

## MetroPlan Orlando Board

**DATE & TIME:**

Wednesday, July 8, 2026  
9:00 a.m.

**LOCATION:**

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

[CLICK HERE TO JOIN VIRTUALLY](#)

**MEMBERS OF THE PUBLIC ARE WELCOME!**

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

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|------|--|--|
| I.   | <b>CALL TO ORDER</b>   | Chairwoman Wilson  |
| II.  | <b>CHAIR'S ANNOUNCEMENTS</b>   | Chairwoman Wilson  |
| III. | <b>EXECUTIVE DIRECTOR'S ANNOUNCEMENTS/AGENDA REVIEW</b>  | Mr. Gary Huttman   |
| IV.  | <b>AGENCY REPORTS:</b>   | Secretary Tyler<br>FDOT  |
|      | <ul style="list-style-type: none"> <li>• FDOT</li> </ul>   |  |
| V.   | <b>ROLL CALL &amp; CONFIRMATION OF QUORUM</b>  | Ms. Lisa Smith   |
| VI.  | <b>COMMITTEE REPORTS:</b>  |  |
|      | <ul style="list-style-type: none"> <li>• Municipal Advisory Committee</li> <li>• Community Advisory Committee</li> <li>• Technical Advisory Committee</li> <li>• Transportation System Management &amp; Operations Advisory Committee</li> </ul> | Commissioner Jordan Smith<br>Ms. Judy Pizzo<br>Mr. Myles O'Keefe<br>Mr. Lenny Barden |

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

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|---|---|---|
| <b>VIII. CONSENT AGENDA</b>                                   |   | <b>Section 1<br/>Page #5</b>                  |
| <b>A.</b>   | Minutes of the May 13 and June 10, 2026 Board Meeting – page #6   |   |
| <b>B.</b>   | Approval of Financial Reports for April & May 2026 – page #18   |   |
| <b>C.</b>   | Approval of the Travel Reports for April & May, 2026 – page #22   |   |
| <b>D.</b>   | 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 #24   |   |
| <b>E.</b>   | Approval of General Planning Consultant (GPC) Contracts - page #25  |   |
| <b>F.</b>   | Approval to Extend the Sole Source Contract with the University of Florida to Update MetroPlan Orlando’s Web-based Crash Database - page #26  |   |
| <b>G.</b>   | Approval to Extend Existing Contract with StreetLight Data, Inc.- page #30  |   |
| <b>H.</b>   | Certification of TDLCB Membership – page #50  |   |
| <b>IX. OTHER ACTION ITEMS</b>                                 |   | <b>Section 2<br/>Page #52</b>                 |
| <b>A.</b>   | Approval of the FY 26-27/FY 30-31 Transportation Improvement Program (TIP) (Roll Call vote) – Section 2 – page #53  | Dr. Natalia Barbour, PhD<br>MetroPlan Orlando |
|   | Link to Draft FY 26-27/FY 30-31 TIP: Due to the size of the document, a link is provided to access the draft TIP Preview online: <a href="#">Transportation Improvement Program FY 27-31 (Draft for Adoption)</a> |   |
|   | Additional information about the TIP is available at: <a href="https://MetroPlanOrlando.gov/TIP">https://MetroPlanOrlando.gov/TIP</a>   |   |
| <b>B.</b>   | Approval of the 2026 Prioritized Project List (PPL) – Section 2 – page#57   | Mr. Slade Downs<br>MetroPlan Orlando          |
|   | Link to Draft PPL: Due to the size of the document, a link is provided to access the draft PPL Preview online: <a href="#">Draft Prioritized Project List 2026</a>  |   |
|   | Additional information about the PPL is available at: <a href="https://MetroPlanOrlando.gov/PPL">https://MetroPlanOrlando.gov/PPL</a>   |   |
| <b>X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)</b> |   | <b>Section 3<br/>Page #58</b>                 |

|    |  |
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| A. | Executive Directors Report for June & July – page #59  |
| B. | Smart Growth America – 2026 Dangerous by Design Report – page #63  |
| C. | FDOT Monthly Construction Status Report - May and June 2026 – page #88   |
| D. | Air Quality Report for May and June – page #122  |
| E. | Bicycle & Pedestrian Report for June – page #126   |
| F. | Submittal package to the Office of Greenways and Trails for the Lake-to-Lake Regional Trail – page #129  |
| G. | Letter of Support for the FDOT Nationally Significant Multimodal Freight & Highway Projects (INFRA) Grant Application– Interstate 4 (I-4) North – page #167                                  |
| H. | Letter of Support for the City of Orlando’s FY26 Safe Streets for All (SS4A) Grant Application “Safety on Semoran (SOS)” – page #168   |
| I. | Letter of Support for the Orange County Vision Zero Action Plan (VZAP) Safe Streets for All (SS4A) Implementation Grant – page #169  |
| J. | 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 #170 |
| K. | Letter of Support for LYNX SFY28 Public Transit Service Development Grant Application - page #171  |
| L. | Letter of Support for Orange County APA Planning Excellence Award – page #172  |
| M. | AMPO Letter to House T&I Leadership re: BUILD America 250 Act– page #173   |
| N. | NARC Letter to House T&I Leadership re: BUILD America 250 Act– page #175   |
| O. | NACo Letter to House T&I Leadership re: BUILD America 250 Act– page #177   |
| P. | East Colonial Drive (S.R. 50) Widening Open House – page #179  |

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| <b>XI.</b> | <b>OTHER BUSINESS &amp; PRESENTATIONS</b>            | <b>Section 4</b>                    |
|            |  | <b>Page #180</b>                    |
| A.         | Update of the E-Mobility Education Pilot – page #181 | Ms. Lara Bouck<br>MetroPlan Orlando |

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

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

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

How to comment:

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

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

## **XIII. BOARD MEMBER COMMENTS**

## **XIV. NEXT MEETING: September 9, 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](mailto:info@metroplanorlando.org) at least three business days prior to the event.*

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

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

# Section 1

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**MetroPlan Orlando Board**

**MEETING MINUTES**

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

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**Commissioner Nicole Wilson, Chair, Presided**

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

**III. EXECUTIVE DIRECTOR’S ANNOUNCEMENTS & AGENDA REVIEW**

Mr. Huttman 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. Huttman stated the public opinion research survey has closed, and the results will be presented by Summit Research at the June 10<sup>th</sup> Board meeting. He announced the next safety speaker series is scheduled for May 20<sup>th</sup> 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. Huttman 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 10<sup>th</sup> day of June 2026.

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Commissioner Nicole Wilson, Chairwoman

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Ms. Lisa Smith,  
Board Services Coordinator/Recording Secretary

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



**MetroPlan Orlando Board**

**MEETING MINUTES**

**DATE:** Wednesday, June 10, 2026  
**TIME:** 9:00 a.m.  
**LOCATION:** MetroPlan Orlando  
Park Building  
250 S. Orange Ave, Suite 200  
Orlando, FL 32801

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**Commissioner Nicole Wilson, Chair, Presided**

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**Members in attendance were:**

Hon. Pat Bates, City of Altamonte Springs  
Hon. Maribel Gomez Cordero, Orange County  
Hon. Roger Chapin for Mayor Buddy Dyer, City of Orlando  
Hon. Stephanie Kopelousis, GOAA  
Mr. Christopher "C.J." Maier, Central Florida Expressway Authority  
Hon. Viviana Janer, LYNX/CFCRC  
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:**

Hon. Nadia Anderson, City of Apopka

**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. Joe Nunziata, Orlando Executive Airport

**Members/Advisors not in Attendance:**

Hon. Lee Constantine, Seminole County  
Hon. Bob Dallari, Seminole County  
Hon. Mayor Jerry Demings, Orange County  
Honorable Jackie Espinosa, City of Kissimmee  
Hon. Bob Dallari, Seminole County  
Hon. Mayor Jerry Demings, Orange County  
Hon. Ken Gilbert, City of St. Cloud  
Hon. Cheryl Grieb, Osceola County  
Hon. Tony Ortiz, City of Orlando  
Hon. Michael Sott, Orange County  
Mr. Stephen Smith, Sanford Airport Authority  
Secretary John Tyler, FDOT District 5  
Vacant, Orange County

**Others in Attendance:**

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 Nicole Wilson 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 updated Board members on Orange County’s micromobility safety efforts. Chairwoman Wilson sought board consensus to bring together representatives from around the region with the goal of establishing a multidisciplinary interagency working group with the intent to develop language for micromobility and e-bike safety. Mayor Pat Bates reported on the May 14<sup>th</sup> Transportation Disadvantaged Local Coordinating Board meeting. Commissioner Uribe reported on the National Association of Regional Councils held in Tulsa, OK.; and Chairwoman Wilson urged participation in the MPOAC Institute for operational insights and networking opportunities. MetroPlan Orlando staff member Mighk Wilson presented the Safety Moment highlighting seat belt safety. Commissioner Uribe called attention to the “Always Wear Your Seat Belt” program which is sunsetting. Commissioner Wilson acknowledged Mr. Wilson and congratulated him on his upcoming retirement.

**III. EXECUTIVE DIRECTOR’S ANNOUNCEMENTS & AGENDA REVIEW**

Mr. Huttman welcomed Commissioner Roger Chapin (City of Orlando alternate for Mayor Dyer) and acknowledged Mayor John Dowless representing the MAC. Mr. Huttman updated Board members on Build America 250 and the Lake-to-Lake Trail planning efforts noting the package was submitted to the office of Greenways and Trails. He noted the next Leadership Team meeting is scheduled for July 15<sup>th</sup> at MetroPlan Orlando. Mr. Huttman announced the retirement of Mighk Wilson, Sr. Transportation Planner/Project Manager, and Mary Ann Horne, Public Information Manager. Mr. Huttman also called attention to the items in supplemental folders and noted that there is no FDOT Agency Report at today’s meeting.

**IV. AGENCY REPORTS:**

None

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

Ms. Lisa Smith called the roll and confirmed there was no quorum.

