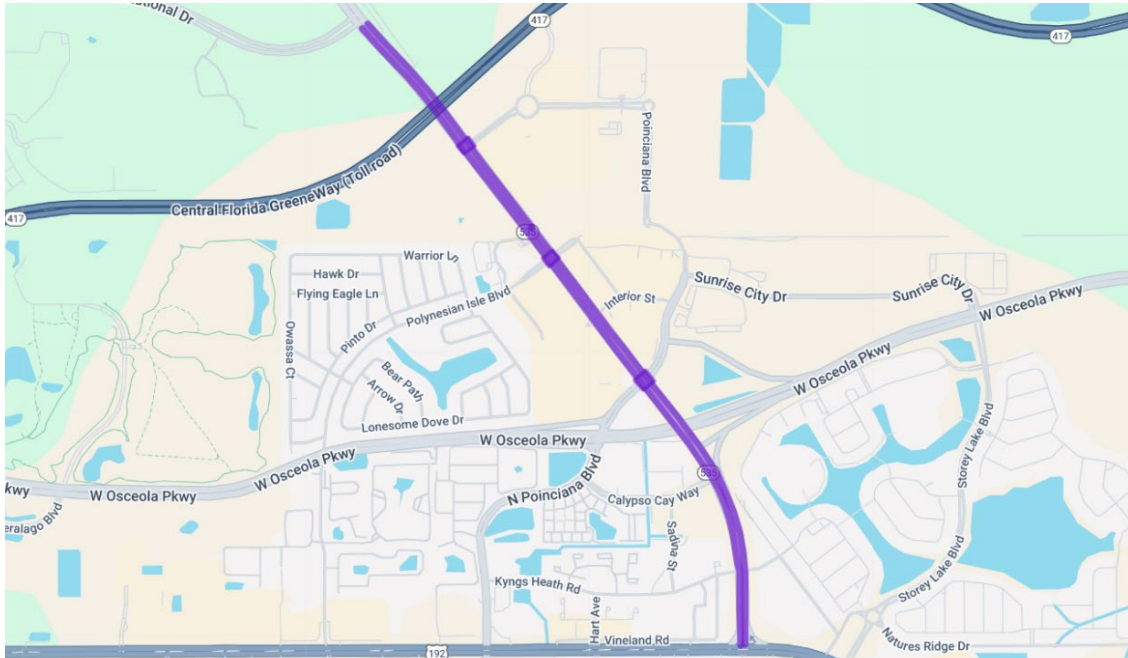
OSCEOLA COUNTY CURRENT PROJECTS:

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



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

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



- Contract: T5823
- Contractor: The Middlesex Corp.
- Construction Cost: \$11.9 million
- Project Start: November 2024
- Estimated Completion: Spring 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, the 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 upgraded pedestrian signals, as well as enhanced lighting at signalized intersections, are also planned.

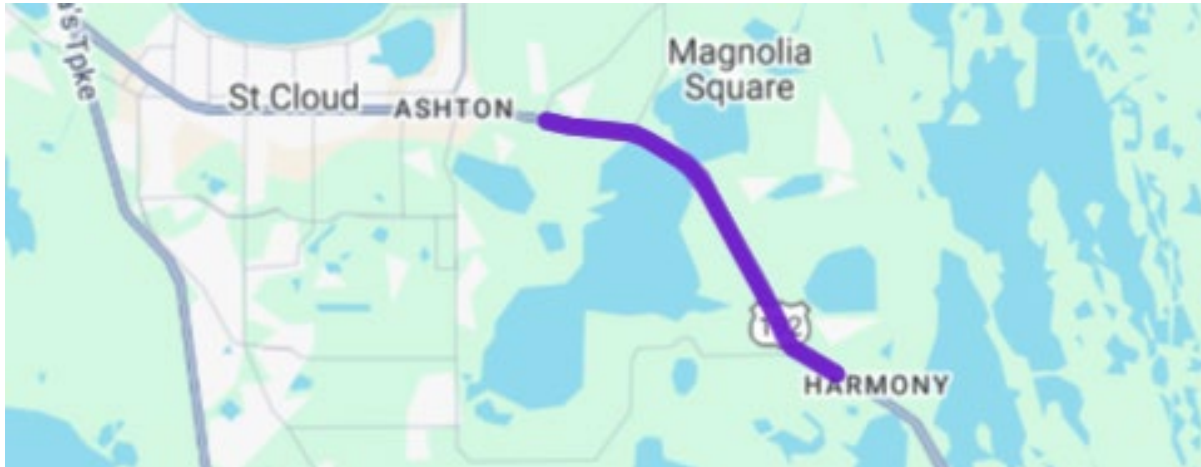
Update: The contractor is awaiting final acceptance.

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



- Contract: T5843
 - Contractor: Hubbard Construction Co.
 - 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 enhances 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 adds a pedestrian-activated signal and reconstructs 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 is finalizing phase 1 and has begun working on signalization and sidewalk work for phase 2.

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 continues to work on sidewalks, drainage improvements, utility relocation, asphalt, lighting, and signalization. They are beginning sodding, installing permanent signage, and installing rumble strips.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

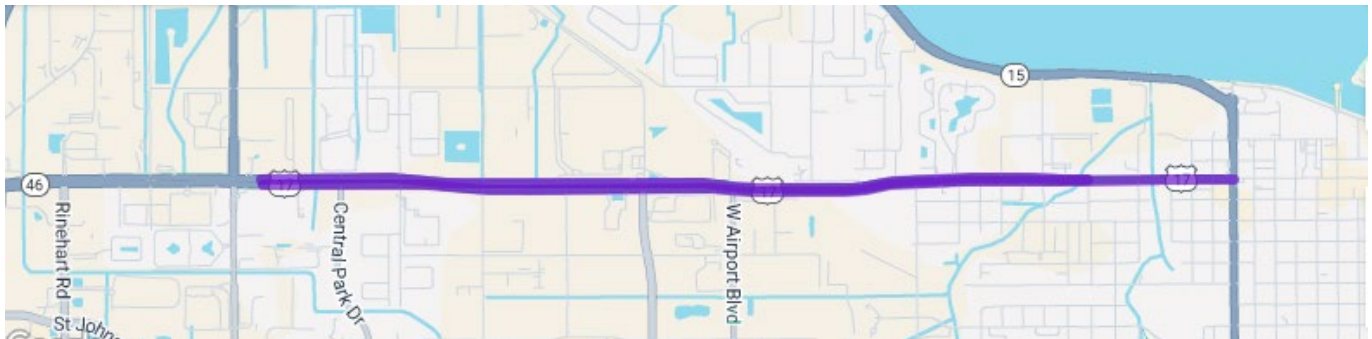
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

SEMINOLE COUNTY CURRENT PROJECTS:

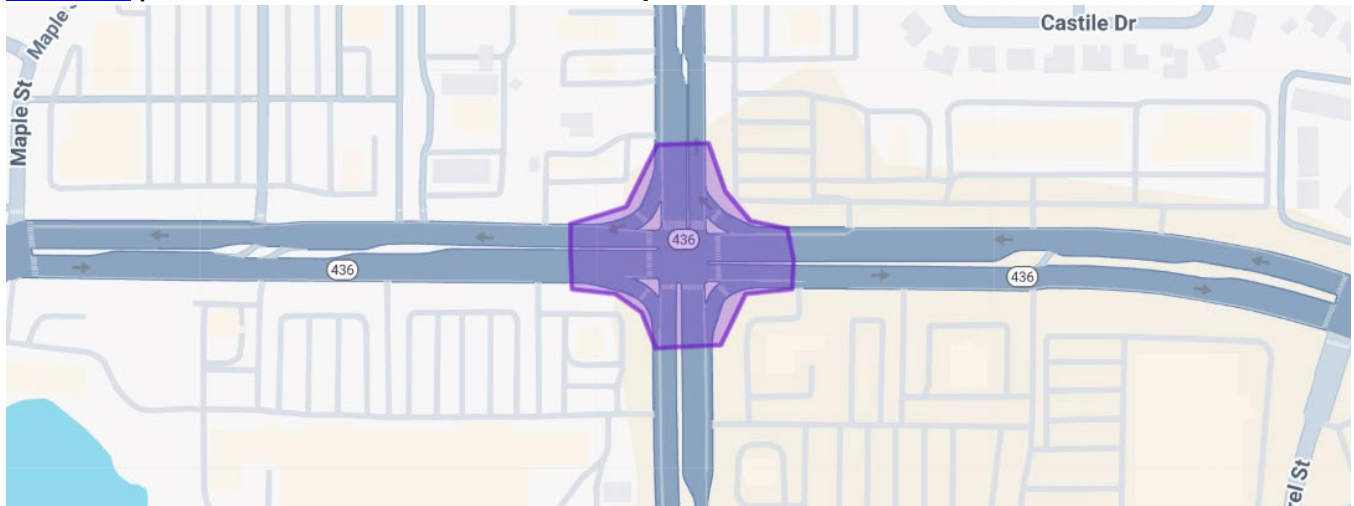
447103-1 | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- Contract: T5824
- Contractor: Masci General Contractors Inc.
- Project Cost: \$16.7 million
- Project Start: September 2024
- Estimated Completion: Spring 2026
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 46 from east of Monroe Road/Upsala Road (County Road 15) to French Avenue (U.S. 17-92). In addition to resurfacing the roadway, the project recommends replacing the existing center two-way left turn with a raised median to enhance safety and 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 sidewalks 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 Drive/Old England Loop, Martin Luther King Jr. Boulevard/Rand Yard Road, and Airport Boulevard/West First Street. Obsolete driveways are to be removed to improve pedestrian mobility.

Update: The contractor has received partial/conditional acceptance of this project, with final acceptance pending once administrative work has been finalized.

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



- Contract: E51F5
- Contractor: Alexander Design + Build LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Spring 2026
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 and S.R. 434. This project plans to reconstruct and upgrade the existing traffic signal, including new mast-arm signal poles. The project also proposes removing the free-flow right-turn lanes and bringing all turning movements under signal control. Pedestrian-crosswalk and signal upgrades, as well as turn-lane widening, are included.

Update: The contractor continues to work on sodding, signage installation, and concrete work at the intersection.

RECENTLY COMPLETED:

None to report.

June 1, 2026

Office of Greenways and Trails
Department of Environmental Protection
ATTN: Samantha Browne, Chief - Office of Greenways and Trails
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

RE: MetroPlan Orlando Request to Place the “Lake-to-Lake Regional Trail” on both the Statewide Opportunity Land Trail Map and the Statewide Priority Land Trail Map.

Dear Ms. Browne:

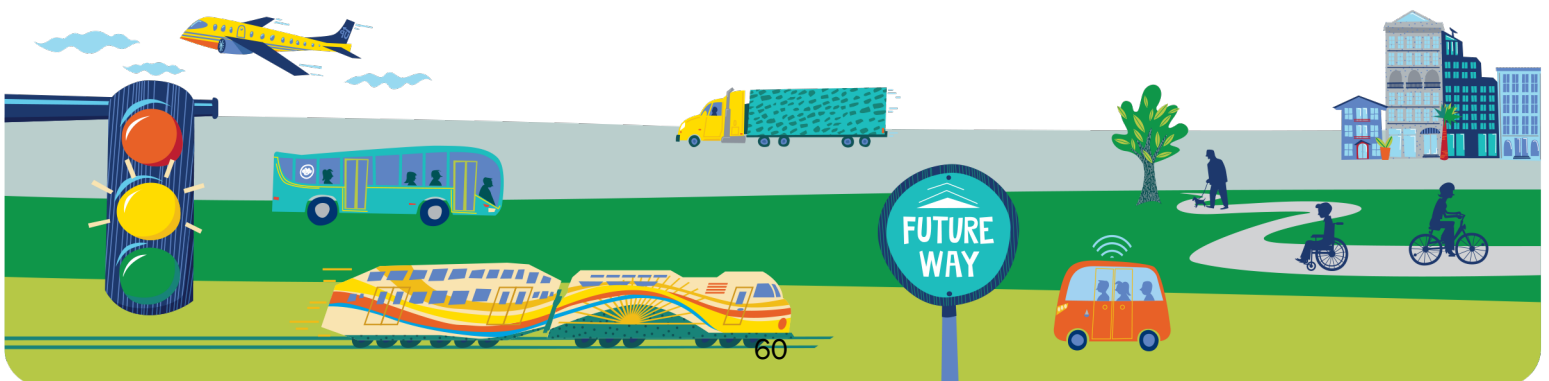
On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I am requesting that a proposed new regional trail in east central Florida – the Lake-to-Lake Regional Trail (“L2L Trail”) – be added to the Statewide Opportunity Land Trail Map and the Statewide Priority Land Trail Map with intent to align this proposed eco-tourism trail with eligibility for SUN Trail funding.

The L2L Trail concept and proposal emerged in response to the passage of SB106 by the 2023 Florida Legislature and is positioned as east central Florida’s counterpart to the “Heart of Florida Loop Trail” being developed by FDOT District 1 in southwest Florida.

The L2L Regional Trail is included in the adopted 2050 Metropolitan Transportation Plan and is supported by resolutions and letters of support from all interested counties and municipalities. This reflects strong local consensus and policy consistency across jurisdictions.

At the state level, the corridor aligns with strategic plans and priorities advanced by the Office of Greenways & Trails and complements the objectives of the Florida Wildlife Corridor initiative. By bridging regional trail systems, including a direct connection to the Coast-to-Coast Trail and extending connectivity to Lake Okeechobee, the corridor strengthens the statewide vision for long-distance, interconnected trail infrastructure.

Efforts are underway by MetroPlan Orlando to coordinate the development of a master plan for the entire trail to facilitate consistent design and construction readiness as well as trail segment utility and environmental sensitivity as an ‘eco-tourism’ trail through the Florida Wildlife Corridor. The proposed corridor map included in this transmittal displays two potential corridors through much of Osceola County and through Okeechobee County; the master plan process will determine the final alignment carried forward to future planning, design, and construction phases.



MetroPlan Orlando is also collaborating with the nonprofit organization Bike/Walk Central Florida to develop a L2L Regional Trail Alliance – a collaboration of stakeholders engaged in efforts designed to usher the L2L Trail project through conceptual, funding, design, construction, and promotion and activation phases. The Alliance will also work collaboratively to leverage provisions of SB106 allowing sponsorship agreements to assist local governments with the long-term management and operation of a regionally connected SUN Trail.

The L2L Trail concept has received support from the counties and cities that the proposed alignment traverses, the Tavistock Development Company (representing the Sunbridge development, and the largest private landowner along the corridor), as well as a number of additional organizations:

Date	Entity	Reference
4/14/2025	Florida Wildlife Corridor Foundation	Letter of Support
4/16/2025	East Central Florida Regional Planning Council (ECFRPC)	Resolution No. 02-2025
Received 5/8/2025	The Nature Conservancy	Letter of Support
5/13/2025	Seminole County	Resolution No. 2025-R-44
6/2/2025	Osceola County	Resolution No. 25-080R
7/1/2025	Orange County	Resolution No. 2025-M-22
7/9/2025	MetroPlan Orlando	Resolution No. 25-06
11/10/2025	City of Sanford	Resolution No. 3427
11/18/2025	City of Orlando	Letter of Support: Mayor Buddy Dyer
2/3/2026	City of Okeechobee	Resolution No. 2026-01
2/26/2026	Okeechobee County	Resolution No. 2026-17
5/18/2026	Tavistock Development Company	Letter of Support: Clint Beaty, Senior VP Operations
5/22/2026	Bike/Walk Central Florida	Letter of Support: Executive Director and Board of Directors

The end points of the approximately 140-mi proposed corridor are Fort Mellon Park in the City of Sanford, on the south side of Lake Monroe, and Lake Okeechobee Park on the Hoover Dike and north side of Lake Okeechobee.

Of note, approximately 80% of the proposed L2L Regional Trail will follow the alignment of the Historic Flagler Railroad’s Kissimmee Valley Extension; most of the remaining right-of-way crosses land owned by Tavistock and will be developed for the public benefit as the “Headwaters Trail” as state funding becomes available.

Ms. Samantha Browne
June 1, 2026
Page Three

In 2023, SB106 sought to “enhance coordination of the state’s trail system with the Florida Wildlife Corridor”, and “prioritize the development of ‘regionally significant trails,’ which are defined as trails that cross multiple counties; attract national and international visitors; serve economic and ecotourism development; showcase the state’s wildlife areas, ecology, and natural resources; and serve as main corridors for trail connectedness across the state.” (CS/SB 106 House of Representatives Staff Final Bill Analysis, [s0106z.ISC.PDF](#))

MetroPlan Orlando considers the proposed Lake-to-Lake Regional Trail to be a regionally significant trail due both to its strategic location within the Florida Wildlife Corridor and its significance as an intact and publicly owned historic railroad corridor, making it an exemplary response to the call made in SB106.

Additional information about the evolution of the L2L Trail proposal can be found in the included informative brief prepared by Bike/Walk Central Florida.

If desired, MetroPlan Orlando and Bike/Walk Central Florida are prepared to present the proposed Lake-to-Lake Regional Eco-Tourism Trail to the Florida Greenways and Trails Advisory Council at an upcoming meeting.

Sincerely,



Gary Huttman, AICP
Executive Director

- C. Alison Stettner, Central Office Chief Planner - FDOT
- Kellie Smith, District 5 Director of Transportation Development - FDOT
- Robin Birdsong, Statewide SUN Trail Coordinator - FDOT
- Tanya Merkle, District 1 SUN Trail Coordinator - FDOT
- Alice Giuliani, District 5 SUN Trail Coordinator - FDOT
- Rick Durr, Director - Seminole County Parks and Recreation
- Cedric Moffett, Principal Planner - Orange County Parks and Recreation
- Christina Colon, P.E. Executive Director of Transportation & Transit, Osceola County
- Clint Beaty, Senior VP Operations - Tavistock Development Company/Sunbridge
- Mark Llewellyn, Sr., Director of Public Works - Halff Associates
- Jacques Coulon, Transportation Planning Division Manager / City of Orlando
- David Tomek, Deputy County Manager - Osceola County
- Gary Ritter, City Administrator - City of Okeechobee
- Denise Whitehead, Assistant County Administrator - Okeechobee County
- Marybeth Soderstrom, Staff Services Director - Heartland Regional TPO
- Patrick Panza, Vice President - Bike/Walk Central Florida
- W. Dale Allen, Senior Trail Advisor-Bike/Walk Central Florida
- Tara McCue, Executive Director - ECFRPC
- Victoria Mohebbpour, Legislative Aide / Senator Jason Brodeur
- Marty Mielke, Chief Legislative Aide / Senator Erin Grall
- Sheri Green, Legislative Aide / Senator Kathleen Passidomo
- Rob Vickers, Staff Director Florida Senate Transportation Committee

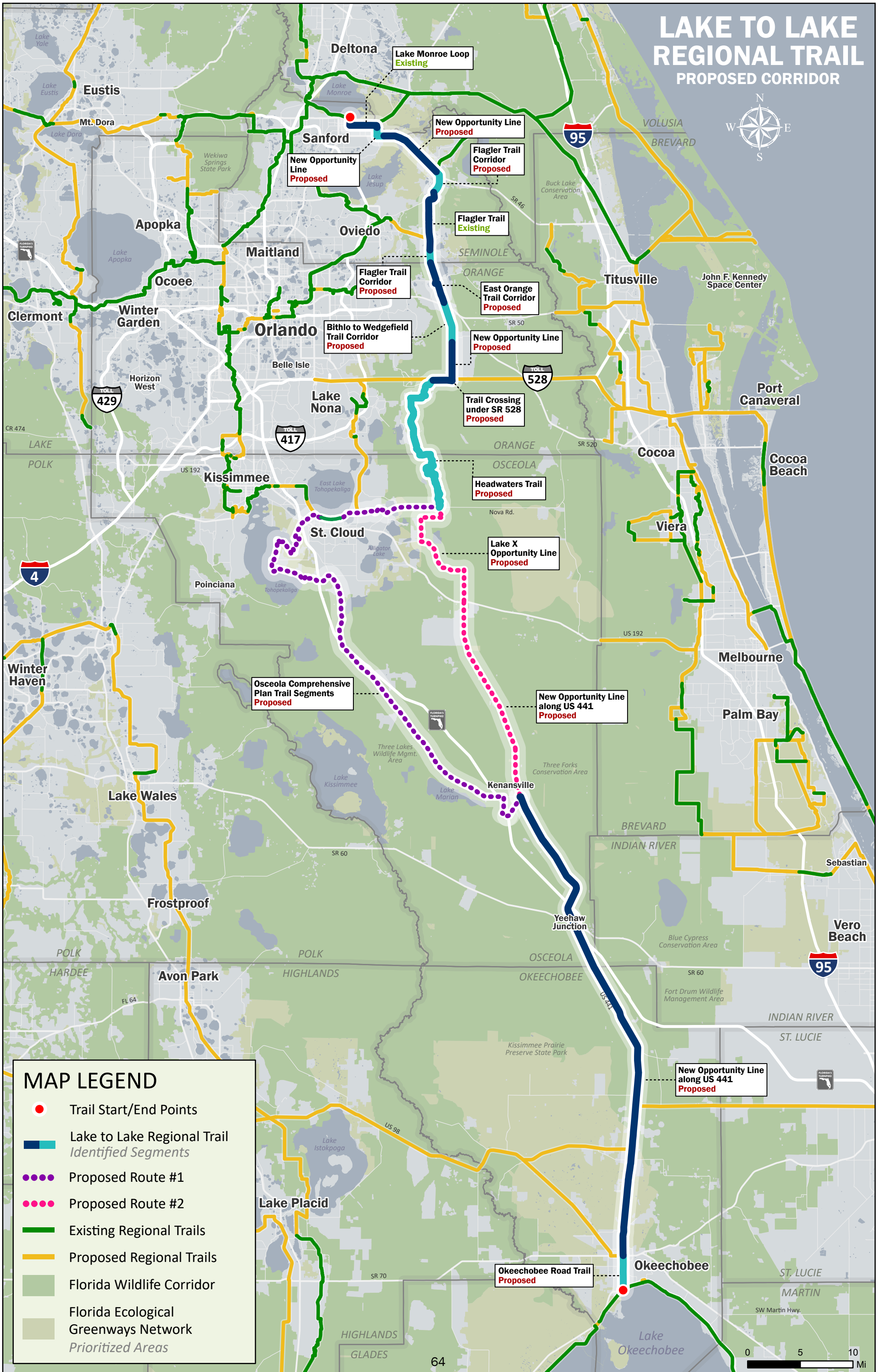
Ms. Samantha Browne
June 1, 2026
Page Four

Attachments:

- Map: Lake-to-Lake Regional Trail Proposed Corridor
- Resolutions and Letters of Support for the Lake-to-Lake Regional Trail
- Lake-to-Lake Regional Trail Informative Brief



LAKE TO LAKE REGIONAL TRAIL PROPOSED CORRIDOR



MAP LEGEND

- Trail Start/End Points
- ▬ Lake to Lake Regional Trail Identified Segments
- Proposed Route #1
- Proposed Route #2
- ▬ Existing Regional Trails
- ▬ Proposed Regional Trails
- Florida Wildlife Corridor
- Florida Ecological Greenways Network
- Prioritized Areas

New Opportunity Line along US 441 Proposed

Okeechobee Road Trail Proposed

Osceola Comprehensive Plan Trail Segments Proposed

Lake X Opportunity Line Proposed

Trail Crossing under SR 528 Proposed

East Orange Trail Corridor Proposed

Flagler Trail Existing

Flagler Trail Corridor Proposed

New Opportunity Line Proposed

Bithlo to Wedgefield Trail Corridor Proposed

Flagler Trail Corridor Proposed

New Opportunity Line Proposed

Lake Monroe Loop Existing



April 14, 2025

BOARD OF DIRECTORS

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KIMBERLY DAVIS
REYHER

Tara McCue
East Central Florida Regional Planning Council
455 N Garland Ave
Orlando, FL 32801
Re: L2L Trails Proposal

Dear Ms. McCue:

I am writing on behalf of the Florida Wildlife Corridor Foundation (Foundation), an organization committed to connecting, protecting, and restoring the Florida Wildlife Corridor (Corridor). Please consider this letter as an expression of support for the Lake to Lake (L2L) Regional Trail, a 150-mile non-motorized trail connecting conservation areas between the City of Sanford on the south shore of Lake Monroe to the City of Okeechobee on the north shore of Lake Okeechobee.

The proposed trail will provide access to the Florida Wildlife Corridor for several Florida communities. This trail could provide opportunities and incentives to help protect the Corridor. Conservation acquisitions on segments of the proposed trail that are currently unprotected within the Corridor would help close vulnerable gaps at risk of development in the rapidly growing Central Florida region. This trail offers opportunities to establish crossing co-locations where existing transportation infrastructure could be modified with underpasses and/or overpasses, improving the safety of human and wildlife movements across and through the built environment. Additional benefits of the proposed trail are numerous and include promoting a healthy lifestyle, economic benefits through ecotourism, connecting communities, providing transportation alternatives, and providing environmental educational opportunities.

If approved, the L2L Regional Trail will provide a regional path for people and wildlife moving through the Corridor. The areas the trail connects provide habitat for a variety of rare or imperiled species like Florida panther, Florida black bear, and gopher tortoise. We strongly support this project.

Sincerely,

A handwritten signature in blue ink that reads "Jason Lauritsen".