**VI. COMMITTEE REPORTS**

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

**VII. PUBLIC COMMENTS ON ACTION ITEMS**

None

**VIII. CONSENT AGENDA**

- A. Minutes of the May 13, 2026, Board Meeting
- B. Approval of Financial Report for April 2026
- C. Approval of the Travel Report for April 2026
- 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
- E. Approval of General Planning Consultant (GPC) Contracts
- F. Approval of Streetlight contract extension
- G. Certification of TDLCB Membership

**Due to lack of quorum, the Board was unable to take action on the Consent Agenda.**

**IX. OTHER ACTION ITEMS**

- A. No additional action items

**X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT**

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report- April 2026
- C. Submittal package to the Office of Greenways and Trails for the Lake-to-Lake Regional Trail
- D. Letter of Support for the City of Orlando's FY26 Safe Streets for All (SS4A) Grant Application "Safety on Semoran (SOS)"
- E. Letter of Support for the Orange County Vision Zero Action Plan (VZAP) Safe Streets for All (SS4A) Implementation Grant
- 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
- G. Letter of Support for LYNX SFY28 Public Transit Service Development Grant Application
- H. AMPO Letter to House T&I Leadership re: BUILD America 250 Act
- I. NARC Letter to House T&I Leadership re: BUILD America 250 Act
- J. NACo Letter to House T&I Leadership re: BUILD America 250 Act

**Due to lack of quorum, the Board was unable to take action on the Consent Agenda.**

**XI. OTHER BUSINESS/PRESENTATIONS**

- A. Preview of the FY 26-27/FY 30-31 Transportation Improvement Program (TIP)

Ms. Natalia Barbour, MetroPlan Orlando, presented a preview of the draft annual TIP update for Fiscal Years 2026/27 through 2030/31. Ms. Barbour noted that the Transportation Improvement Plan sets the schedule for transportation improvements over the next five years and includes projects funded by federal, state and local agencies. Ms. Barbour explained that the document includes a variety of project types, such as interstate highway system projects, state highway system projects, and urban corridor improvements. The TIP is updated for consistency with the 2050 MTP and is open for public feedback until July 8.

Due to the size of the document, a link is provided to access the draft TIP Preview online: [Transportation Improvement Program FY 2026/27 - FY 2030/31](#). Additional information about the TIP is available at: <https://metroplanorlando.gov/TIP>

#### B. Preview of the 2026 Prioritized Project List (PPL)

Mr. Slade Downs, MetroPlan Orlando, Mr. Slade Downs, MetroPlan Orlando, presented the annual PPL update. He noted that the PPL covers unfunded projects over the next 10 years, and the PPL focuses on federally and state-funded projects and is structured based on funding sources and project eligibility. The document includes project descriptions, funding requests, and current project statuses. A preview of the draft PPL annual update. The PPL is updated annually to align with the 2050 MTP and is open for feedback until June 5.

Due to the size of the document, a link is provided to access the draft PPL Preview online: [DRAFT 2026 Prioritized Project List](#). Additional information about the PPL is available at: <https://metroplanorlando.gov/PPL>

#### C. Market Research Survey Results

Dr. Sara Strickhouser, Summit Survey Research, presented results from the 2026 Regional Transportation Survey. Dr. Strickhouser noted that 2,536 residents were surveyed across Orange, Osceola, and Seminole Counties, finding that 11% use e-bikes and 8% use electric scooters with these users being different demographic groups, Dr. Strickhouser explained that key challenges identified included unsafe driver behavior being a top concern for pedestrians, cyclists, and drivers alike, with 60% admitting to at least one risky driving behavior. Dr. Strickhouser discussed feedback received regarding missed medical appointments due to transportation issues, noting that 20% of respondents reported missing appointments, with distance to clinics and high costs being major factors, including rideshare being unaffordable for many. Dr. Strickhouser responded to Board member questions and concerns.

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

Nicholas Natale and Destin Correa, Orlando, Florida addressed the Board members concerning 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 encouraged participation in the next TransMAC meeting scheduled for Thursday, June 11<sup>th</sup> at the Winter Park Community Center beginning at 6 p.m. Mr. Maier asked about the timing of the AMPO and Build America Act and its impact on funding. Mr. Huttman provided a brief update on the timing and mentioned potential extensions.

XIV. **NEXT MEETING:** Wednesday, July 8, 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 10<sup>th</sup> day of June 2026.

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Commissioner Nicole Wilson, Chairwoman

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Ms. Lisa Smith,  
Board Services Coordinator/Recording Secretary

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

**MetroPlan Orlando  
Agencywide  
Balance Sheet  
For Period Ending 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   |

|                      |                               |
|----------------------|-------------------------------|
| <b>TOTAL ASSETS:</b> | <b><u>\$ 6,169,652.36</u></b> |
|----------------------|-------------------------------|

**LIABILITIES**

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

|                           |                             |
|---------------------------|-----------------------------|
| <b>TOTAL LIABILITIES:</b> | <b><u>\$ 915,762.55</u></b> |
|---------------------------|-----------------------------|

**EQUITY**

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

|                      |                               |
|----------------------|-------------------------------|
| <b>TOTAL EQUITY:</b> | <b><u>\$ 5,253,889.81</u></b> |
|----------------------|-------------------------------|

|  |                               |
|--|-------------------------------|
| <b>TOTAL LIABILITIES &amp; EQUITY:</b> | <b><u>\$ 6,169,652.36</u></b> |
|--|-------------------------------|

|                                  |      |
|----------------------------------|------|
| Net difference to be reconciled: | \$ - |
|----------------------------------|------|

**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%         |
| <b>Total Revenues</b>                            | <b>\$ 14,785,415.00</b> | <b>\$ 589,402.27</b>  | <b>\$ 6,687,407.61</b> | <b>\$ 8,098,007.39</b> | <b>45.23%</b> |
| <b>Expenditures</b>                              |                         |                       |                        |                        |               |
| 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%        |
| <b>Total Expenditures</b>                        | <b>\$ 14,785,415.00</b> | <b>\$ 674,608.43</b>  | <b>\$ 6,167,143.56</b> | <b>\$ 8,618,271.44</b> | <b>41.71%</b> |
| <b>Agency Balance</b>                            | <b>\$ -</b>             | <b>\$ (85,206.16)</b> | <b>\$ 520,264.05</b>   |                        |               |

**MetroPlan Orlando**  
**Agencywide**  
**Balance Sheet**  
For Period Ending 05/31/2026

**ASSETS**

|                              |                 |
|------------------------------|-----------------|
| Operating Cash in Bank       | \$ 833,209.90   |
| Petty Cash                   | \$ 125.00       |
| SBA Investment Account       | \$ 2,153,036.81 |
| FL CLASS Investment Account  | \$ 2,156,750.09 |
| Rent Deposit                 | \$ 20,000.00    |
| Prepaid Expenses             | \$ 10,004.89    |
| Accounts Receivable - Grants | \$ 391,915.04   |
| Capital Assets - Net         | \$ 433,576.86   |

|                      |                                      |
|----------------------|--------------------------------------|
| <b>TOTAL ASSETS:</b> | <b><u><u>\$ 5,998,618.59</u></u></b> |
|----------------------|--------------------------------------|

**LIABILITIES**

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

|                           |                                    |
|---------------------------|------------------------------------|
| <b>TOTAL LIABILITIES:</b> | <b><u><u>\$ 915,762.55</u></u></b> |
|---------------------------|------------------------------------|

**EQUITY**

|               |                 |
|---------------|-----------------|
| FUND BALANCE: |                 |
| Nonspendable: |                 |
| Prepaid Items | \$ 10,004.89    |
| Deposits      | \$ 20,000.00    |
| Unassigned:   | \$ 5,052,851.15 |

|                      |                                      |
|----------------------|--------------------------------------|
| <b>TOTAL EQUITY:</b> | <b><u><u>\$ 5,082,856.04</u></u></b> |
|----------------------|--------------------------------------|

|  |                                      |
|--|--------------------------------------|
| <b>TOTAL LIABILITIES &amp; EQUITY:</b> | <b><u><u>\$ 5,998,618.59</u></u></b> |
|--|--------------------------------------|

|                                  |      |
|----------------------------------|------|
| Net difference to be reconciled: | \$ - |
|----------------------------------|------|