Jason Lauritsen
Chief Conservation Officer
Florida Wildlife Corridor Foundation

2606 Fairfield Ave S
Bldg #7
St. Petersburg, FL 33712



Resolution #02-2025

*A RESOLUTION OF THE EAST CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL
SUPPORTING THE PROPOSED LAKE TO LAKE REGIONAL TRAIL*

WHEREAS, the East Central Florida Regional Planning Council's (ECFRPC) geographical area is comprised of Brevard, Lake, Marion, Orange, Osceola, Seminole, Sumter, and Volusia counties and the 78 municipalities contained therein and home to over 4.4 million people; and

WHEREAS, the mission of the ECFRPC is to serve our citizens and member governments by identifying and addressing regional issues through collaboration and partnerships to develop strategies that create a healthy, sustainable, thriving, and resilient region for future generations; and

WHEREAS, recreational trails such as the West Orange Trail and Cross Seminole Trail have proven to be very popular with the public as they promote health and provide year-round facilities to ride or walk, and connect their communities with special destinations such as parks and recreation areas; and

WHEREAS, the ECFRPC has identified conservation as a priority in the East Central Florida 2060 Plan; and

WHEREAS, in 2023, Senate Bill (SB) 106 was passed by both Chambers of the Legislature and Governor DeSantis adding linkages to Florida's vast array of conservation lands and public parks as an additional element to Florida's Regional SUN (Share-use Non-Motorized) Trail system; and

WHEREAS, the SUN Trails program was established in 2015 under FDOT by the Florida Legislature to promote and fund the connection of local trails into regional long distance trails to improve the transportation aspects of the existing trails; and

WHEREAS, SB 106 also seeks to connect both trails-for people-and greenway corridors-for wildlife-for the purpose of expanding public awareness of these beautiful

natural lands and promoting economic development in rural areas through eco-tourism; and

WHEREAS, the Florida Greenways and Trails Foundation (FGTF) and the Florida Wildlife Corridor Foundation (FWCF) have collaborated to research opportunities to utilize this opportunity to provide improved connections between the State's conservation lands and public parks; and

WHEREAS, this research identified two abandoned railroad corridors that could serve as such a connection: the Kissimmee Valley Extension of Flagler's East Coast Railroad and the Peavine Railroad (south from Kenansville); and

WHEREAS, this research also identified a series of historic communities created during the railroad era that could serve as future trail towns and eco-tourism hubs for the proposed trail; and

WHEREAS, in addition to critical wildlife corridors, the research also revealed an area that would expose users to the history of native peoples in this area of east central Florida, as well as the history of early settlement and the use of the land for farming, logging, and cattle ranching; and

WHEREAS, the outcome of this research has been the effort to plan for the creation of the Lake to Lake Regional Trail, a natural, 150-mile non-motorized trail connecting preserve areas and public parks between the City of Sanford on the south shore of Lake Monroe to the City of Okeechobee on the north shore of Lake Okeechobee, providing recreational and travel opportunities for the east central Florida region's multitude of bicyclists, bird watchers, campers, long distance runners, and other lovers of Florida's abundant natural habitat; and

WHEREAS, the Lake to Lake Regional Trail is planned to run through parts of Seminole, Orange, and Osceola Counties, a rapidly developing region of East Central Florida that depends on sustainable natural resources; and

WHEREAS, this effort would including identifying locations where existing transportation infrastructure could be modified with tunnel underpasses and land bridge overpasses to increase bicycle, pedestrian and wildlife crossing safety; and

WHEREAS, the proposed Headwaters Trail segment of the Lake to Lake Regional Trail would highlight the critical role of water in this wildlife corridor along the headwater's drainage of the Econlockhatchee River and the watershed of the upper

Kissimmee River; and

WHEREAS, such trails have shown how the preservation of the State's resources using existing infrastructure to provide recreation opportunities can greatly benefit the region and its communities by increasing revenue through ecotourism; and

WHEREAS, fostering recreational trail development is a long-term effort and requires holistic planning and preparation to increase resilience in the built, natural and social environment; and

WHEREAS, action, leadership and public awareness are needed by local governments and partners to advance projects such as this which provide multiple benefits.

WHEREAS, the East Central Florida Regional Planning Council has a long and successful history of advocating for and advancing recreational trails, including the Coast to Coast and the St. Johns River to the Sea Trails, as well as the historical application for the East Central Regional Rail Trail; and


WHEREAS, the ECFRPC believes that the FGTF and FWCFs' proposed Lake to Lake Regional Trail would provide many benefits to the East Central Florida Region; and

NOW, THEREFORE, BE IT RESOLVED that the East Central Florida Regional Planning Council fully supports the concept of the Lake to Lake Regional Trail, and looks forward to providing collaboration and assistance, as resources allow, to bring this project to fruition.

FULLY ADOPTED by the East Central Florida Regional Planning Council on this 16th day of April 2025, the East Central Florida Regional Planning Council agrees to support the Lake to Lake Regional Trail through collaboration and assistance with data and other areas of needs, as resources allow.

Attest:

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL



Pegge Choudhry
Chair, ECFRPC



Tara McCue
Executive Director



Gary Huttman, Executive Director
Metroplan of Orlando
250 South Orange Avenue
Suite 200
Orlando, Florida 32801

RE: Letter of Support for Proposed "Lake to Lake Regional Trail"

Dear Mr. Huttman:

I am writing on behalf of the Florida Chapter of The Nature Conservancy (TNC) in SUPPORT of the proposed Lake to Lake Regional Trail.

This proposed eco-tourism corridor is derived from two historic railroad corridors that have long been abandoned: the "Kissimmee Valley Extension" of Flagler's East Coast Railroad, and the Peavine Railroad from Kenansville to south Okeechobee County.

As a result, in keeping with the language of Chapter 2023-20, Laws of Florida, that established "regionally significant trails" as a state priority – especially in the Florida Wildlife Corridor – this proposed trail corridor will provide greatly improved public access for both residents and visitors as it threads through thousands of acres of conservation lands with minimal impact on natural landscapes.

As it passes through these vast landscapes of central Florida, this proposed corridor also provides a sharp focus on existing gaps in the Florida Wildlife Corridor caused by historic changes in land use such as roads (the north-south Florida Turnpike as well as US 441 and US 192, and the east-west SR 528 Beachline expressway, SR 50/Colonial Boulevard, SR 60 and SR 46).

One of the intended benefits of this proposed corridor is to shine a bright light on these human impact areas on wildlife movement, and work to ameliorate impacts when future improvements of these roads are contemplated. This Lake to Lake Regional Trail focus will also allow transportation planners to avoid and/or mitigate future transportation changes as Florida grows.

Opportunities to create remarkable eco-tourism corridors with multi-use regional trails, as well as address and correct transportation and other human impacts, are seldom seen, much less acted upon.

The proposed Lake to Lake Regional Trail and eco-tourism corridor through the eastern reaches of the Florida Wildlife Corridor is one of these opportunities.

The Nature Conservancy supports this proposed regional trail. We also stand ready to participate in any regional alliance of NGOs and public county and state land managers to ensure that this corridor works for both wildlife and people.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Greg Knecht', written in a cursive style.

Greg Knecht
Executive Director
The Nature Conservancy in Florida

RESOLUTION

of the

SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS

**SUPPORTING THE LAKE TO LAKE REGIONAL MULTI-USE TRAIL;
AND PROVIDING AN EFFECTIVE DATE.**

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

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

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

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

Resolution
Page 1 of 3



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

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

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



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

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

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




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

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

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

DULY ADOPTED this 13 day of May, 2025.

ATTEST:

Deputy Clerk Kyla Farrell for
GRANT MALOY
Clerk to the Board of
County Commissioners of
Seminole County, Florida



BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA


By: 
JAY ZEMBOWER, Chairman

Date: JUN 10 2025

For the use and reliance of
Seminole County only.

As authorized for execution by the Board of
County Commissioners at its
5/13, 2025 regular
meeting.

Approved as to form and
legal sufficiency.


County Attorney



RESOLUTION NO. 25-080R

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

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

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

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

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

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

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

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

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

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

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

DULY ADOPTED this 2nd day of June, 2025.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: *Dwain Janer*
Chair/Vice Chair

ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

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



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

6/2/2025

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

**SUPPORTING THE LAKE TO LAKE REGIONAL MULTI-USE
TRAIL; AND PROVIDING AN EFFECTIVE DATE**

Resolution No. 2025-M-22

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

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

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

WHEREAS, in 2024 the Florida Greenways & Trails Foundation (FGTF) in collaboration with the Florida Wildlife Corridor Foundation (FWCF) undertook a research effort to identify a linked eco-tourism trail through the eastern reaches of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe – a vast conservation and cattle ranching landscape that does not currently include trails on the SUN Trail opportunity or priority trail system; and

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

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

WHEREAS, the proposed alignment of the Lake to Lake Regional Trail would partially incorporate segments of the East Orange and Avalon Trails as depicted in the 2012 Orange County Trails Master Plan and its 2022 Update.

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY:

Section 1. Support for Lake to Lake Multi-use Regional Trail Concept. The County supports the concept of the Lake to Lake Multi-use Regional Trail as an eco-tourism corridor for wildlife and people, and will complete the processes necessary to incorporate the proposed regional trail concept into the County’s Comprehensive Plan Transportation Elements Map Series and other applicable trail planning documents.

Section 2. Endorsement of addition to Statewide Opportunity Land Trail Map. The County endorses the proposal to request that the Office of Greenways and Trails in the Florida Department of Environmental Protection (FDEP) add this corridor and its linkages to the Statewide Opportunity Land Trail Map.

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

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

Section 5. This Resolution shall take effect upon the date of its adoption.

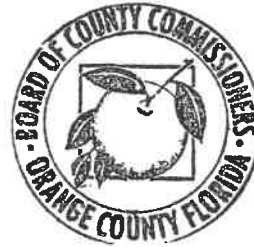
ADOPTED THIS 1st DAY OF JULY, 2025.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: *Jerry L. Demings*
for Jerry L. Demings
Orange County Mayor

ATTEST: Phil Diamond, CPA, County Comptroller
As Clerk of the Board of County Commissioners

By: *Jennifer Ann - Kmetz*
Deputy Clerk





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

CERTIFICATION

STATE OF FLORIDA

§

COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of **Resolution No.25-06** approved in a regular meeting of the MetroPlan Orlando Board on **July 9, 2025**. The original copy of this document is on file in the Administrative Offices of MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the MetroPlan Orlando Board, this **9th day of July 2025**.

By:

Lisa Smith, Sr. Board Services Coordinator
Board Services and Recording Secretary



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Resolution No. 25-06

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

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

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

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

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

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

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

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

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

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

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

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

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

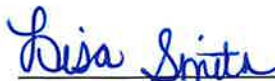
CERTIFICATE

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



Commissioner Robert Dallari, Chair

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



Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

ATTEST:

Resolution No. 3427

A Resolution of the City of Sanford, Florida, in support of the concept of the Lake-to-Lake Multiuse regional trail as an eco-tourism corridor for the wildlife and people, incorporating the proposed regional trail as an eco-tourism corridor for the wildlife and people and directs staff to incorporate the proposed regional trail in the appropriate transportation maps for the City of Sanford transportation study area; providing for implementing findings; implementing administrative actions; providing for a savings provision; providing for conflicts; providing for severability and providing for an effective date.

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

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

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

WHEREAS, in 2024 the Florida Greenways & Trails Foundation (FGTF), in collaboration with the Florida Wildlife Corridor Foundation (FWCF), undertook a research effort to identify such a linked eco-tourism trail through the eastern reaches of the Florida

Wildlife Corridor between Lake Okeechobee and Lake Monroe, a vast conservation and cattle ranching landscape that includes no trails on the SUN Trail opportunity or priority trail system; and

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

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

WHEREAS, the City of Sanford supports the proposal to request that the Office of Greenways and Trails (OGT) in the Department of Environmental Protection (DEP) add this corridor and its linkages to the Florida Opportunity Map; and

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

WHEREAS, to address the long-term operation and management costs of the Lake-to-Lake Regional Trail corridor, staff will work in collaboration with FDOT and each of the counties along the corridor as set forth herein, as well as non-profit organizations such as the Florida Greenways & Trails Foundation and the Florida Wildlife Corridor Foundation, private entities, and corporate landowners to create a regional trail alliance to support the long-term operation and management of this unique and valuable trail and wildlife corridor as provided in SB106.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SANFORD, FLORIDA, AS FOLLOWS:

Section 1. Findings.

The foregoing recitals (Whereas clauses) are true and correct and are hereby adopted as legislative findings and made part of this Resolution.

Section 2. Implementing Administrative Actions.

The City Manager, through the Administrative Official, is hereby authorized and directed to implement the provisions of this Resolution by means of such administrative actions as may be deemed necessary and appropriate in support of the lake-to-lake regional use concept.

Section 3. Savings

The prior actions of the City of Sanford relating to the SUN Trials Program are hereby ratified and affirmed.

Section 4. Conflicts

All Resolutions or parts of Resolutions in conflict with this Resolution are hereby repealed.

Section 5. Severability.

If any section, sentence, phrase, word, or portion of this Resolution is determined to be invalid, unlawful, or unconstitutional; said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

Section 6. Effective Date.

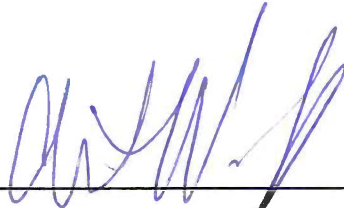
This Resolution shall become effective immediately upon enactment.

Passed and adopted this 10th day of November, 2025.

Attest: City Commission of the City of Sanford

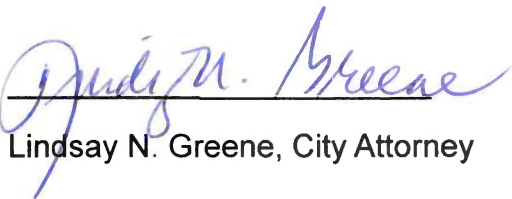


Traci Houchin, MMC, FCRM
City Clerk



Art Woodruff, Mayor

For use and reliance of the Sanford
City Commission only.
Approved as to form and legality.



Lindsay N. Greene, City Attorney



CITY OF
SANFORD
FLORIDA



WS <u>X</u> RM <u>X</u>
Item No. <u>9.K</u>

**CITY COMMISSION MEMORANDUM 25-267
NOVEMBER 10, 2025 AGENDA**

TO: Honorable Mayor and Members of the City Commission
PREPARED BY: Robert Beall, Operations Manager
SUBMITTED BY: Norton N. Bonaparte, Jr., ICMA-CM, City Manager
SUBJECT: Resolution No. 2025-3427, Supporting Lake-To-Lake Trail

SYNOPSIS:

Requesting to approve Resolution No. 2025-3427, in Support for the Lake-to-Lake Trail.

FISCAL/STAFFING STATEMENT:

There is no funding required for this Resolution. General maintenance of the existing trail is already incorporated in the Parks and Recreation repair and maintenance fund.