**MetroPlan Orlando**  
**Agencywide Revenues & Expenditures**  
**For Period Ending 05/31/2026**

| Revenues   | Budget                  | Current                | YTD                    | Variance Un/(Ovr)      | % of Budget   |
|--|-------------------------|------------------------|------------------------|------------------------|---------------|
| Federal Revenue                                  | \$ 12,002,440.00        | \$ 391,915.04          | \$ 5,466,370.09        | \$ 6,536,069.91        | 45.54%        |
| 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           | \$ 13,712.98           | \$ 144,383.72          | \$ 11,616.28           | 92.55%        |
| Contributions                                    | \$ 25,000.00            | \$ -                   | \$ 25,000.00           | \$ -                   | 100.00%       |
| Cash Carryforward                                | \$ 319,084.00           | \$ -                   | \$ -                   | \$ 319,084.00          | 0.00%         |
| Other  | \$ 243,250.00           | \$ 1,231.24            | \$ 22,539.10           | \$ 220,710.90          | 9.27%         |
| Local Funds Transfer                             | \$ 564,450.00           | \$ -                   | \$ 13,307.03           | \$ 551,142.97          | 2.36%         |
| <b>Total Revenues</b>                            | <b>\$ 14,785,415.00</b> | <b>\$ 406,859.26</b>   | <b>\$ 7,094,266.87</b> | <b>\$ 7,691,148.13</b> | <b>47.98%</b> |
| <b>Expenditures</b>                              |                         |                        |                        |                        |               |
| Audit Fees                                       | \$ 26,000.00            | \$ -                   | \$ 26,000.00           | \$ -                   | 100.00%       |
| Books, publications, subscriptions & memberships | \$ 24,991.00            | \$ -                   | \$ 14,276.32           | \$ 10,714.68           | 57.13%        |
| Community relations & advertising                | \$ 142,600.00           | \$ 2,132.08            | \$ 27,809.00           | \$ 114,791.00          | 19.50%        |
| Computer Software                                | \$ 2,500.00             | \$ -                   | \$ -                   | \$ 2,500.00            | 0.00%         |
| Consultants                                      | \$ 9,437,863.00         | \$ 321,853.37          | \$ 3,280,635.32        | \$ 6,157,227.68        | 34.76%        |
| Contingency                                      | \$ 50,000.00            | \$ -                   | \$ -                   | \$ 50,000.00           | 0.00%         |
| Contractual/Temporary Services                   | \$ 6,410.00             | \$ 262.00              | \$ 5,018.94            | \$ 1,391.06            | 78.30%        |
| Depreciation/Amortization                        | \$ -                    | \$ 1,992.10            | \$ 66,549.35           | \$ (66,549.35)         | 0.00%         |
| Equipment & Furniture                            | \$ 51,500.00            | \$ -                   | \$ -                   | \$ 51,500.00           | 0.00%         |
| Indirect Costs                                   | \$ 618,103.00           | \$ 13,830.74           | \$ 538,776.45          | \$ 79,326.55           | 87.17%        |
| Legal Fees                                       | \$ 30,000.00            | \$ 937.50              | \$ 23,400.00           | \$ 6,600.00            | 78.00%        |
| Office Supplies                                  | \$ 11,000.00            | \$ 727.28              | \$ 4,930.85            | \$ 6,069.15            | 44.83%        |
| Operating Supplies                               | \$ 48,155.00            | \$ 4,876.86            | \$ 39,852.10           | \$ 8,302.90            | 82.76%        |
| Operating Transfers Out                          | \$ 564,450.00           | \$ -                   | \$ 13,307.03           | \$ 551,142.97          | 2.36%         |
| Other Misc. Expense                              | \$ 3,750.00             | \$ 131.94              | \$ 801.84              | \$ 2,948.16            | 21.38%        |
| Pass-Through Expenses                            | \$ 80,000.00            | \$ 8,836.12            | \$ 76,596.64           | \$ 3,403.36            | 95.75%        |
| Postage and Freight                              | \$ 3,700.00             | \$ 23.90               | \$ 350.51              | \$ 3,349.49            | 9.47%         |
| Printing and Binding                             | \$ 15,200.00            | \$ 1,595.14            | \$ 2,442.91            | \$ 12,757.09           | 16.07%        |
| Repair and Maintenance                           | \$ 7,500.00             | \$ -                   | \$ 1,269.20            | \$ 6,230.80            | 16.92%        |
| Salaries and benefits                            | \$ 3,557,239.00         | \$ 214,891.99          | \$ 2,559,991.40        | \$ 997,247.60          | 71.97%        |
| Training   | \$ 39,509.00            | \$ 480.00              | \$ 20,901.80           | \$ 18,607.20           | 52.90%        |
| Travel and Per Diem                              | \$ 64,945.00            | \$ 5,322.01            | \$ 42,126.93           | \$ 22,818.07           | 64.87%        |
| <b>Total Expenditures</b>                        | <b>\$ 14,785,415.00</b> | <b>\$ 577,893.03</b>   | <b>\$ 6,745,036.59</b> | <b>\$ 8,040,378.41</b> | <b>45.62%</b> |
| <b>Agency Balance</b>                            | <b>\$ -</b>             | <b>\$ (171,033.77)</b> | <b>\$ 349,230.28</b>   |                        |               |

# Travel Summary - April 2026

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No travelled was reimbursed in the month of April 2026.

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# Travel Summary - May 2026

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Traveler: Laurent, Taylor  
Dates: April 24-29, 2026  
Destination: Detroit, MI  
Purpose of Trip: 2026 APA National Planning Conference  
Cost: \$3,002.02  
Paid By: MetroPlan Orlando Funds

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Traveler: Downs , Slade  
Dates: April 20-22, 2026  
Destination: Lexington, KY  
Purpose of Trip: AMPO Training and Tools Symposium  
Cost: \$2,208.06  
Paid By: MetroPlan Orlando Funds

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## Board Action Fact Sheet

**Meeting Date:** July 8, 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: July 8, 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:** July 8, 2026

**Agenda Item:** VIII.F. (Section 1)

**Roll Call Vote:** No

|                                 |  |
|---------------------------------|--|
| <b>Action Requested:</b>        | Approval to Extend the Sole Source Contract with the University of Florida to Update MetroPlan Orlando’s Web-based Crash Database  |
| <b>Reason:</b>                  | To provide web-based access to crash data and analytical tools to MetroPlan Orlando staff and partners through FY 2027. It is currently hosted at the University of Florida’s Geoplan Center.  |
| <b>Summary/Key Information:</b> | Improvement in access to crash data and analysis contribute to the fulfillment of the requirement to include safety as a planning factor that a metropolitan planning organization must address in its transportation planning process and will support MetroPlan Orlando’s mission to make the roadways safer. This request is being handled in compliance with the Board-approved procedures for awarding sole source contracts. The sole source contract, which is permitted under our procurement rules since the contractor is another public entity, will be for a total amount of \$28,000. Funds are included in our approved FY 2027 budget for this purpose. |
| <b>MetroPlan Budget Impact:</b> | N/A  |
| <b>Local Funding Impact:</b>    | None   |
| <b>Committee Action:</b>        | CAC: N/A<br>TSMO: N/A<br>TAC: N/A<br>MAC: N/A  |
| <b>Staff Recommendation:</b>    | Recommends approval  |
| <b>Supporting Information:</b>  | The Scope of Services for this project is located under section 1.   |

## EXHIBIT “A”

### FY 2026/2027 CRASH GEOSPATIAL DATABASE UPDATE, ANALYSIS AND REPORTING

#### 1. PROJECT PURPOSE

The MetroPlan Orlando regional crash database is managed through Signal4 Analytics, a statewide system hosted at the University of Florida’s Signal4 Lab. While state funding via the Florida Traffic Records Coordinating Committee (TRCC) supports daily data acquisition, hosting, and automated geocoding, certain local requirements fall outside the state’s scope.

The purpose of this Project is to address these local needs by:

- Manual Geolocation: Completing the annual update and maintenance of the crash database by manually geolocating crashes on public roads that failed automated processing.
- Analytical Support: Providing on-demand reporting and analysis to assist MetroPlan Orlando staff in their mission to enhance regional traffic safety.

#### 2. PROJECT TASKS

##### *TASK 1 - INTERACTIVE GEOCODING OF CRASH DATA*

The purpose of this task is to continue to interactively geocode long and short form crashes on public roads for the METROPLAN ORLANDO area. This is so that the Metroplan mapped crash locations are reliable and available in a timely fashion for query and analysis.

The table below shows the numbers of crashes that have needed interactive geocoding in the past three years. The number is determined by subtracting the crashes mapped by officers and those mapped confidently by the computer from the total crashes. These are the crashes that will need manual geocoding.

Table 1 - Crash Geocoding Trends

| Year                   | Total Crashes | Officer Mapped | Computer Confident | For Geocoding |
|------------------------|---------------|----------------|--------------------|---------------|
| Est 7/1/2026-6/30/2027 | 68,024        | 41,654         | 7,032              | 19,338        |
| 7/1/2024-6/30/2025     | 67,230        | 38,817         | 7,809              | 20,604        |
| 7/1/2023-6/30/2024     | 65,144        | 26,487         | 11,191             | 27,466        |
| 7/1/2022-6/30/2023     | 66,164        | 12,141         | 16,525             | 37,498        |
| 7/1/2021-6/30/2022     | 66,882        | 8,813          | 17,399             | 40,670        |

As shown in last column, the number of crashes requiring manual geocoding has continued to decline, largely due to the increased use of the Signal4 geolocation tool by law enforcement. This year, the number is estimated to reach its lowest level yet—approximately 20,000. Based on this trend and based on estimated number of crashes for next year, we project that around 19,300 crashes will require interactive review and geolocation by UF editors in the coming year. From this figure, it is expected that approximately 95-96% of all the crashes on public roads will be successfully geocoded. The remaining 4-5% typically remain unmapped due to insufficient location information provided in the crash report.

**TASK 2 - REPORTING AND ANALYSIS**

The UF team will support the METROPLAN ORLANDO staff with custom queries and analysis that METROPLAN ORLANDO staff may need. This may include supporting staff with quarter reporting on crash data; critical reporting on nuances in the data; and an annual crash data analysis report to support staff recommendations. Other examples of reporting and analysis may include information to support staff efforts to achieve Vision Zero, address equity issues, or improve bike/ped safety challenges to name a few. The UF team will assist staff with analytical support to advocate for traffic safety initiatives to reduce fatalities and injuries. This effort may lead to policies and practices to improve road behavior that reduces the probability of crashes.

**3. BUDGET**

This is a fixed cost project. The estimated budget needed to accomplish the proposed tasks is shown in Table 2 below. It includes salaries and benefits, travel, and the University of Florida indirect cost. The total cost is \$28,000.

**Table 2 - Estimated Budget**

| A                           | B             | C        | D                      | E                 | F                |
|-----------------------------|---------------|----------|------------------------|-------------------|------------------|
| Budget Item                 | Annual Salary | Fringe % | Annual Salary & Fringe | Efforts in Months | Project Cost     |
| <b>SALARIES</b>             |               |          |                        |                   |                  |
| Principal Investigator      | \$ 189,371    | 31.90%   | \$249,780              | 0.12              | \$2,498          |
| Co-Principal Investigator   | \$ 92,457     | 31.90%   | \$121,951              | 1.00              | \$10,163         |
| Student Assistants (SOPS)   | \$ 19,496     | 1.20%    | \$19,730               | 7.50              | \$12,331         |
| <b>TOTAL SALARIES</b>       |               |          |                        |                   | <b>\$ 24,992</b> |
| <b>EXPENSES</b>             |               |          |                        |                   |                  |
| Travel                      |               |          |                        |                   | \$463            |
| <b>TOTAL EXPENSES</b>       |               |          |                        |                   | <b>\$463</b>     |
| <b>TOTAL DIRECT COST</b>    |               |          |                        |                   | <b>\$25,455</b>  |
| UF Indirect Cost %          |               |          |                        |                   | 10%              |
| <b>INDIRECT COST AMOUNT</b> |               |          |                        |                   | <b>\$2,545</b>   |
| <b>TOTAL COST</b>           |               |          |                        |                   | <b>\$28,000</b>  |

**Salaries:** The annual salary & fringe for each position is shown in the Annual Salary column D. The student salary is for part time positions. Column E shows the estimated effort on this project in months, and the last column (F) shows the salary cost for this project per person. The roles and effort for each position are explained below:

- The **Principal Investigator** (PI faculty) will devote his time to overseeing the entire project. The PI will provide direction and leadership and coordinate all components of the project and coordinate with METROPLAN ORLANDO staff.
- The **Co-Principal Investigator** (Co-PI faculty) will perform queries and conduct analysis as needed by METROPLAN ORLANDO staff and provide training and supervision for the student assistants.
- The **Undergraduate Student Assistants** will be responsible for conducting interactive geocoding.

**Travel:** Travel is required to meet with METROPLAN ORLANDO staff to discuss project progress and/or present updates to the METROPLAN ORLANDO committees. One trip is estimated for both faculty members.

**UF F&A Cost:** This is the University of Florida Facilities and Administrative (F&A) Cost - also known as Indirect Costs (IDC). The University of Florida charges a standard 10% of the total project direct cost for this funding source. Details about this requirement can be found at <http://research.ufl.edu/dsp/proposals/budgeting/fa-rates-idc.html>

**4. PAYMENT SCHEDULE**

METROPLAN ORLANDO will be billed in two lump sums, semi-annually, in the amount of \$14,000 each. Progress reports are due with each invoice.



## Board Action Fact Sheet

**Meeting Date:** July 8, 2026

**Agenda Item:** VIII.G. (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](mailto:Roberta.loscalzo@streetlightdata.com)

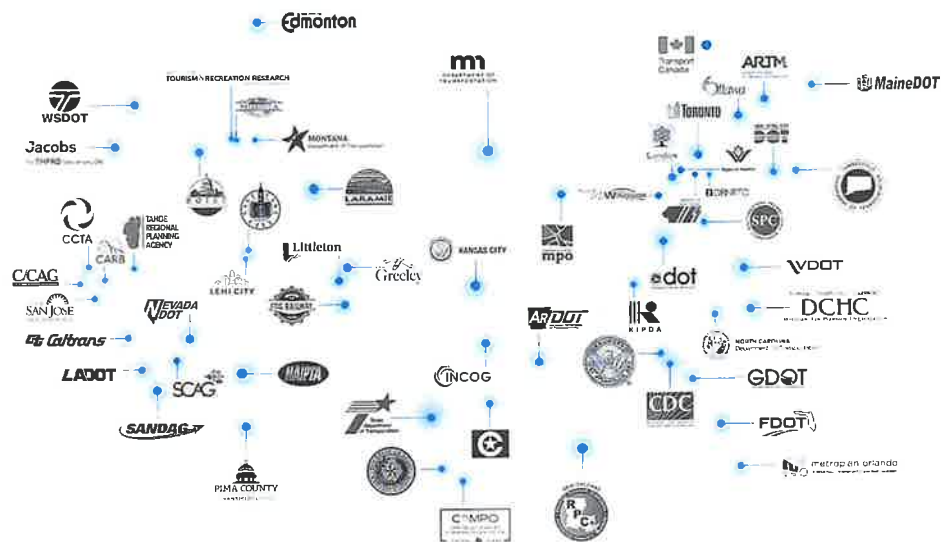
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May 28, 2026

# 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**   **HR**   **PARSONS**   *+ many more!*  
**FORD MOBILITY**   **Uber**   **SIEMENS**   **SPIN**   **BCG**   **Bloomberg**   **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.

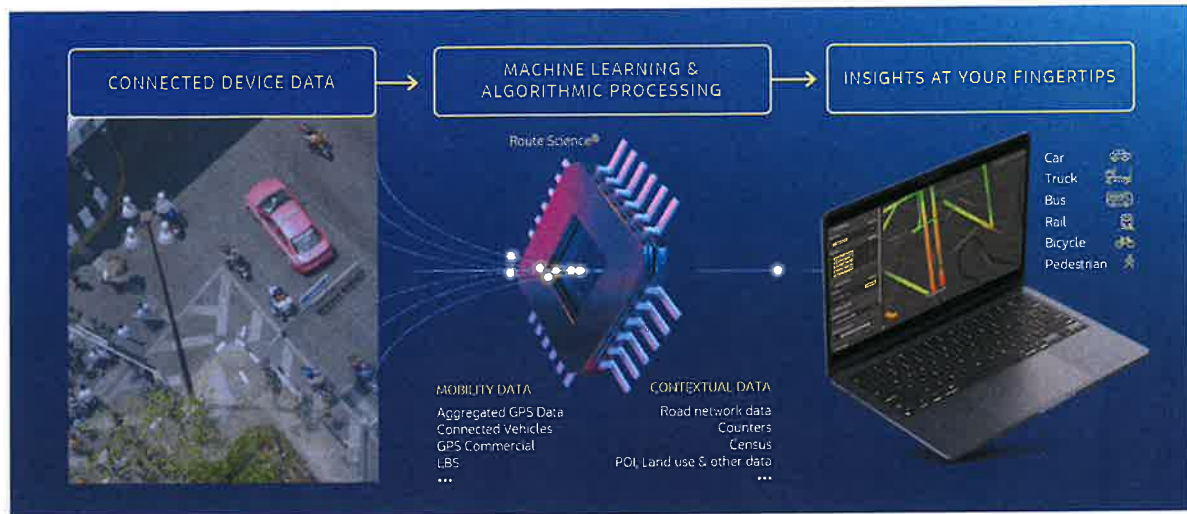
**On-demand Software - get quick access to data that makes decisions better:** The software-as-a-service subscription model allows your organization to run an unlimited number of analyses within your geography without incremental costs, making it affordable to collect data regularly and to study behavior 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.

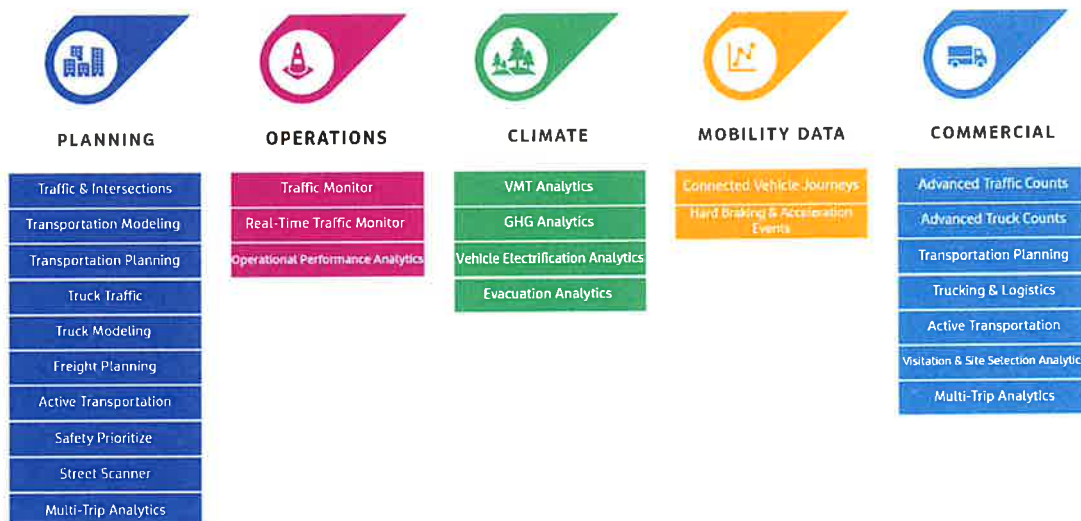
### Metrics for millions of roads and census blocks

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 region<sup>1</sup> around the MetroPlan Orlando region – 3 counties Use will be subject to a standard StreetLight End User License Agreement.

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

| <b>Planning Solutions</b> | <b>Key Features Included</b>   | <b>Analyses Included</b>  | <b>Modes Included</b> |
|---------------------------|--|---|-----------------------|
| 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                |
| <b>SUBSCRIPTION</b>  |  |                     |
| Planning Solutions   | Transportation Planning<br>Truck Traffic<br>Truck Modeling | \$200,000.00        |
| <b>ADDITIONAL ITEMS</b>  |  |                     |
| SUPPORT  | Standard   | <i>Included</i>     |
| <b>ACCESS</b>  |  |                     |
| MULTI-DOMAIN   | No   | Not Included        |
| USER SEATS <sup>2</sup>  | 50   | Included            |
| API  | No   | Not Included        |
| <b>FINAL TOTAL July 1, 2026 – December 31, 2026 (6 months)</b> |  | <b>\$200,000.00</b> |

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

<sup>2</sup> 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.

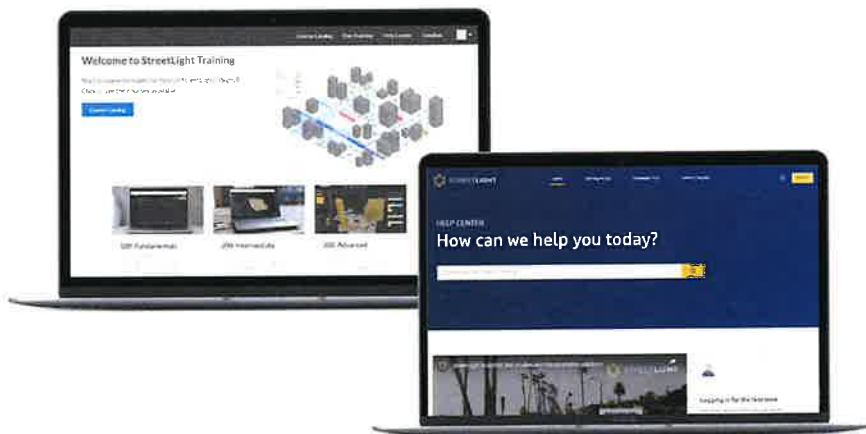


## CUSTOMER CARE

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  |
|-------------------------------------|--|
| <a href="#">Help Center</a>         | 200+ searchable articles covering data sources, methodologies, FAQs, best practices, and tutorials. Accessible via widget within the StreetLight InSight® platform or <a href="http://help.streetlightdata.com">help.streetlightdata.com</a> . |
| <a href="#">Developer Hub</a>       | In-depth API documentation, code samples, and interactive tools to support technical users at <a href="http://developer.streetlightdata.com">developer.streetlightdata.com</a> .   |
| <a href="#">StreetLight Website</a> | On-demand webinars, case studies, blog content, and third-party validations available at <a href="http://streetlightdata.com">streetlightdata.com</a> .  |
| <a href="#">In-Product</a>          | Pop-up in-product help and tutorials to access walkthroughs, demo videos, release notes, and more directly from a user's account.  |
| <a href="#">Email</a>               | 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   |
|--------------------------------|---|
| <b>eLearning Portal</b>        | 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. |
| <b>Live Virtual Sessions</b>   | Instructor-led training, held approximately monthly, covering fundamentals to advanced topics open to all StreetLight subscribers.  |
| <b>Product Update Webinars</b> | Quarterly webinars featuring StreetLight Product Management experts detailing and demoing the latest updates to the StreetLight InSight® platform, as well as other StreetLight offerings   |
| <b>StreetLight Summit</b>      | 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 85<sup>th</sup> 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.