BACKGROUND:

In 2024 the Florida Greenways & Trails Foundation (FGTF), in collaboration with the Florida Wildlife Corridor Foundation (FWCF), undertook a research effort to identify a linked eco-tourism trail through the eastern reaches of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe, a vast conservation and cattle ranching landscape that includes no trails on the SUN Trail opportunity or priority trail system. This research identified two abandoned railroad corridors that could serve as the alignment for such a connection; the “Kissimmee Valley Extension” of Flagler’s East Coast Railroad (historically linking DeLand and Kenansville) and the Peavine Railroad (begun to link Kenansville to Lake Okeechobee but never completed) via the historic railroad towns of Geneva, Chuluota, Bithlo, Wewahottee, Holopaw, and Kenansville.

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

Once completed, the trail would span approximately 150 miles, linking Sanford, located on the south shore of Lake Monroe, to Okeechobee, on the north shore of Lake Okeechobee. Intended for biking, walking, and other nonmotorized uses, offering a car-free route through scenic and ecologically significant areas.

LEGAL REVIEW:

The City Attorney has reviewed this agenda item and has no legal objection.

RECOMMENDATION:

City staff recommends that the City Commission approve Resolution No. 2025-3427 in Support of the Lake-to-Lake Trail system.

SUGGESTED MOTION:

“I move to approve Resolution No. 2025-3427 in support of the Lake-to-Lake trail system, as proposed.”

Attachments: (1). Resolution No. 2025-3427

November 18, 2025

Dale Allen
Florida Greenways & Trails Foundation

Subject: Lake-to-Lake Regional Trail Initiative

Dear Dale,

We are excited to support the Lake-to-Lake Regional Trail initiative, which proposes a 150-mile multi-use paved trail spanning from Sanford, home of Lake Monroe, to Lake Okeechobee in Okeechobee City.

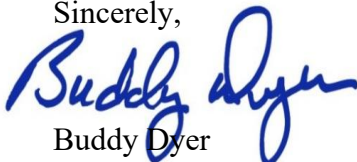
As we look towards future preservation of our natural habitats, it is essential that we prioritize an environment that fosters exploration and immersion in our Sunshine State. The City of Orlando is always encouraged by initiatives like the Lake-to-Lake Regional Trail as it encapsulates a design promoting Eco- and Agri-tourism, connecting communities to state parks, wildlife corridors, and historical sites, and allows another sustainable mobility option along the eastern edges of the Florida Wildlife Corridor.

Through land conservation, reconnection of fragmented habitats through smart infrastructure, sustainable tourism opportunities for rural communities, stakeholder engagement, and innovative engineering, this project will serve to bring greater public access to Florida's hidden wildlands.

The Lake-to-Lake Regional Trail is a comprehensive initiative aimed at transforming a corridor that could in the future compliment and provide another connection to a potential eastern expansion of SunRail - another option for our community to navigate our state.

Increasing the transportation network and connectivity for all users remains a priority for the City of Orlando and this project aligns with that goal. Thank you in advance for your favorable consideration of the Lake-to-Lake Regional Trail application as it continues to build upon the initiatives our City Beautiful has encouraged - sustainability, ease of travel, and mobility options for all.

Sincerely,



Buddy Dyer
Mayor

RESOLUTION NO. 2026-01

A RESOLUTION OF THE CITY OF OKEECHOBEE, FLORIDA; SUPPORTING THE DEVELOPMENT OF THE LAKE-TO-LAKE REGIONAL TRAIL WITHIN THE FLORIDA WILDLIFE CORRIDOR AND SURROUNDING AREA AS AN ECOTOURISM CORRIDOR AND DIRECTING STAFF TO INCORPORATE THE PROPOSED REGIONAL TRAIL IN TRANSPORTATION, RECREATION, AND LAND USE MAPS; ENDORSING A REQUEST TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION OFFICE OF GREENWAYS AND TRAILS TO ADD THE PROPOSED REGIONAL TRAIL TO THE STATEWIDE OPPORTUNITY LAND TRAIL MAP AS A TRAIL PRIORITY; ENCOURAGING COLLABORATION TO CREATE A REGIONAL TRAIL ALLIANCE TO SUPPORT THE LONG TERM OPERATION AND MANAGEMENT COSTS OF THE REGIONAL TRAIL; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

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

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

WHEREAS, SB 106 also seeks to promote both trails for people and greenway corridors for wildlife to expand public awareness of Florida's unique landscape and encourage economic development via ecotourism in rural areas as well as financially support these regional trails through "Sponsorship Agreements" with FDOT and not for profit or private sector entities; and

WHEREAS, in 2024 the Florida Greenways and Trails Foundation (FGTF) in collaboration with the Florida Wildlife Corridor Foundation (FWCF) undertook a research effort to identify such a linked ecotourism trail through the eastern reaches of the Florida Wildlife Corridor between Lake Okeechobee and Lake Monroe, a vast conservation and cattle ranching landscape, that does not currently provide trails on the SUN Trail network opportunity or priority trail system; and

WHEREAS, this research identified two abandoned railroad corridors that could serve as the alignment for such a connection: the "Kissimmee Valley Extension" of Flagler's East Coast Railroad, historically linking Deland, Geneva, Chuluota, Bithlo, Wewahottee, Holopaw, Kenansville and Okeechobee, and the Peavine Railroad, to connect Kenansville to Lake Okeechobee but never completed; and

WHEREAS, the proposed linking of the paved Coast-to-Coast Trail on Lake Monroe to the Lake Okeechobee Scenic Trail would establish an ecotourism trail connection to these historic communities and promote "slow travel" tourism to rural areas in four East central Florida counties: Seminole, Orange, Osceola and Okeechobee, exposing Florida residents and visitors to the history of early 19th and 20th century settlements and the use of the land for farming, logging, cattle ranching and wildlife conservation.

NOW, THEREFORE, be it resolved before the City Council for the City of Okeechobee ("City"), Florida; presented at a duly advertised public meeting; and passed by majority vote of the City Council; and properly executed by the Mayor or designee, as Chief Presiding Officer for the City:

SECTION 1. RECITALS. The foregoing "WHEREAS" clauses are true and correct and are made a specific part of this Resolution.

SECTION 2. The City supports the concept of the Lake-to-Lake Regional Trail as an ecotourism corridor for wildlife and people, and hereby directs staff to incorporate the proposed Regional Trail in all transportation, recreation, and land use maps for this area of Okeechobee.

The City endorses the proposal to request that the Florida Department of Environmental Protection Office of Greenways and Trails (OGT) add this proposed Regional Trail and corridor and its linkages to the Statewide Opportunity Land Trail Map.

The City supports the importance of developing an ecotourism corridor along and adjacent to the proposed Lake-to-Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the OGT to rank this proposed Regional Trail and corridor as a State Trail Priority during the next ranking cycle.

The City staff will work in collaboration with FDOT and the other counties along the proposed Regional Trail and corridor, as well as with nonprofit organizations such as the FGTF and the FWCF, private entities, and corporate landowners to create a Regional Trail Alliance to support the long term operation and management costs of this unique and valuable proposed Regional Trail and wildlife corridor as provided in SB 106.

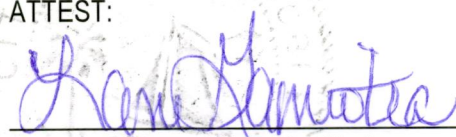
SECTION 3. CONFLICT. All Resolutions or parts of Resolutions in conflict herewith are hereby repealed.

SECTION 4. SEVERABILITY. That if any portion of this Resolution should be judicially determined to be unenforceable, and then the balance thereof shall continue to remain in full force and effect.

SECTION 5. EFFECTIVE DATE. This Resolution shall become effective immediately upon its adoption.

INTRODUCED AND ADOPTED in regular session this 3rd day of February 2026.

ATTEST:


Lane Gamiotea, CMC, City Clerk


Dowling R. Watford, Jr., Mayor

REVIEWED FOR LEGAL SUFFICIENCY:


John J. Fumero, City Attorney
Nason Yeager Gerson Harris & Fumero, P.A.

RESOLUTION 2026-17

**A RESOLUTION OF THE BOARD OF COUNTY
COMMISSIONERS OF OKEECHOBEE COUNTY, FLORIDA,
INDICATING SUPPORT OF A LAKE TO LAKE REGIONAL
ECO-TOURISM TRAIL; PROVIDING FOR AN EFFECTIVE DATE.**

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Okeechobee County Board of County Commissioners support the concept of the Lake to Lake Multi-use Regional Trail as an eco-tourism corridor for wildlife and people, and hereby directs staff to incorporate the proposed regional trail in all transportation, recreation and land use maps for this area of the County.

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

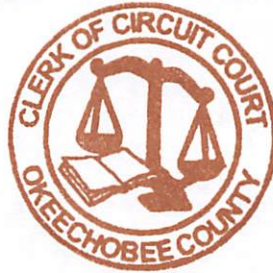
Furthermore, the Okeechobee County Board of County Commissioners supports the importance of developing an eco-tourism corridor along and adjacent to the Lake to Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the Office of Greenways and Trails to rank this corridor as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

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

SECTION I

This resolution will become effective immediately upon its adoption.


APPROVED and ADOPTED this 26th day of February, 2026.





David Hazellief, Chairman
Board of County Commissioners

ATTEST: Okeechobee County, Florida



Jerald D. Bryant, Clerk
Board of County Commissioners
Okeechobee County, Florida



May 18, 2026

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

Re: Letter of Support – Lake-to-Lake (L2L) Regional Trail Initiative

Dear MetroPlan Board Members,

On behalf of Tavistock Development Company, we are pleased to express our strong support for the Lake-to-Lake (L2L) Regional Trail initiative and its inclusion on the Statewide Land Trail Opportunities and Priorities maps.

Tavistock has long been committed to creating thoughtfully planned, connected communities that emphasize mobility, environmental stewardship, and quality of life. The L2L Regional Trail represents a transformative opportunity to expand regional connectivity through a multi-jurisdictional trail system that will serve residents, visitors, and the broader Central Florida community.

The vision for L2L aligns closely with our development of Sunbridge, where integrated trail networks, open space preservation, and alternative transportation options are fundamental components of community design. Advancing this regional trail will not only enhance recreational opportunities, but also support economic development, environmental conservation, and long-term resiliency.

We recognize the collaborative effort required among local governments, regional agencies, and community partners to advance a project of this scale, and we commend Bike/Walk Central Florida and its partners for their leadership. Tavistock supports continued planning, coordination, and pursuit of funding opportunities necessary to advance the L2L Regional Trail. We appreciate the opportunity to provide this letter in support of the L2L initiative and encourage MetroPlan Orlando to include the project on the State's Opportunities and Priorities maps.

Sincerely,

A handwritten signature in black ink, appearing to read 'Clint Beaty', with a long horizontal flourish extending to the right.

Clint Beaty
Senior Vice President of Operations
Tavistock Development Company

Board of Directors

May 22, 2026

Chair

JP Weesner, NCI, PLA

Vice-Chair

*Douglas Crenshaw, MAOL,
PGA*

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AP*

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*G. Wade Walker, PE, Hon.
ASLA*

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Patra Stanley

Founding Chairs

Linda Chapin

Hal Downing, Esq.

Executive Director

Emily Bush, AICP, CPM



100 E. Pine St., Suite 110-74
Orlando, FL 32801
info@bikewalkcf.org
407-542-6074

bikewalkcentralflorida.org

MetroPlan Orlando
250 S. Orange Ave., Ste. 200
Orlando, FL 32801

RE: Letter of Support – Lake-to-Lake (L2L) Regional Trail Initiative

Dear MetroPlan Board Members,

On behalf of Bike/Walk Central Florida, I am writing to express our strong support for the **Lake-to-Lake (L2L) Regional Trail** initiative and its inclusion on the Statewide Land Trail Opportunities and Priorities Maps. This proposed ~140-mile paved, eco-tourism trail spanning from Lake Monroe to Lake Okeechobee along the Florida Wildlife Corridor exemplifies our vision of a healthy, active, and connected community. Aligned with the spirit of Florida SB 106 and 339.81 F.S., the L2L Trail will be an invaluable addition to the Florida SUN Trail Network and a legacy infrastructure project that expands recreation opportunities by providing dedicated spaces in wild places for residents and visitors to walk, bike, and roll.

Envisioned as a responsible land-use project with local governments, regional agencies, and community partners such as the Florida Greenways and Trails Foundation and the Florida Wildlife Corridor Foundation, the L2L Regional Trail highlights and respects Florida’s unique natural landscapes and rural communities by focusing on pre-disturbed corridors and abandoned railways to increase connectivity while protecting open space and reducing habitat fragmentation.

The L2L Regional Trail will connect state parks, wildlife corridors, and historic towns, providing sustainable active transportation opportunities from Sanford to Okeechobee City while driving meaningful economic outcomes for rural residents.

As part of the regional trail alliance developing this corridor, we will continue to guide the collaboration necessary to advance the L2L Regional Trail. We enthusiastically endorse the request to rank this corridor as a State Trail Priority - so that everyone can experience outdoor recreation in wild Florida.

Sincerely,

Emily Bush, AICP, CPM

Executive Director, Bike/Walk Central Florida



Lake-to-Lake Regional Trail Informatve Brief

Project Overview

The Lake-to-Lake Regional Trail (“L2L Trail”) is a proposed eco-tourism paved multiuse heritage and recreation trail that will connect the City of Sanford on Lake Monroe to the City of Okeechobee on Lake Okeechobee.

As currently proposed, this corridor will largely follow the historic path of late 19th – early 20th century railroads: the Kissimmee Valley Extension of Flagler’s East Coast Railroad and the Peavine Railway. In addition to providing enhanced public access through the interior of the eastern side of the Florida Wildlife Corridor, this corridor will also reconnect a number of historic towns created to serve the railroad (such as Geneva, Chuluota, Bithlo, Holopaw, Kenansville, and Okeechobee) and stimulate eco-tourism in these rural areas.

Concept Development

The alignment of this proposed ~140 mile eco-tourism corridor was developed in 2024 -2025 by the Florida Greenways & Trail Foundation in cooperation with the Florida Wildlife Corridor Foundation. The goal of this research project was to determine if a continuous multi-use paved trail corridor could be identified that would allow residents and visitors to experience the Florida Wildlife Corridor via non-motorized transportation to promote eco-tourism and support the rural economy of this area.

This research clearly identified two abandoned and historic railroad corridors (the Kissimmee Valley Extension of Flagler’s East Coast Railroad, and the Peavine Railway) that historically once connected a series of towns built mostly by the Flagler East Coast Railroad through this area west of the St. Johns River. Upon abandonment in the 1930s due to bankruptcy, most of the right-of-way reverted to the counties along the corridor and to the State of Florida. As a result, the corridor still largely exists as public roads or in public ownership as parks and adjacent forested lands.

The opportunity to recreate this corridor for non-motorized eco-tourism public use was determined to be possible by the FGTF and FWCF, and a decision to take the proposal public was made.

Concept Launch

In January 2025, the Florida Greenways & Trails Foundation presented this research to the public at the Trails Summit in Venice. The “Lake-to-Lake Regional Trail Story Map” displayed this opportunity in detail and is available for viewing on the website of the Florida Greenways & Trails Foundation ([The Lake-to-Lake Regional Trail: Conceptual Study — Florida Greenways & Trails Foundation](#)).

Following this presentation Dale Allen, with support from Bike/Walk Central Florida (BWCF) – a 501(c)(3) nonprofit advocacy organization founded in 2010, dedicated to transforming Central Florida into a premier region for walking, biking, and rolling – initiated a campaign to secure public agency support for this proposed regionally significant trail – now called the “Lake-to-Lake Regional Trail.”



Key Connections

When completed, this trail will once again connect the City of Sanford (already connected to the Florida Coast-to-Coast Trail at US 98 bridge) on Lake Monroe, to Geneva and Chuluota in Seminole County, to Bithlo and Wedgefield north of SR 528 (“Beachline Expressway”) in Orange County, and then to Sunbridge (a new community being built by Tavistock Development Company) in the City of Orlando and Osceola County.

In Osceola County, two potential trail alignments are currently under consideration, with the preferred alignment to be determined during the L2L Trail Master Planning process. Starting from the proposed Headwaters trail southern terminus, the eastern alignment reaches the US 441 right-of-way at US 192 and continues to follow the Flagler Railroad corridor passing through Holopaw to Kenansville; the western alignment incorporates trails proposed in the Osceola County Comprehensive Plan which would route trail users to both East Lake Tohopekaliga and Lake Tohopekaliga (through St. Cloud) and following Canoe Creek Road to Kenansville (traversing the Three Lakes Wildlife Management Area). In Kenansville, both potential trail alignments converge and continue along the US 441 corridor through Yeehaw Junction to Okeechobee County.

In Okeechobee County, the L2L trail continues along the US 441 right-of-way, passing through Fort Drum before arriving in the City of Okeechobee on Lake Okeechobee. Here the L2L Trail would connect through the City of Okeechobee to the Lake Okeechobee Scenic Trail (“LOST”) – an existing paved Priority Trail corridor around Lake Okeechobee.

Due to its location in the Florida Wildlife Corridor, the Lake-to-Lake Regional Trail will also allow numerous side connections to be made to dozens of adjacent county and state parks, forests, and wildlife management areas via a series of existing natural surface and improved surface spur and side trails that already allow bicycle and pedestrian access and use. Both the L2L Trail corridor and these side trails are in keeping with the language of SB 106 (now Ch. 339.81, FS) passed unanimously by the 2023 Florida Legislature.

Stakeholder Support

In keeping with this legislation, local governments and large landowners were presented with the “L2L Story Map” information and opportunity. In response, all four counties (Seminole, Orange, Osceola and Okeechobee) along the corridor have passed “Resolutions of Support” for the Lake-to-Lake Regional Eco-tourism Trail, as have three cities (Sanford, Orlando, and Okeechobee), and the East Central Florida Regional Planning Council.

Dale Allen and Bike/Walk Central Florida (“BWCF”) largely led this public outreach effort. In addition to the local government support for the Lake-to-Lake Regional Trail, together they worked with Tavistock Development Company (“Tavistock”) – the large corporate landowner that is guiding the development of the 37,000 acres of the Sunbridge community – to secure an initial commitment to locate almost 23+ miles of the proposed corridor in a proposed 200-ft buffer corridor along the Econlockhatchee River conservation area. This section of the L2L Trail across private land – now being called the “Headwaters Trail” segment – will close the only and largest gap in the historic railroad corridor.



Finally, MetroPlan Orlando also received numerous letters of support from the following NGOs:

- Florida Wildlife Corridor Foundation
- Florida Greenways & Trails Foundation
- Bike/Walk Central Florida
- The Nature Conservancy of Florida
- Tavistock Development Company

In response to this unanimous show of public, private, and local government support for the Lake-to-Lake Regional Trail, Bike/Walk Central Florida has agreed to facilitate the development and management of the Lake-to-Lake Regional Trail Alliance and MetroPlan Orlando's Board of Directors passed an overall "Resolution of Support" positioning themselves to serve as the lead government agency working to facilitate this regionally significant transportation project. Although Okeechobee County and Okeechobee City are not within the jurisdictional boundaries of MetroPlan Orlando, Gary Ritter (City Administrator, City of Okeechobee) has authorized MetroPlan to include, on the City's behalf, the proposed L2L Trail along US 441 in Okeechobee County as the L2L priority alignment, as well as the alternate Peavine corridor as the non-SUN Trail corridor on the Statewide Opportunity and Priority Land Trail Maps.

Please note that each of the executed "Resolutions of Support" contain language that express support for three components of this proposed regionally significant trail:

- Supporting the primary corridor alignment as a State Priority Trail corridor as shown in the attached MetroPlan Orlando map, making the L2L eligible for SUN Trail funding through the FDOT;
- Agreeing to establish a working collaboration of local counties, private landowners and NGO organizations to cooperate with MetroPlan Orlando to design and build the L2L Trail as an "entire and continuous paved trail" from Lake Monroe to Lake Okeechobee; and
- Agreeing to establish a "Lake to Lake Regional Trail Alliance" to develop, manage, and operate the L2L as a regional eco-tourism trail.

Looking Forward

The Lake-to-Lake Regional Trail concept stands as a testament to what collaborative vision can achieve. With resolutions of support from four counties, three cities, and numerous NGOs, the foundation has been laid. The next step is transforming that support into funding, partnerships, and construction — connecting communities, protecting wildlife corridors, and opening Florida's interior to generations of residents and visitors to come.

May 4, 2026

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

Subject: *Letter of Support for the City of Orlando's FY26 Safe Streets for All (SS4A) Grant Application "Safety on Semoran (SOS)"*

Secretary Duffy,

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I want to express our support for the City of Orlando's FY26 *Safe Streets for All (SS4A)* grant application for the **Safety on Semoran (SOS)** project.

Safety on Semoran (SOS) supplemental planning and demonstrations will enhance the safety of one of the city's most dangerous corridors while leveraging economic and innovative technology opportunities. These supplemental planning and demonstrations include:

- Deployment of Leading Pedestrian Intervals (LPIs) and Automated Intersection Monitoring (AIM) to enhance real-time safety for pedestrians and improve coordination and monitoring of crashes with emergency responders.
- Behavioral strategies include public information and educational safety campaigns and the implementation of a Transportation Demand Management (TDM) pilot program designed to decrease overall crash exposure and alleviate congestion along the corridor.

Your approval of this grant application will improve safety on Orlando's streets by implementing proven infrastructure, enhancing intersection signal interoperability with first responders via AIM, and encouraging economic development in the region by supporting efficient freight movement throughout the corridor.

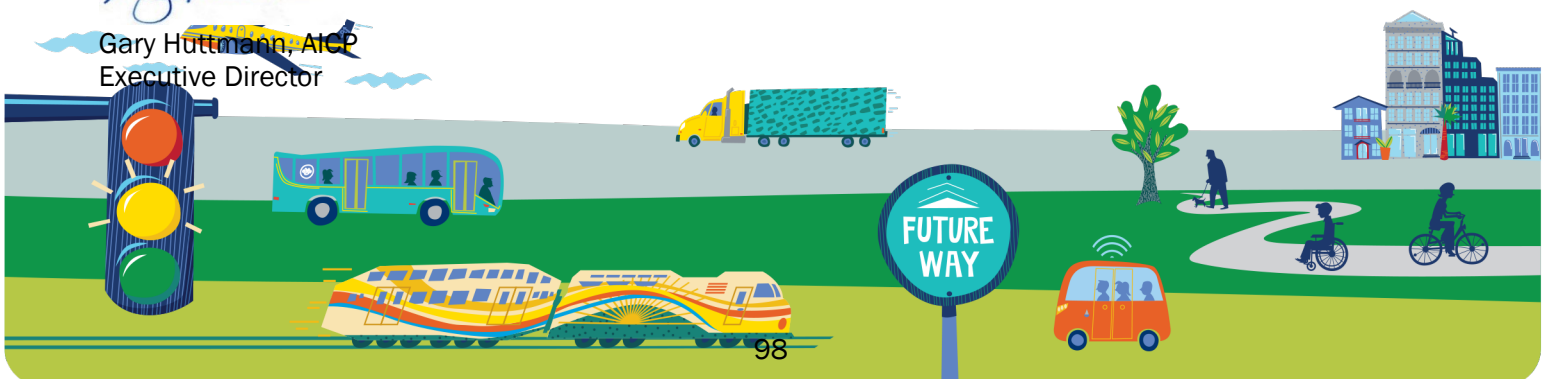
This initiative will also greatly assist Orlando with reaching their Vision Zero goal of zero traffic fatalities and serious injuries by 2040.

Please consider funding this application to make Orlando an even safer, more accessible, and more enjoyable place for residents, workers, and visitors who rely on our transportation networks.

Sincerely,



Gary Hüttmann, AICP
Executive Director



May 11, 2026

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

Secretary Duffy,

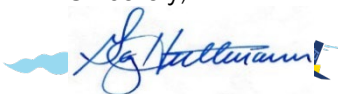
In 2024, Orange County Government, Florida published the *Orange County Vision Zero Action Plan (VZAP)* with the goal to reduce the number of fatalities and severe injuries on the transportation system to zero by 2040. With development of its High Injury Network (HIN), the VZAP identified corridors that experience a high incidence of fatalities and serious injuries. These corridors represent a safety need and Orange County has been actively planning for and implementing safety improvements on these roads. One of these HIN corridors is University Boulevard from Semoran Boulevard to Goldenrod Road. Orange County recently worked with the neighboring community by completing a Pedestrian/Cyclist Safety Study. This study identified safety recommendations that will significantly reduce or eliminate roadway fatalities and serious injuries.

Orange County is requesting *Safe Streets for All (SS4A) Implementation Grant* funding from the U.S. Department of Transportation to deploy critical countermeasures, greatly improving safety for all transportation users on University Boulevard. With a feasibility analysis and public outreach completed, the application for University Boulevard demonstrates project readiness and a proposed timeline for completion in the next five years. This is inclusive of supplementary planning activity to support post-crash care, emergency response coordination, and bicycle and pedestrian safety engagement. The proposed project will ensure County leadership, partner agencies, and the public are engaged in implementation of the VZAP.

I am writing on behalf of MetroPlan Orlando, which was actively involved in the development of the VZAP and/or the University Boulevard Pedestrian/Cyclist Safety Study. We support Orange County's continued efforts to improve safety through this SS4A Implementation Grant. Proposed improvements are vital to the safety of the transportation system, and we will provide support as needed.

In conclusion, we anticipate the SS4A Implementation Grant will enable Orange County to deploy proven safety improvements along University Boulevard. These countermeasures will continue to contribute to the safety and well-being of residents and visitors in Orange County.

Sincerely,



Gary Huttmann, AICP
Executive Director



May 1, 2026

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

RE: FY 2026 Safe Streets and Roads for all (SS4A) Grant Program, Planning and Demonstration Grant Application – MPO Coordination

Secretary Duffy,

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties I want to offer our support of the City of Altamonte Springs' application for funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.

MetroPlan Orlando is aware of the City's proposed Safe Access Altamonte Springs: ADA Transition Plan and Safety Integration Program, which will evaluate accessibility across the public right-of-way, parks, and public facilities and integrate these findings with the City's Vision Zero Safety Action Plan.

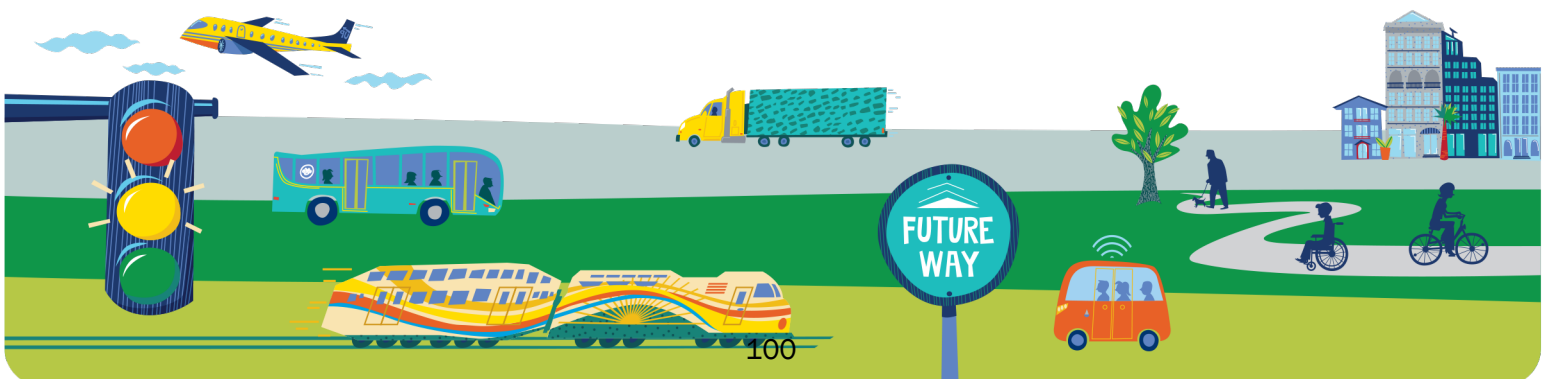
This effort is consistent with regional transportation planning priorities, including improving safety for all users and enhancing multimodal connectivity. The project supports the goals of the regional transportation plan and aligns with ongoing efforts to reduce traffic-related fatalities and serious injuries across the metropolitan planning area.