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

**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.)

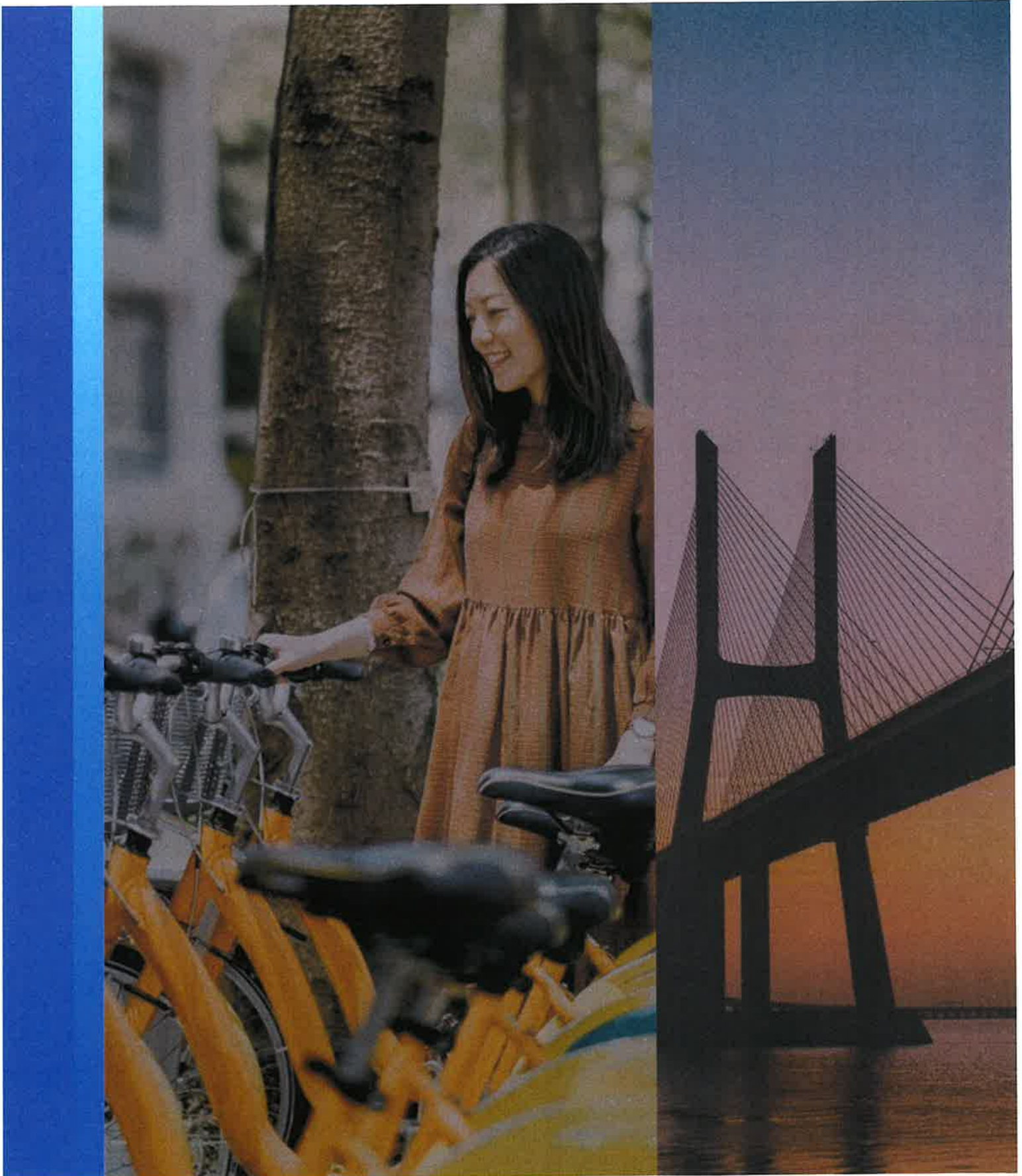
|  | Key Metrics   | Time Period Granularity   | Geographic Granularity  |
|--|---|---|---|
| <b>AA DT</b>                           | Annual Average Daily Traffic<br>Prediction Intervals  | Annual Daily<br>(2017-2024)   | Road Segment<br>Custom Gates  |
| <b>Active Transportation Monitor</b>   | Avg.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

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

|                                  | Key Metrics   | Time Period Granularity   | Geographic Granularity                            |
|----------------------------------|---|---|---|
| <b>Street Scanner</b>            | Volume<br>Average Speed<br>Speed Percentiles ((5th, 15th, 50th, 85th, 95th %)<br>Speed Limit<br>Difference between Average or 85th Speed & Speed Limit<br>Percentage of Vehicles Speeding | Annual or Monthly<br>Day Type (Weekday/Weekend/All Days)<br>Day Part (Peak Hours) | Road Segment                                      |
| <b>Top Routes</b>                | Origin Traffic Volume<br>Destination Traffic Volume<br>O-D Traffic Volume<br>Trip Proportion  | Time of Day (Hourly)<br>Day of Week<br>Custom Date Period Selection               | Road Segment<br>Custom O-D Polygon Zones          |
| <b>Turning Movement Counts</b>   | Total Traffic Volume<br>Inbound Traffic Volume<br>Outbound Traffic Volume<br>AM Peak Hour<br>PM Peak Hour<br>Peak Hour Factor   | Time of Day (Hourly, 15-Min)<br>Day of Week<br>Custom Date Period Selection       | Intersection<br>Intersection Gate (Each Entrance) |
| <b>Zone Activity</b>             | Zone Traffic Volume   | Time of Day (Hourly)<br>Day of Week<br>Custom Date Period Selection               | Standard Area Zone<br>Custom Zone Polygon         |
| <b>Home &amp; Work Locations</b> | Distance from Home<br>Distance from Work<br>Percent by Home Locations<br>Percent by Work Locations<br>Percent of Visitors   | Time of Day (Hourly)<br>Day of Week<br>Custom Date Period Selection               | Standard Area Zones<br>Customizable Zones         |

|                                       | Trip Attributes        | Traveler Attributes | Trip Purpose            |
|---------------------------------------|------------------------|---------------------|-------------------------|
| <b>Trip &amp; Traveler Attributes</b> | Travel Time            | Race                | Home-Based Work Travel  |
|                                       | Travel Time Percentile | Ethnicity           | Home-Based Other Travel |
|                                       | Trip Duration          | Household Income    | Non-Home-Based Travel   |
|                                       | Travel Speed           | Family Status       |                         |
|                                       | Travel Length          | Education           |                         |
|                                       | Trip Circuitry         | Employment Industry |                         |
|                                       |                        | Vehicle Ownership   |                         |
|                                       |                        | Housing Type        |                         |

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

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

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

## Section 2

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## Board Action Fact Sheet

**Meeting Date:** July 8, 2026

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

**Roll Call Vote:** Yes

**Action Requested:** Board approval is requested for the FY 2026/27 – 2030/31 Transportation Improvement Program (TIP) and Resolution No. 26-07.

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

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

- Approximately \$1.3 billion in federal and state funds for interstate highway system and strategic intermodal system
- Approximately \$884M million in funding for toll road projects
- Approximately \$900 million in federal and state funds for state highway system projects
- Nearly \$35 million in federal and state funds for active transportation projects
- Nearly \$400 million in federal and state funds for regional transit projects (LYNX, SunRail, CFCR)
- Over \$24 million in federal and state funds for transportation systems management and operations projects
- Approximately \$54 million in federal and state funds for urban corridor improvements

**MetroPlan Budget Impact:** None

**Local Funding Impact:** Nearly \$1 billion in locally funded projects are included for informational purposes.

**Committee Action:**

|       |                                 |
|-------|---------------------------------|
| CAC:  | To be taken up on June 24, 2026 |
| TSMO: | To be taken up on June 26, 2026 |
| TAC:  | To be taken up on June 26, 2026 |
| MAC:  | To be taken up on July 2, 2026  |

**Staff Recommendation:** Recommends approval

**Supporting Information:** These documents are provided at Section 2:

Draft FY 2026/27 – 2030/31 TIP ([link](#))

Proposed Board Resolution No. 26-07

TIP public meeting comments

## Endorsement of FY 2026/27 – FY 2030/31 Transportation Improvement Program

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the MetroPlan Orlando Board that the FY 2026/27 – FY 2030/31 Orlando Urban Area Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the area’s priorities as developed through a continuing, comprehensive planning process carried on cooperatively by the State and local communities in accordance with the provisions of 23 U.S.C. 134.

### CERTIFICATE

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

\_\_\_\_\_  
Commissioner Nicole Wilson, Chair

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

ATTEST:

\_\_\_\_\_  
Lisa Smith  
Sr. Board Services Coordinator & Recording Secretary

# Public Comments on the Draft Transportation Improvement Program Fiscal Year 2026/27-2030/31 (As of June 25, 2026)

This document serves as the official record of public comments for the Transportation Improvement Program (TIP) to be presented to the MetroPlan Orlando Board on July 8, 2026. Content includes: 1) a summary of comments; 2) a report on the TIP Public Meetings; and 3) all comments received during the comment period, May 26, 2026 – June 22, 2026.

## COMMENTS WERE ACCEPTED IN VARIOUS WAYS

1. Written comment via email to [TIP@MetroPlanOrlando.gov](mailto:TIP@MetroPlanOrlando.gov)
2. Written comment via mail sent to 250 S. Orange Ave., Suite 200, Orlando, FL 32801
3. Written comment during TIP public meetings
4. Written comment via TIP Online Viewer
5. Spoken comment at public meetings



## SUMMARY OF COMMENTS

MetroPlan Orlando received six public comments during the TIP public comment period. Commenters were thanked for participating in the planning process and provided additional information when needed.

Community members' biggest concerns are traffic congestion and bicycle and pedestrian safety throughout the transportation system. Commenters in Osceola County identified John Young Parkway, Pleasant Hill Road, and U.S. Highway 192 as major congestion hotspots. To address these issues, commenters suggested ideas such as signal retiming and enhanced transit service. Improvements to rail service were also cited as a concern. Across all three counties, community members urged decision-makers to improve the safety of the built environment for pedestrians, bicyclists, and other active transportation users.