MetroPlan Orlando confirms that it is aware of and supports the City's proposed SS4A Planning and Demonstration project and recognizes its consistency with regional transportation and safety planning efforts. We look forward to our continued coordination as the project advances and urge your favorable review of the application.

Sincerely,



Gary Huttman, AICP
Executive Director



May 14, 2026

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

Re: LYNX SFY28 Public Transit Service Development Grant Application

Secretary Tyler,

On behalf of MetroPlan Orlando, I am pleased to provide our support for LYNX's application submitted under the Florida Department of Transportation's SFY2028 Public Transit Service Development Grant (SDG) Program. This technology initiative represents an important advancement in technology and community-focused transit service across Central Florida.

LYNX is seeking SDG funding for a Real-time Mobile Application (Transit App) User Experience Enhancement. The App will expand system functionality, enhance the rider experience, and equip LYNX with deeper operational insights to support more informed service planning and decision-making.

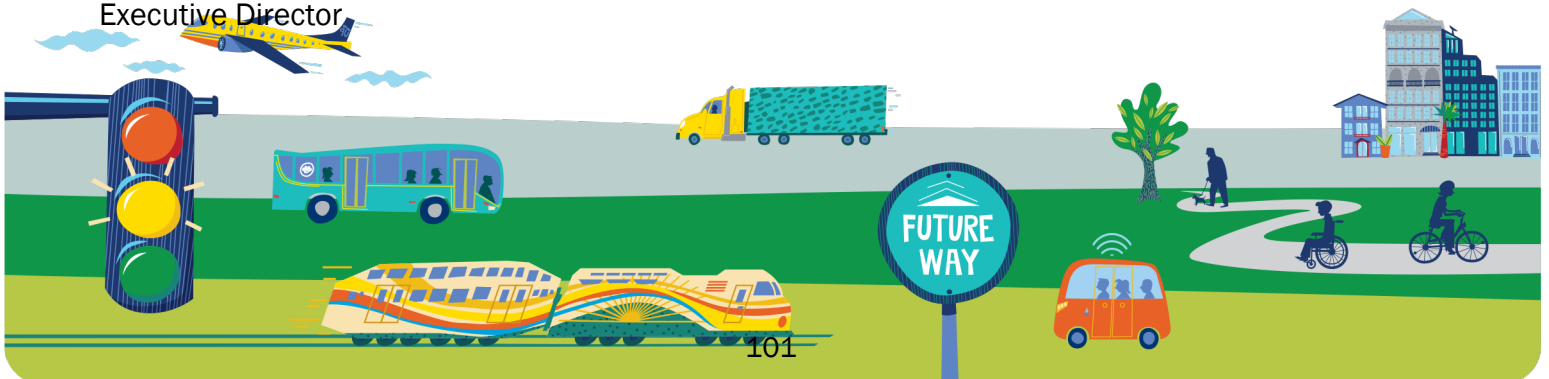
MetroPlan Orlando recognizes the growing need for efficient, data-driven, and responsive public transportation solutions. The User Experience Enhancement technology project offers substantial value to the communities served by LYNX by improving access, enhancing real-time information, and strengthening the overall transit network, particularly for riders who depend most on reliable public transportation. LYNX's vision, technical expertise, and commitment to innovation position the agency well to successfully implement these initiatives. This project will not only benefit Central Florida but also serve as a model for transit modernization across the state.

Thank you for your leadership and continued support of forward-thinking mobility initiatives.

Sincerely,



Gary Huttmann, AICP
Executive Director





Knowledge | Impact | Collaboration

The Honorable Sam Graves
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen:

On behalf of the Association of Metropolitan Planning Organizations (AMPO), thank you for your leadership in advancing the BUILD America 250 Act and for developing a bipartisan surface transportation bill that recognizes the importance of safety, project delivery, and local and regional infrastructure. We are especially grateful for the Committee's attention to the role metropolitan planning organizations (MPOs) play in helping federal transportation investments move from policy to results on the ground.

MPOs sit at the center of that work. Across the country, 410 MPOs bring together local governments, state DOTs, transit agencies, freight partners, and the public to identify transportation needs, prioritize investments, and move projects forward based on data, coordination, and local needs. When MPOs have the tools to plan well, federal transportation dollars go farther, and projects are better positioned to deliver.

AMPO appreciates the bill's meaningful steps to strengthen metropolitan planning, including the increased federal share for Metropolitan Planning Program funds, a process for qualified MPOs to become direct recipients of planning funds, and expanded eligibility for funds. These provisions would reduce administrative burden, improve accountability, and better reflect the important role MPOs play in federal transportation investment and project delivery.

We are also thankful for the bill's commitment to preserving local and regional access to federal transportation funding, including through local bridge investments and safety programs. These provisions recognize that many of the nation's transportation needs are identified and delivered at the local and regional level, and that communities need reliable access to federal resources to address infrastructure, improve safety, and deliver projects that respond to real needs on the ground.

The BUILD America 250 Act is an important step forward for MPOs, local governments, and regional transportation planning. AMPO is grateful for the Committee's bipartisan work and for the thoughtful provisions included in the bill. As the process moves forward, we look forward to working with the Committee to build on this progress and further strengthen Metropolitan



777 North Capitol Street N.E.
Suite 404
Washington, D.C. 20002
202. 742.5055

Knowledge | Impact | Collaboration

Planning Program funding. Planning is where projects begin, where local needs are translated into investment decisions, and where federal transportation dollars are positioned to deliver lasting results. Ensuring MPOs have the capacity to do that work well will be essential to the success of this bill and the federal transportation program as a whole. AMPO stands ready to serve as a resource as the bill advances, please reach out to Katie Economou, AMPO Legislative Director, (keconomou@ampo.org) with any questions.

Sincerely,

Bill Keyrouze
Executive Director
Association of Metropolitan Planning Organizations



National Association of Regional Councils

660 North Capitol Street NW, Suite 440

Washington, DC 20001

202.986.1032

www.NARC.org

May 19, 2026

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

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the National Association of Regional Councils, the elected officials on our Board of Directors, and the regional planning organizations we represent across the nation, I write to express our gratitude for your leadership on the BUILD America 250 Act. Your bipartisan efforts on surface transportation reauthorization reflect a shared commitment to strengthening America's infrastructure and meeting the needs of local and regional communities across the country.

We are particularly grateful for the provisions that enhance the work of Metropolitan Planning Organizations (MPOs). Increased federal share for Metropolitan Planning (PL) funding will continue to help MPOs to carry out critical planning activities while easing local match requirements. In addition, the expanded eligible uses of planning funds—including support for project development, technical assistance, and data-driven decision-making—recognize the evolving role MPOs play in delivering efficient, multimodal transportation systems. Finally, the ability for MPOs to serve as direct recipients of PL funds and extend the obligation limitation period for PL, will empower regions to more effectively carry out the critical work of planning long-range transportation plans and Transportation Investment Plans to plan for their communities' futures. These are significant and welcome enhancements that address the needs of Metropolitan Planning Organizations.

We also applaud the Committee's efforts to bolster local and regional governments more broadly. The creation of the new formula and competitive bridge programs will help the local communities and counties served by MPOs in the most essential transportation work: to repair and replace deteriorated infrastructure. The formula program's set-asides for off-system bridges and locally-owned bridges address important concerns of local governments, combined with the federal cost share of up to 95% for those projects, will make it easier for local jurisdictions to advance repairs and replacements that might otherwise be unaffordable. In addition, the competitive bridge program creates opportunities for larger, regionally significant projects to move forward. We also appreciate the critical role that other grant programs such as Safe Streets

and Roads for All and the new Surface Transportation Accelerator Grant program play for communities and are grateful to see their inclusion.

Equally important are provisions to streamline project delivery. By improving environmental review processes and clarifying pathways for efficient approvals, the BUILD America 250 Act will help regions move critical projects from concept to construction more quickly and effectively, saving time, resources, and taxpayer dollars.

As the Committee continues its work, building on this strong foundation will enhance the bill's ability to help Metropolitan Planning Organizations meet the growing infrastructure needs facing metropolitan regions and communities nationwide. Sustained investment levels will remain key to fully realizing the promise of these important reforms.

The BUILD America 250 Act recognizes the important work that MPOs undertake and equips them with new resources while strengthening the partnership between federal, state, and local transportation leaders. By investing in MPOs, regions, and local governments, this legislation lays the groundwork for modernizing infrastructure, enhancing safety, and delivering the infrastructure that communities nationwide most want and need.

Your leadership sets a strong and collaborative tone for advancing a bill of this magnitude. We appreciate your commitment to bipartisan policymaking and to ensuring that regional voices continue to remain an important part of the surface reauthorization process. We look forward to working with you as the legislation advances.

Sincerely,



Erich Zimmermann
Executive Director
National Association of Regional Councils



May 19, 2026

The Honorable Sam Graves
Chair
Committee on Transportation
& Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation &
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chair Graves and Ranking Member Larsen,

On behalf of the National Association of Counties (NACo), which represents America's 3,069 counties, boroughs and parishes, we write to express our strong support for the *BUILD America 250 Act*. We are deeply grateful for your bipartisan leadership in negotiating, drafting and introducing this legislation, and we commend the Committee for its commitment to advancing a bill that reflects the priorities of county governments nationwide.

Counties are major stakeholders in our nation's surface transportation infrastructure. We own 44 percent of public road miles and 38 percent of bridges in the United States, and we own, operate or otherwise support over three-quarters of public transit systems. Every year, we invest more than \$146 billion in infrastructure, demonstrating our commitment to doing our part to keep our transportation system reliable, efficient and safe.

However, we cannot do this alone. Counties rely on our intergovernmental partners for funding, technical assistance and other support that increase counties' capacity to invest in our portion of the network. The federal government is one of these intergovernmental partners, making the surface transportation reauthorization bill a vital piece of legislation for counties across the country.

The *BUILD America 250 Act* proposes bold federal investments in our nation's infrastructure, especially through funding that would benefit county-owned infrastructure. Most notably, the bill would make generational investments in bridge infrastructure, to the tune of \$9 billion per year, with a 25-percent set-aside for locally owned bridges. Importantly, the bill would also provide for a 95-percent cost-share for locally owned bridge projects, which would allow rural counties to take full advantage of the record funding.

Counties own nearly half of all poor-condition bridges in the U.S. – and county-owned bridges are more than twice as likely to be in poor condition than state-owned bridges. **The bridge funding proposed by the *BUILD America 250 Act* would change that. By directing federal resources**

directly to locally owned infrastructure, the bill provides counties the tools we need to repair, rebuild and replace critical bridges in our communities.

In addition to expanded formula opportunities, the *BUILD America 250 Act* also retains discretionary opportunities that allow counties to directly access federal dollars. Whether by continuing programs like the Safe Streets & Roads for All (SS4A) program and the PROTECT program or standing up new initiatives like the Surface Transportation Accelerator Grant (STAG) program, the *BUILD America 250 Act* would ensure that counties can continue to compete for and invest federal dollars for locally led projects.

The *BUILD America 250 Act* would deliver on other key county priorities, from strong funding levels for federal lands transportation programs to robust support for county-operated public transit systems. NACo also welcomes the Committee's focus on long-term Highway Trust Fund solvency and federal permitting reform. Both are critical to counties' ability to plan, fund and delivery critical infrastructure projects.

One area where we will look to continue to engage with Committee leadership on is project selection and consultation. The proposed Comptroller General review of consultation processes for the Surface Transportation Block Grant (STBG) program under Section 1317 is welcome, but we believe there are opportunities to strengthen statutory language regarding consultation as well, especially in rural communities.

Similarly, we will continue to engage with your Committee and the Committee on Energy & Commerce on autonomous vehicle provisions. This emerging technology has real potential to benefit our communities, but we believe that it will be most effective if county and other intergovernmental voices are included in regulatory and other decision-making processes.

With less than five months until the expiration of the Infrastructure Investment and Jobs Act, it is important that Congress move quickly to advance a strong, multi-year reauthorization bill. Counties strongly support the *BUILD America 250 Act* and stand ready to work with both chambers to pass a final bill that makes the investment and policy changes needed to build a transportation system that serves our shared residents and businesses.