## TIP PUBLIC MEETINGS

MetroPlan Orlando planning staff hosted Pop-Up Public Meetings in each county we serve to engage Central Floridians about the TIP.



Attendees spoke with MetroPlan Orlando planning staff, asked questions, and were given the chance to comment on the TIP. Staff provided a regional and county-specific one-page flyer with key facts and projects. At the Pop-Ups, we also had a revolving slideshow and an iPad with the TIP Online Viewer.



The first TIP Pop-Up was held in Orange County on Tuesday, June 2, 2026, from 12 pm – 3 pm at the Discover Downtown Information Center. There were 13 attendees and one public comment. The following Pop-Up was in Osceola County on Tuesday, June 9, 2026, from 2 pm – 5 pm at the Hart Memorial Central Library, with 40 attendees and three public comments. The last one was held in Seminole County on Tuesday, June 16, 2026, from 1 pm – 4 pm at the Historic Sanford Welcome Center, with seven attendees and one public comment.

## Record of Public Comments Received During the Comment Period

| Comment No. | Name        | Date Received | Comment Method                   |
|-------------|-------------|---------------|----------------------------------|
| 1           | Marie Zeder | 6/2/2026      | Written Comment @ Public Meeting |

Alafaya Trail is a pretty dangerous place for bicycle traffic, lots of children and not a lot of crossings.

| Comment No. | Name        | Date Received | Comment Method                   |
|-------------|-------------|---------------|----------------------------------|
| 2           | Joseph Ryan | 6/9/2026      | Written Comment @ Public Meeting |

We need to clear up the congestion on 192 John Young & Broadway Orange Blossom Trail.

| Comment No. | Name            | Date Received | Comment Method                   |
|-------------|-----------------|---------------|----------------------------------|
| 3           | Rodger A. Mingo | 6/9/2026      | Written Comment @ Public Meeting |

We need: 1. Major improvement in "congestion management" on John Young Pkwy, Pleasant Hill and Hwy 192. 2. Implementation of "Flyways" for congestion @ major intersections. 3. Improvement in "Rail Travel", to cut down on automobile traffic.

| Comment No. | Name               | Date Received | Comment Method                   |
|-------------|--------------------|---------------|----------------------------------|
| 4           | Virginia M. Toombs | 6/9/2026      | Written Comment @ Public Meeting |

Please sync the lights between Turnpike & Commerce Drive (Walmart) in St. Cloud. This light backs up in the evening.

| Comment No. | Name          | Date Received | Comment Method |
|-------------|---------------|---------------|----------------|
| 5           | Maribel Marin | 6/9/2026      | Email          |

Good morning to all the staff that worked on this plan. Through this email I would like to share my suggestions. Each week I will be arguing my point of view. It's necessary to be informed because we need a sense of belonging to advance and improve our development and satisfy the needs of so many people and those who work to improve transportation. Each part of the plan needs to work on these improvements, as they establish a schedule for them, and it is necessary for all of us to get involved to help them, since they provide this help. It is necessary to integrate ourselves to obtain good results and be able to advance more and more.

*(Translated from Spanish by MetroPlan Orlando staff)*

| Comment No. | Name        | Date Received | Comment Method                   |
|-------------|-------------|---------------|----------------------------------|
| 6           | Tom Knuckey | 6/16/2026     | Written Comment @ Public Meeting |

More funding and projects for pedestrians and bicyclists are needed in the plan, especially for shared use paths and safe crosswalks. Notable needs for parts of Welch Road from Wekiva Sq to Rock Springs, Celery Ave PH 2. Thank you for all the great work you do!



## Board Action Fact Sheet

**Meeting Date:** July 8, 2026

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

**Roll Call Vote:** No

**Action Requested:** MetroPlan Orlando Staff requests adoption of the Prioritized Project List (PPL).

**Reason:** By state statute, the Prioritized Project List needs to be transmitted to FDOT, and MetroPlan Orlando staff will transmit the document following the July 8<sup>th</sup> Board Meeting, pending Board approval. The MetroPlan Orlando Board last adopted the PPL on July 9, 2025. To comply with state guidance, MetroPlan Orlando staff are requesting the annual approval of the Prioritized Project List.

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

- Priority lists and funding programs consistent with Board policy.
- Prioritization approach consistent with 2050 MTP goals and objectives and evaluation based on Board preference weighting. Weighting/scoring criteria consistent with methods described in the 2050 MTP.
- No priority rank changes to project lists.

**MetroPlan Budget Impact:** None

**Local Funding Impact:** None

**Committee Action:**

|       |                                 |
|-------|---------------------------------|
| CAC:  | To be taken up on June 24, 2026 |
| TSMO: | To be taken up on June 26, 2026 |
| TAC:  | To be taken up on June 26, 2026 |
| MAC:  | To be taken up on July 2, 2026  |

**Staff Recommendation:** Recommends Approval

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

Prioritized Project List (PPL) 2032 – 2042 for adoption:  
<https://metroplanorlando.gov/wp-content/uploads/DRAFT-2026-MetroPlan-Orlando-PPL.pdf>

## Section 3

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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



July 8, 2026

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for July 8

- I conducted a MetroPlan Orlando Director's Annual Review on June 16
- I met with Orlando Commissioner Keen on June 16 for a Board Orientation
- I met with Orlando Commissioner Rose on June 16 for a Board Orientation
- I attended the Seminole County Truck Parking Event on June 18
- I attended the Floridians for Better Transportation on June 18-19
- I attended the CAC meeting on June 24
- Staff attended the CFCRC meeting on June 25
- I attended the TSMO Committee Meeting on June 26
- I attended the TAC Meeting on June 26
- I met with Mayor Demings on July 1 for a MetroPlan Orlando agenda review
- I met with Commissioner Uribe on July 2 for a MetroPlan Orlando agenda review
- I met with Commissioner Semrad on July 2 for a MetroPlan Orlando agenda review
- I met with Commissioner Wilson on July 2 for a MetroPlan Orlando agenda review
- I met with Mayor Espinosa on July 6 for a MetroPlan Orlando agenda review
- I met with Deputy Mayor Gilbert on July 6 for a MetroPlan Orlando agenda review
- I met with Commissioner Janer on July 7 for a MetroPlan Orlando agenda review
- I met with Commissioner Dallari on July 7 for a MetroPlan Orlando agenda review

#### FDOT

- I continue regular monthly meetings with FDOT leadership
- Currently focused on working with the newly appointed Planning Director for District 5

#### 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
- Continue working on the BUILD America 250 Act

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



National Complete  
Streets Coalition



Smart Growth  
AMERICA



# DANGEROUS BY DESIGN 2026

## Acknowledgments



Smart Growth America helps create healthy, prosperous, and resilient places to live for all people through research, advocacy, and direct community support. Our work spans housing and land use, transportation, and economic development to find solutions to communities' most pressing needs. We work with elected officials at all levels, real estate developers, chambers of commerce, transportation and urban planning professionals, and residents to improve everyday life for people across the country through better development. Learn more at [www.smartgrowthamerica.org](http://www.smartgrowthamerica.org).

### Project Team

Smart Growth America project team: Eric Cova, Jaibin Mathew, and Heidi Simon are the authors of this report. Chris McCahill of the State Smart Transportation Initiative compiled and conducted all data analyses that informed this report. Edits and additional contributions were provided by Steve Davis. This report was released in June 2026.

Support for Dangerous by Design 2026 was provided in part by the Robert Wood Johnson Foundation. The views expressed here do not necessarily reflect the views of the Foundation.

SGA and NCSC also thank Peter Quintanilla, Chris Rall, Matthew Roe, Peter Sirmeth, and Joe Tucker for providing photographs used in this report. Additional graphic development support was provided by Michael Baker International.



National Complete Streets Coalition

The National Complete Streets Coalition, a program of Smart Growth America, is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks.

[www.completestreets.org](http://www.completestreets.org)

Photo credits: Cody Nottingham, Lexington, KY (cover); Peter Sirmeth, Eugene, OR (p. 2); Matthew Roe, Schenectady, Niskayuna, and Syracuse, NY (pp. 3, 4, 5, and 9); Chris Rall, Eugene, OR (p. 6); Peter Quintanilla (pp. 5 and 10); Joe Tucker, Akron, OH (p. 13). Additional photos from Little Rock, AR; Eugene, OR; Harrisonburg, VA; Anchorage, AK; and San Antonio, TX are courtesy of Smart Growth America (pp. 5, 11, 12, 14, and 21).