Sincerely,

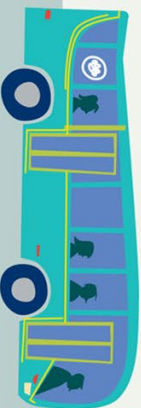


Matthew D. Chase
CEO/Executive Director
National Association of Counties

Section 4

FY 2026/27 – FY 2030/31 Transportation Improvement Program Preview

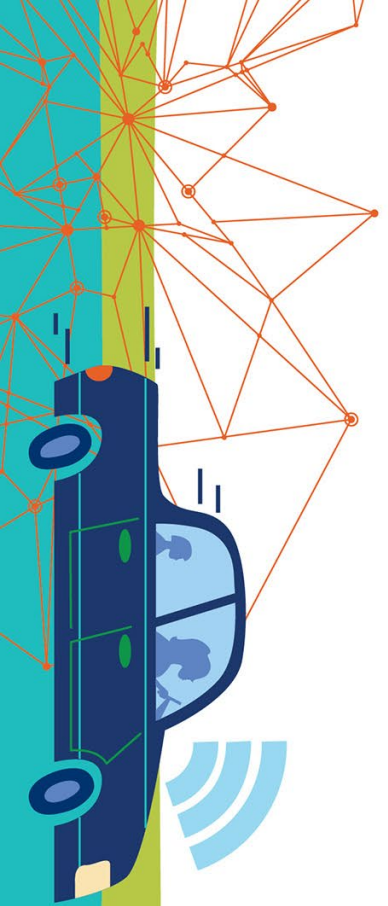
Adoption: June/July 2026



Transportation Improvement Program (TIP)

Background

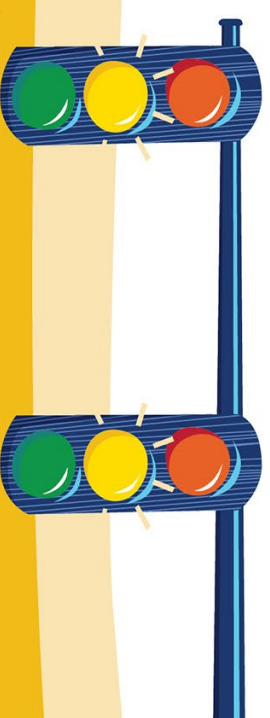
- Updated annually
- Sets the schedule for improvements to the region's transportation system over the next **five years**
- Assigns available funding to specific projects and covers all modes of transportation



Transportation Improvement Program

Fiscal Year 2027 - 2031

- Includes federal, state, and Florida Turnpike Enterprise funded projects
- Includes locally funded and Central Florida Expressway (CFX) projects for informational purposes
- **TIP FY 27-31** was updated for consistency with the 2050 MTP in terms of document organization





MetroPlan Orlando: Core Planning Products



Organization / Project Listing

- Introduction and Overview
- List of Regionally Significant Projects
- Financial Summary by Fund Category
- 10 Project Listing Sections
- Abbreviations/Acronym Guide
- References to Adopted Priority Lists
- A System Performance Report

The cover of the Transportation Improvement Program report for FY 2026/2027 - FY 2030/31. It features a central map of the region with a magnifying glass over it, surrounded by various transportation icons like a wheelchair, bicycle, bus, car, and truck. The text on the cover includes the title, draft date, and presentation date.

metropolitan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

FY 2026/2027 – FY 2030/31

Transportation Improvement Program
for Orange, Osceola, and Seminole Counties, Florida

Draft for Public Comment – May 20, 2026
To be presented to the MetroPlan Orlando Board for Approval on July 8, 2026

Interstate / National Highway System Projects

- Includes projects on:
 - Interstate Highway System
 - Strategic Intermodal System
 - National Highway Freight Network
- Project types:
 - Moving Florida Forward interchange improvements
 - Capacity improvements

30

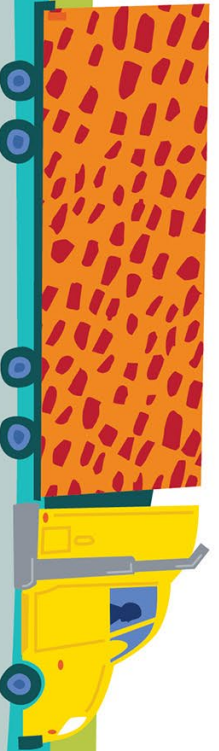
Projects

\$1.5 Billion

Project Funding

For more information about I-4,

visit: movingi4forward.com



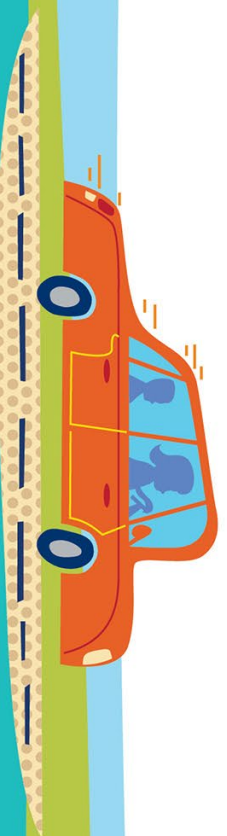
State Highway System Projects

Project types:

- Capacity improvements
- Intersection improvements
- Urban corridor improvements
- Operations improvements
- Safety improvements
- ITS improvements
- Resurfacing & maintenance

118 **\$1 Billion**
Projects Project Funding

MetroPlan Orlando Contributions:
7 projects | \$50 million in funding



Aviation Projects

Projects located at:

- Greater Orlando Aviation Authority
- Orlando-Sanford International Airport
- Kissimmee Gateway Airport

Project Types:

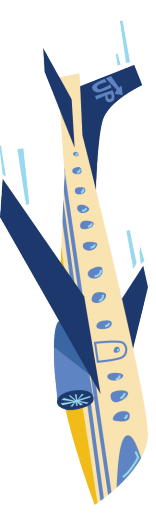
- Taxiway maintenance
- Taxiway improvements

14

Projects

\$236 Million

Project Funding



Urban Corridor Improvement Projects

Includes projects:

- Off the state highway system that are functionally classified within the urban area
- Improving safety of bicyclists and pedestrians
- Corridor & intersection solutions that improve safety, reliability, and accessibility

12 **\$82 Million**
Projects Project Funding

MetroPlan Orlando Contributions:
11 projects | \$46 million in funding



Active Transportation Projects

Projects included:

- Bicycle and pedestrian projects
- Local and regional trails

10 **\$64 Million**
Projects Project Funding

MetroPlan Orlando Contributions:

9 projects | \$32 million in funding

Note: Additional projects related to non-motorized transportation are also included in other TIP sections.



Transportation Systems Management & Operations (TSM&O) Projects

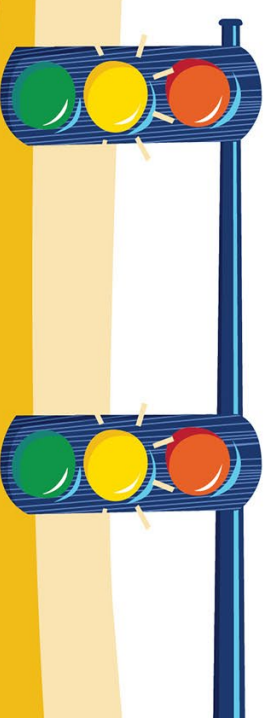
Project types:

- Implementing innovative strategies
- Incident management
- Corridor management
- Transportation demand management
- Safety improvements

13 **\$51 Million**
Projects Project Funding

MetroPlan Orlando Contributions:

13 projects | \$23 million in funding



Regional Transit Projects

Projects included:

- Transit related improvements
- Transportation disadvantaged
- Transit operations & maintenance
- Transit capital improvements
- Commuter rail

26 **\$604 Million**
Projects Project Funding

MetroPlan Orlando Contributions:
2 projects | \$44 million in funding
for Transit Capital Improvements



Toll Road Projects

Projects funded with toll revenues and implemented by:

- Florida's Turnpike Enterprise (FTE)
- Central Florida Expressway Authority (CFX)

Project types:

- Interchange improvements
- Capacity improvements
- Maintenance

Included in the TIP for informational purposes only

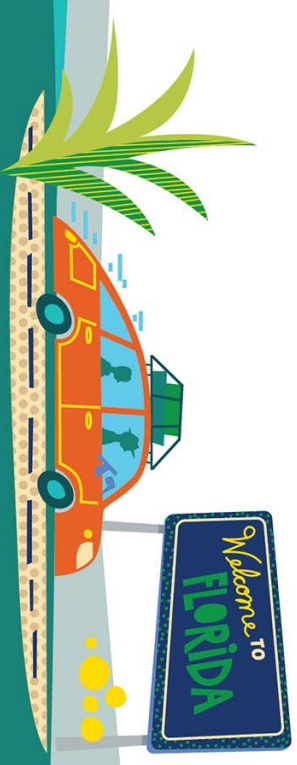
38

Projects*

\$878 Million

Project Funding*

*CFX Five Year Work Plan not yet included



Partner Funded

- Projects funded and implemented by local government agencies
- Self-reported by local governments for inclusion in the TIP
- Project types:
 - Urban corridor improvements
 - Bike & pedestrian improvements
 - TSM&O projects
 - Capacity improvements

Included in the TIP for informational purposes only

119

Projects*

\$965 Million

Project Funding*

*Additional transportation improvement projects and cost information is available in your local government Capital Improvement Program.





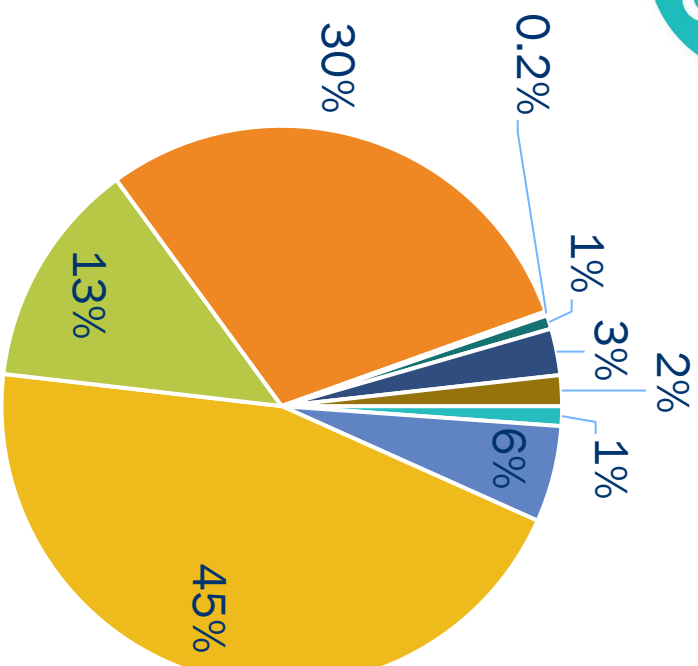
Funding Summary

230

Federal and State Funded Projects

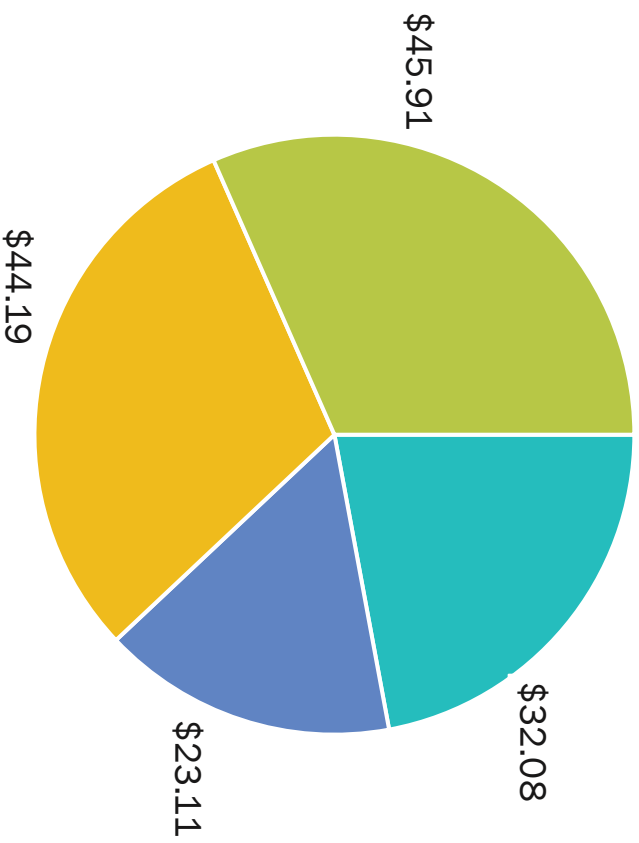
\$3.04 billion

Total Five-Year Funding



- Active Transportation
- Aviation
- Interstate Highway System & Strategic Intermodal System
- Regional Transit (LYNX, SunRail, and CFCR)
- State Highway System
- Toll Road Projects
- Transportations Systems Management & Operations (TSMO)
- Unified Planning Work Program
- Urban Corridor Improvements / Context-Based Design

MPO-TMA Funded Projects



- Active Transportation
- Transportations Systems Management & Operations (TSMO)
- Transit Capital
- Urban Corridor Improvements / Context-Based Design

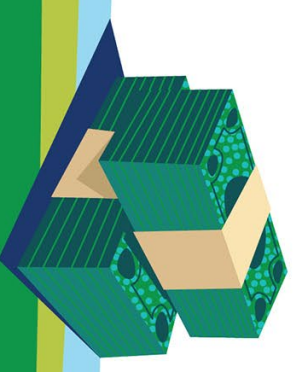
[in millions of dollars]

35

MPO-TMA Funded Projects

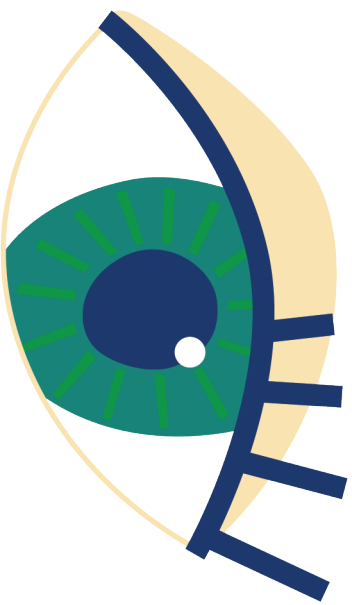
\$145 million

MPO-TMA Five-Year Funding Total



Multiple Ways to Participate

1. Visit our website to learn more about the updates



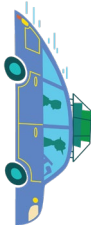
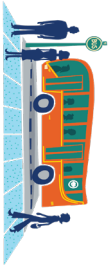

2. Use opportunities for public comment at upcoming Advisory Committee and Board Meetings



TIP Tuesdays

Learn about our 5-year transportation plan

In-person pop-up events — all are welcome

JUN 2	12:00 – 3:00 PM · Tuesday, 2026 Discover Downtown Orlando Information Center 201 S Orange Ave., Suite 102 · Orlando, FL 32801	
JUN 9	2:00 – 5:00 PM · Tuesday, 2026 Hart Memorial Central Library 211 East Dakin Ave. · Kissimmee, FL 34741	
JUN 16	1:00 – 4:00 PM · Tuesday, 2026 Sanford Welcome Center 230 E 1st St. · Sanford, FL 32771	

Your voice
shapes our
region.