### caption

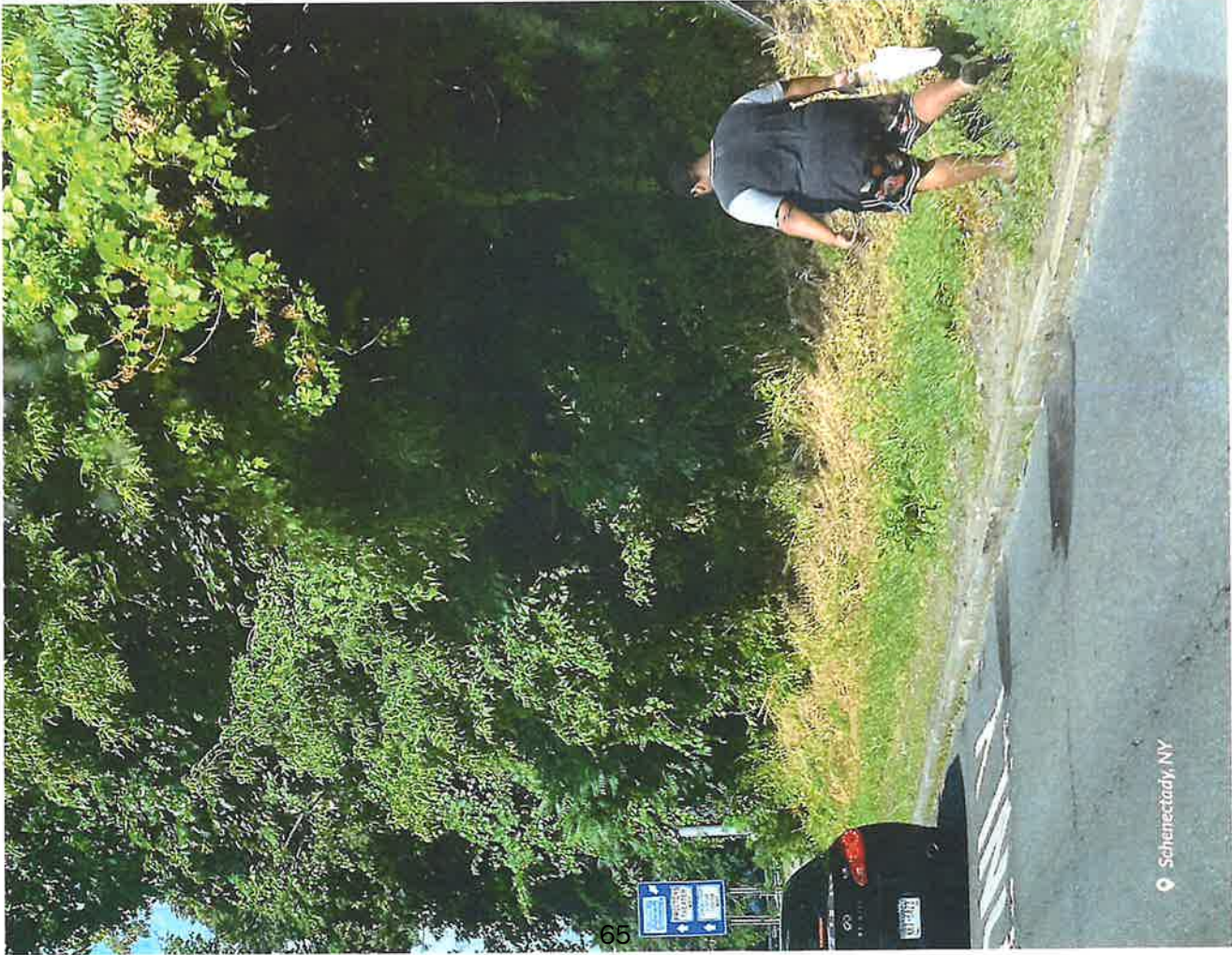
Graphic design provided by Caption Design.



Eugene, OR

## Table of Contents

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| 3 | Key findings                             | 4 | The rest of the developed world is dramatically safer |
| 5 | Saving lives should not be controversial |   |   |



# Welcome to Dangerous by Design

In April 2026, Jonathan Morrison, administrator of the National Highway Traffic Safety Administration, boldly declared that “**American roads are safer**” as he announced a staggering total of **39,254 people killed in 2024**, including 7,080 people struck and killed while walking.

The 72 percent increase in pedestrian fatalities in the 15 years from 2009 to 2024 outpaces both the growth in population and vehicle miles traveled. While pedestrian deaths have in fact decreased slightly for two straight years (2022 to 2024), 2024’s total is higher than **every year on record since 1982**, other than the **modern-day historic highs experienced from 2021 to 2023**.

Why is the agency charged with saving lives and preventing injuries on our roadways celebrating such carnage?

Slightly less deadly is not the same thing as safe. The families and friends of those 39,254 people killed certainly would not agree. This definition of “progress” treats tens of thousands of fatalities as an acceptable baseline. And despite recent, small year-to-year decreases, the deaths of people walking have been on a decades-long climb. We should not be celebrating a modest 3.9 percent decrease from 2023-24 considering that we are still nowhere close to 2019 levels when 6,200 total deaths of people walking led to **headlines bemoaning this historic high**. Why is anyone celebrating 7,080 deaths now—a catastrophic number that is higher than all but three years of the last 40-plus years?

**39K+**

PEOPLE KILLED ON U.S. ROADS IN 2024

**7,080**

PEDESTRIANS STRUCK AND KILLED IN 2024

**▲ 72%**

INCREASE IN PEDESTRIAN FATALITIES SINCE 2009

**▼ 6%**

DECREASE IN FATALITIES FROM 2022 TO 2024

## Even if pedestrian fatalities keep declining at the current rate, we wouldn't reach 2009 levels until 2042.

And in the meantime, 96,615 more people would be killed while walking on U.S. roads. This is the equivalent of wiping the population of Asheville, NC, off the map because the country failed to commit to globally accepted best practices already proven to save lives.

The share of all traffic fatalities that were people walking also reached a new high in 2024, nearing one in every five roadway fatalities.

Transportation decision makers continue to lower their standards for roadway safety. Though the federal government and transportation agencies at every level claim safety is their top priority, this hasn't produced sufficient change in how roads are designed, how transportation dollars are spent, and how success is measured.

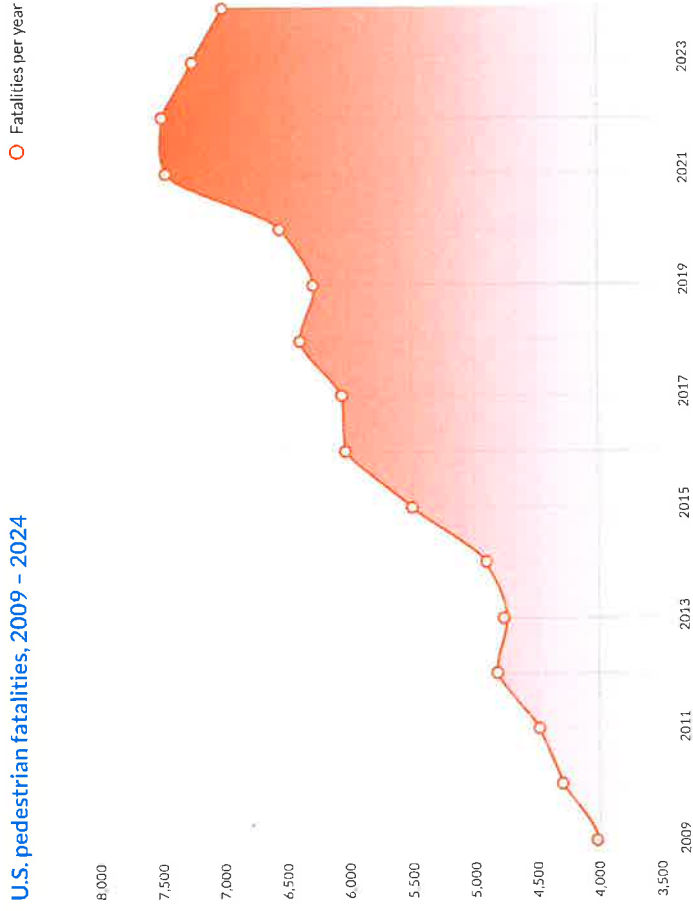
When it comes to roadway safety, especially for people walking, zero has become a tagline rather than an actual target to meet by deploying all available resources and strategies in service of that goal.

The number of people killed while walking has been one of the clearest measures of whether our transportation system is working for everyone. The 7,080 people killed while walking in 2024 makes it clear it is not.



Niskayuna, NY

U.S. pedestrian fatalities, 2009 – 2024



These precious lives lost and mourned are a symptom of a transportation system that, from policymakers to practitioners, is failing to live up to its end of the bargain by producing a safe system with taxpayer money. This broken agreement is costing thousands of people their lives every year.

Across the country, roads continue to be designed that prioritize vehicle speed over safety — and everything else. Outdated design standards that produce dangerous speeds

in places where people are present, too-wide lanes, infrequent pedestrian crossings, and poor visibility continue to produce the deadly outcomes they were built to prevent. After decades of preventable deaths, insufficient policy change, and broken promises, our streets are still dangerous by design.

How we design our roads sends clear messages about who belongs where, how they are expected to behave, and whose safety matters.



## The most dangerous streets—streets like these—communicate that people who walk do not matter to those with the power to make change.

Our transportation system has always asked communities to accept certain tradeoffs. Thousands of preventable deaths every year should never be one of them.

Photos: 1. Syracuse, NY 2. Birmingham, AL 4. Eugene, OR 5. Harrisburg, VA 6. Anchorage, AK

## The hidden costs of the pedestrian safety crisis

In 2024, Smart Growth America explored three hidden costs of the pedestrian safety crisis: injuries that go uncounted or unreported, trips not taken due to fear of being killed, and the loved ones and communities left behind. While these issues are not explored at length in this edition, they have not gone away and have only likely grown in significance.



# Speed

# OR



# Safety

## Why we call the report Dangerous by Design

The thesis of this report is that our streets are *dangerous by design*, built to prioritize the speed and convenience of cars over the safety of everyone who uses them. This report focuses on street design because it shapes driver behavior in invisible but powerful ways, yet receives far less attention than other aspects of safety, like enforcing the law and teaching and educating people on the rules of the road. Street design informs how fast people drive, where people cross the street, and how to accommodate other modes. While speed limit signs may be posted only every few blocks or miles, the road's design is always present, providing guidance and visual cues that shape behavior in powerful ways that most people do not realize.

Since the 1950s, the primary goal for transportation has been to move vehicles quickly in nearly all contexts, and 70 years of street design reflects those choices. When roads are wide and straight, lanes are wide and plentiful,

and intersections are infrequent or non-signalized, people feel comfortable driving faster—even when the speed limit is low.

The result can be streets that are terrifying for people walking. Long crossing distances, infrequent signals, and high-speed turns force pedestrians to take their lives into their hands simply to reach the other side of the street. While marked intersections may try to guide people to cross at those locations, they are not nearly as effective when located far apart. Those who do try to obey the rules of the road find themselves deeply inconvenienced, adding distance and time to their trips.

A transportation system designed primarily for speed will inevitably produce deadly outcomes. And when crashes happen, we blame drivers or pedestrians instead of the transportation agencies and design choices that made those outcomes far more likely in the first place.

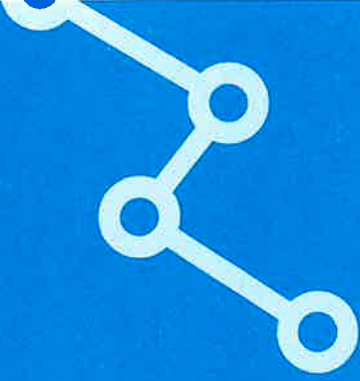
# Exploring the data



## The deadliest places in America

Dangerous by Design 2026 ranks states and the largest 101 metro areas by pedestrian fatality rates. Every one of them is too dangerous for people walking.