Three Tuesdays. Three locations.
Come meet us.

metroplanorlando.com

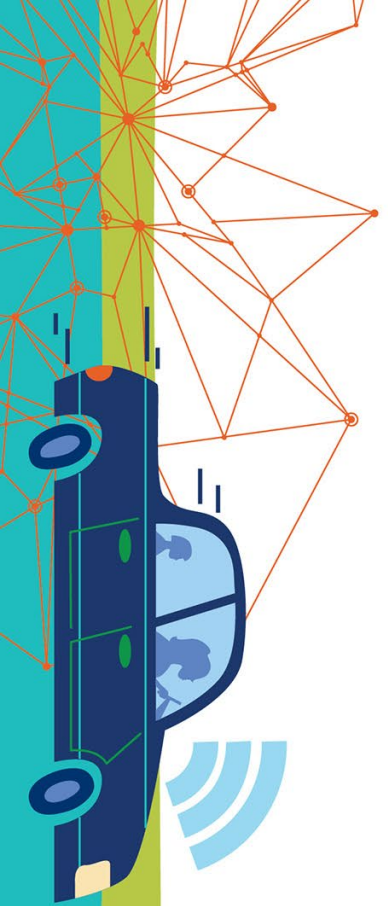


Next Steps

- Draft to be reviewed by agency partners
- TIP public outreach events
- Prepare final document for Board Approval

Agency partner
comments requested
by June 5th

Public comments
requested
by July 8th





Thank you!

MetroPlanOrlando.gov | 407-481-5672

Natalia Barbour, PhD | Senior Transportation Planner

Natalia.Barbour@MetroPlanOrlando.gov



Section 5

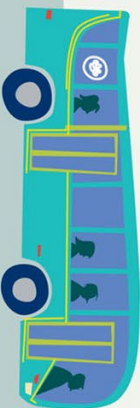


metroplanning orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Prioritized Project List

Preview of Draft Document

May 2026



Background

- Annual / Recurring Process
- Focus on the first 10-years of the MTP, beyond the TIP
- Identifies projects for federal & state funding





What is new in the PPL

- Refreshed to coordinate with 2050 MTP
- Fully Funded Projects and Project Priorities Lists
- Appearance - New Table Structure

Unfunded MPO Priority Projects for Near-term Programming Consideration

PPL Rank	Roadway / Facility	Project Limits	Project Description	Phase Request	Funding Request (in millions)
1	Central Ave Ph. 1 (FM#437932-2; 437932-1; MTP ID: 40038)	Dakin Ave at Church St to W Donegan Ave (Kissimmee)	Incorporate a buffered or protected bike lane, and the location of transit stops and crossing locations along the corridor should be reviewed and enhance crosswalks added as warranted.	Maintain PE Maintain ROW Program CST Program CEI	PE - \$1.364 ROW - \$0.849 CST - \$4.254 CEI - \$0.425
2	Oak Ridge Rd (MTP ID: 40006)	Millenia Blvd to Defiance Ave (Orange County)	West of Orange Blossom Trail, evaluate widening sidewalk on the north side to 10 feet where possible; East of Orange Blossom Trail, evaluate providing 6-foot protected bike lanes (5-foot bike lane with 1-foot buffer/vertical element) in each direction, 10-foot vehicle lanes, and an 11-foot two-way left-turn lane. A portion of this project is included as part of the Shingle Creek Regional Trail extension. Consider a raised median along portions of the corridor, along with enhanced crossings that consider the location of activity centers and transit stops.	Program PDE Program PE Program CST Program CEI	PDE - \$1.622 PE - \$2.163 CST - \$6.54 CEI - \$0.654

2050 MTP Funding Programs and Associated Prioritized Project Lists

Other Arterials (DDR) 2031-2041

- NHS / State Roads
- Off-System Construction Assistance / TRIP
- Premium Transit Operations

TMA Funds (SU and TALU) 2031-2041

- High Injury Network (HIN) Countermeasures
 - Off-System Safety Priorities Program
 - State Highway System Safety Countermeasures Program
- Urban Corridor Improvements
- Active Transportation
 - School Mobility and Hazardous Walking Conditions Program
- TSM&O / ITS
- Transit Capital
- Unified Planning Work Program (UPWP)

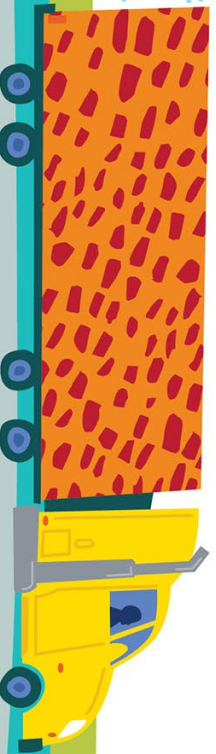


Interstate Highway / Strategic Intermodal System

Draft PPL Pages:

15-18

- Capacity, safety, TSM&O, and other improvements along I-4
 - Express Lanes
 - Beyond the Ultimate
 - Traffic monitoring
- Moving Florida Forward projects
- Truck Parking for Freight Network along I-4



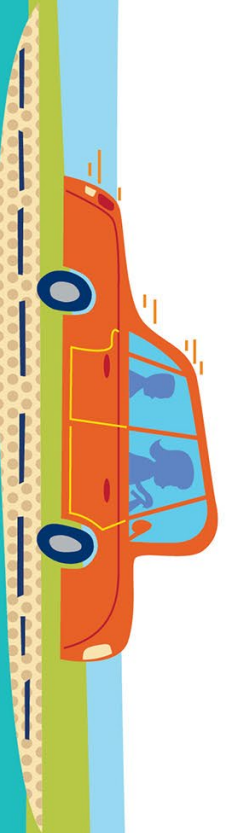
State Roads /

State Highway System

Draft PPL Pages:

19-22

- Multimodal projects on State Roads and US Routes
- State roads are key to many municipalities' road networks
- Projects can include improvements in:
 - Safety
 - Capacity
 - Urban Corridor Design
 - Bicycle and Pedestrian facilities
 - TSM&O / ITS

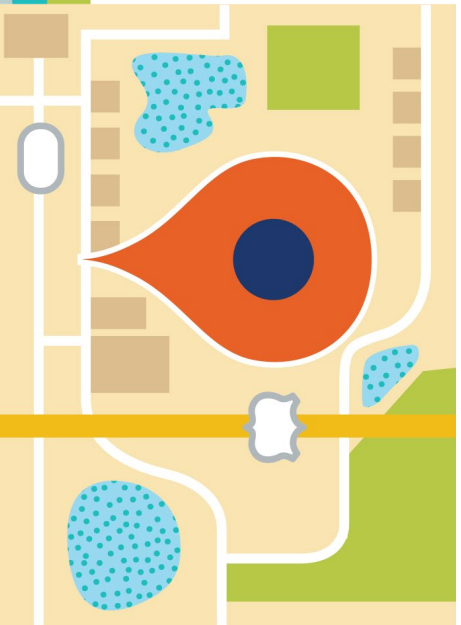


Transportation Regional Incentives Program (TRIP) and Off-System Construction Assistance Projects

Draft PPL
Pages:

23-28

- Supplemental funding from state and federal sources
- Intended for “Regionally Significant” projects



Off-System Safety Priority Projects

Draft PPL Pages:
29-33

- High Injury Network (HIN) Countermeasures
- Projects resulting from Vision Zero efforts
- Submitted by municipalities
- Projects selected by TAC Working Group using a data-driven approach



Urban Corridor Improvements / Context-Based Design Projects

Draft PPL Pages:

34-38

- Off the State Highway System
- Context-based design improvements
 - Bicycle/Pedestrian facilities
 - Transit
 - Intersection solutions
 - No added vehicle lanes



Active Transportation Projects

Draft PPL Pages:

39-41

- Bicycle and pedestrian infrastructure
- Multi-use paths
- Regional trails
- Filling gaps in the sidewalk network

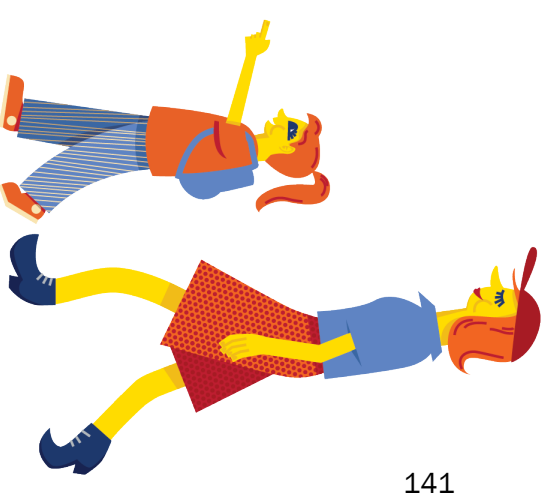


School Mobility Program and Hazardous Walking Conditions Program

Draft PPL
Page:

42

- Boxed Fund within the Active Transportation category
- Safe Routes to School
 - FDOT program
 - Supplemented with MetroPlan Orlando funds



Transportation System Management & Operations Projects

Draft PPL Pages:

43-47

- TSM&O is transportation technology
- Intelligent Transportation Systems (ITS)
- Traffic congestion
 - Dynamic Messaging Boards
 - Incident Management
- Transportation Demand Management



Regional Transit Projects

Draft PPL Pages:
48-50

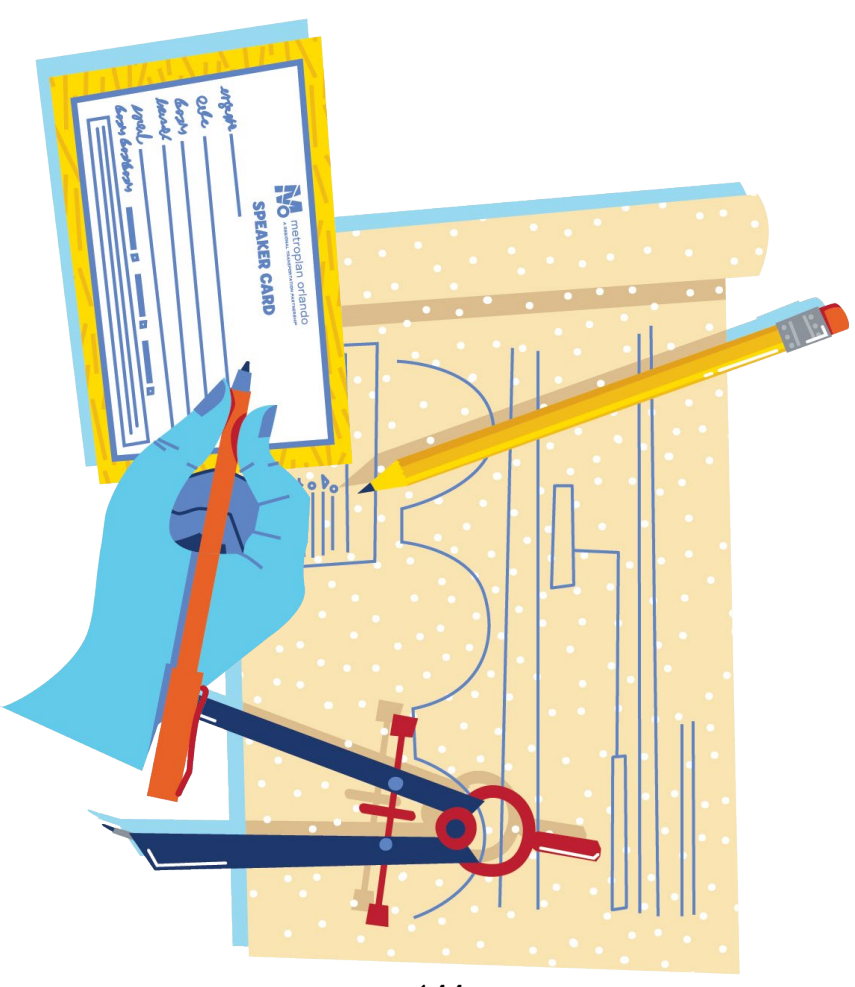
Key Priorities

- SunRail Phase III / Sunshine Corridor Program
- LYNX Southern Operations & Maintenance Facility
- LYNX and SunRail Operations & Management
- LYNX and SunRail Existing Capital Expenses



What's next?

- Presentation to Advisory Committees and MetroPlan Orlando Board
- Requesting Feedback by **6/5/26**
- MPO Board action on PPL: July 8TH





Thank you!

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