This report examines a five-year period (2020-2024) to provide a clearer picture of long-term road safety trends. While a one-year decline in deaths may seem like progress, looking at five-year trends reveals the full scope of the crisis—and how far the U.S. still has to go before our roads can be considered safe. To measure long-term trends, we compare the average rates for 2015-19 to 2020-24.



## Why and how Dangerous by Design measures fatality rates

The U.S. is one of the few countries to publish fatality data using deaths per vehicle miles traveled (VMT), which dilutes the reality of each death. This means that if the absolute number of deaths increases, but driving increases more, the country's streets are somehow deemed "safer." Writer David Zipper compares this to "trying to reduce the number of cancer deaths per cigarette smoked." Most other countries and even many U.S. researchers prefer per capita rates, which are a more direct measure of relative safety.

Using VMT allows transportation agencies to claim "improved" safety rates not by saving lives, but by making people drive more often and taking longer trips to reach essential destinations. Requiring everyone to drive more to make streets "safer" fails on both safety and on creating a transportation system that works. Dangerous by Design uses per capita fatality rates (deaths per 100,000 people) because it is a more accurate representation of the risk faced by people on foot each day.

## Top 20 deadliest metros

The 20 deadliest metro areas for people walking, ranked by average annual pedestrian fatality rate per 100,000 residents. Seventeen of this year's deadliest 20 metro areas also appeared in the 2024 edition of Dangerous by Design.



| Rank | Metro Area                                | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate |
|------|---|--|-------------------------------|-------------------------------|----------------------------------|
| 1    | Memphis, TN-MS-AR                         | 5.5  | 369                           | 221                           | 2.2 ▲                            |
| 2    | Albuquerque, NM                           | 5.32   | 245                           | 176                           | 1.46 ▲                           |
| 3    | Bakersfield-Delano, CA                    | 5.01   | 229                           | 153                           | 1.56 ▲                           |
| 4    | Tucson, AZ                                | 4.43   | 235                           | 142                           | 1.67 ▲                           |
| 5    | Baton Rouge, LA                           | 4.18   | 193                           | 115                           | 1.49 ▲                           |
| 6    | Little Rock-North Little Rock-Conway, AR  | 4.17   | 158                           | 79                            | 2.03 ▲                           |
| 7    | Fresno, CA                                | 4.06   | 239                           | 137                           | 1.28 ▲                           |
| 8    | Tampa-St. Petersburg-Clearwater, FL       | 3.74   | 618                           | 557                           | 0.14 ▲                           |
| T-9  | New Orleans-Metairie, LA                  | 3.73   | 183                           | 145                           | 1.44 ▲                           |
| T-9  | Riverside-San Bernardino-Ontario, CA      | 3.73   | 871                           | 680                           | 0.75 ▲                           |
| 11   | Palm Bay-Melbourne-Titusville, FL         | 3.7  | 117                           | 98                            | 0.35 ▲                           |
| 12   | Charleston-North Charleston, SC           | 3.69   | 156                           | 125                           | 0.46 ▲                           |
| 13   | Jackson, MS                               | 3.66   | 112                           | 74                            | 1.18 ▲                           |
| 14   | Daytona Beach-Ormond Beach, FL            | 3.6  | 127                           | 126                           | -0.3 ▼                           |
| 15   | North Port-Bradenton-Sarasota, FL         | 3.44   | 153                           | 119                           | 0.48 ▲                           |
| 16   | Jacksonville, FL                          | 3.41   | 287                           | 262                           | -0.08 ▼                          |
| 17   | Miami-Fort Lauderdale-West Palm Beach, FL | 3.4  | 1062                          | 945                           | 0.3 ▲                            |
| 18   | Columbia, SC                              | 3.32   | 141                           | 119                           | 0.43 ▲                           |
| T-19 | Sacramento-Roseville-Folsom, CA           | 3.21   | 389                           | 284                           | 0.76 ▲                           |
| T-19 | Stockton-Lodi, CA                         | 3.21   | 128                           | 128                           | -0.24 ▼                          |

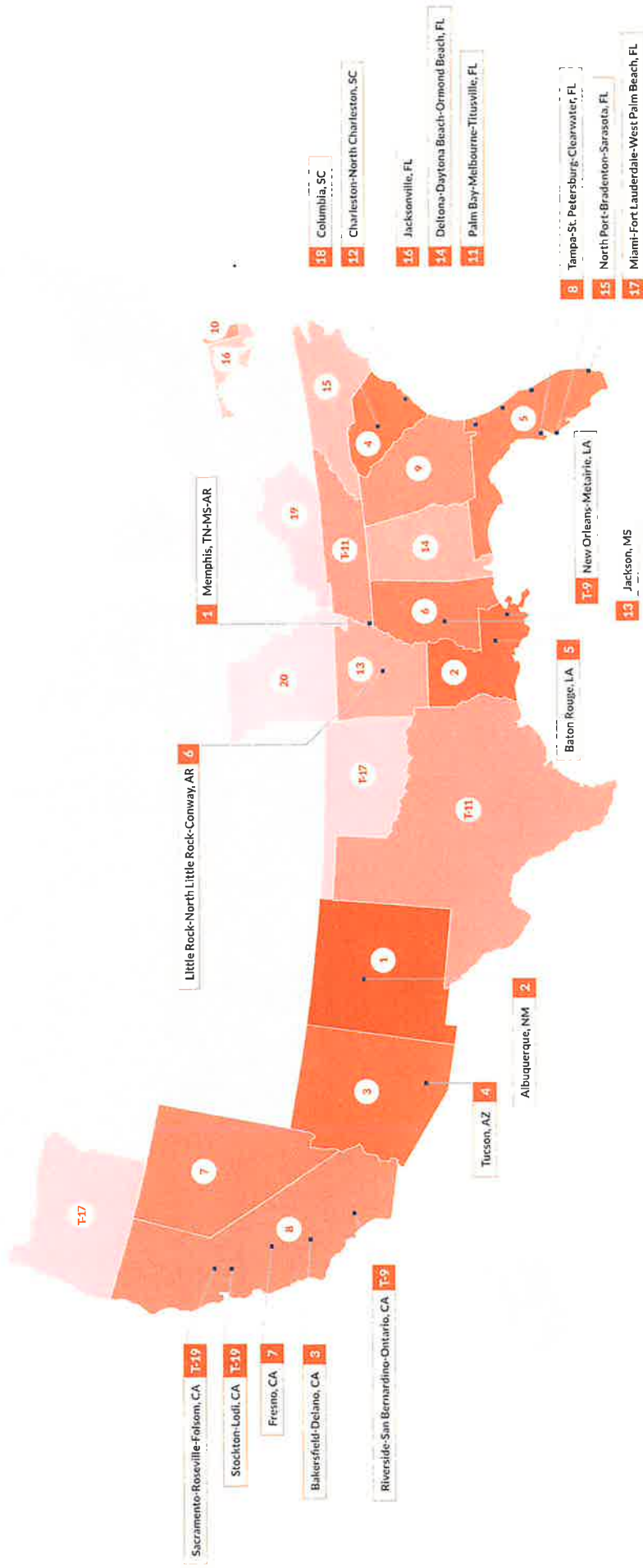
## Top 20 deadliest states

The 20 deadliest states for people walking, ranked by average annual pedestrian fatality rate per 100,000 residents. Eighteen of this year's deadliest 20 states also appeared in the 2024 edition of Dangerous by Design.



| Rank | State name     | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate |
|------|----------------|--|-------------------------------|-------------------------------|----------------------------------|
| 1    | New Mexico     | 4.42   | 469                           | 369                           | 0.89 ▲                           |
| 2    | Louisiana      | 3.53   | 813                           | 630                           | 0.83 ▲                           |
| 3    | Arizona        | 3.49   | 1288                          | 1000                          | 0.65 ▲                           |
| 4    | South Carolina | 3.37   | 893                           | 750                           | 0.38 ▲                           |
| 5    | Florida        | 3.32   | 3726                          | 3356                          | 0.11 ▲                           |
| 6    | Mississippi    | 3.18   | 469                           | 346                           | 0.86 ▲                           |
| 7    | Nevada         | 2.88   | 458                           | 378                           | 0.34 ▲                           |
| 8    | California     | 2.82   | 5546                          | 4681                          | 0.44 ▲                           |
| 9    | Georgia        | 2.79   | 1527                          | 1177                          | 0.53 ▲                           |
| 10   | Delaware       | 2.74   | 140                           | 151                           | -0.41 ▼                          |
| T-11 | Tennessee      | 2.56   | 903                           | 606                           | 0.75 ▲                           |
| T-11 | Texas          | 2.56   | 3865                          | 3097                          | 0.37 ▲                           |
| 13   | Arkansas       | 2.51   | 382                           | 264                           | 0.75 ▲                           |
| 14   | Alabama        | 2.34   | 594                           | 563                           | 0.03 ▲                           |
| 15   | North Carolina | 2.3  | 1234                          | 1025                          | 0.3 ▲                            |
| 16   | Maryland       | 2.27   | 703                           | 577                           | 0.35 ▲                           |
| T-17 | Oklahoma       | 2.24   | 452                           | 382                           | 0.3 ▲                            |
| T-17 | Oregon         | 2.24   | 477                           | 369                           | 0.45 ▲                           |
| 19   | Kentucky       | 2.09   | 475                           | 377                           | 0.4 ▲                            |
| 20   | Missouri       | 2.06   | 637                           | 500                           | 0.42 ▲                           |

## The deadliest places in America



Metro Location:  Deadliest Metro Rankings: # Metro Area Name Deadliest State Rankings:

# Key findings

The rankings are only part of the story. Our key findings highlight who is most affected and where conditions continue to get worse.



A better ranking in this report doesn't mean that fewer people are dying

Frequent readers of Dangerous by Design may notice that some states and metro areas improved their spot in the rankings this year. That does not necessarily mean that conditions improved for pedestrians. Many of these places got more deadly, but their ranking improved only because other states or metros had bigger increases in their fatality rates.

For example, Charleston, SC moved down from #9 to #12. Tucson, AZ "improved" from #3 to #4. Neither is saving lives – on the contrary, 18 more people died on Tucson's roads (2015-19 vs 2020-24) while Charleston saw an increase of 5 deaths. These places did not get safer; other metro areas simply got worse faster.

Top 20 most dangerous metros: pedestrian deaths, then vs. now

Average annual pedestrian fatality rate per 100,000 residents among the 20 deadliest metro areas in each report.

1.96

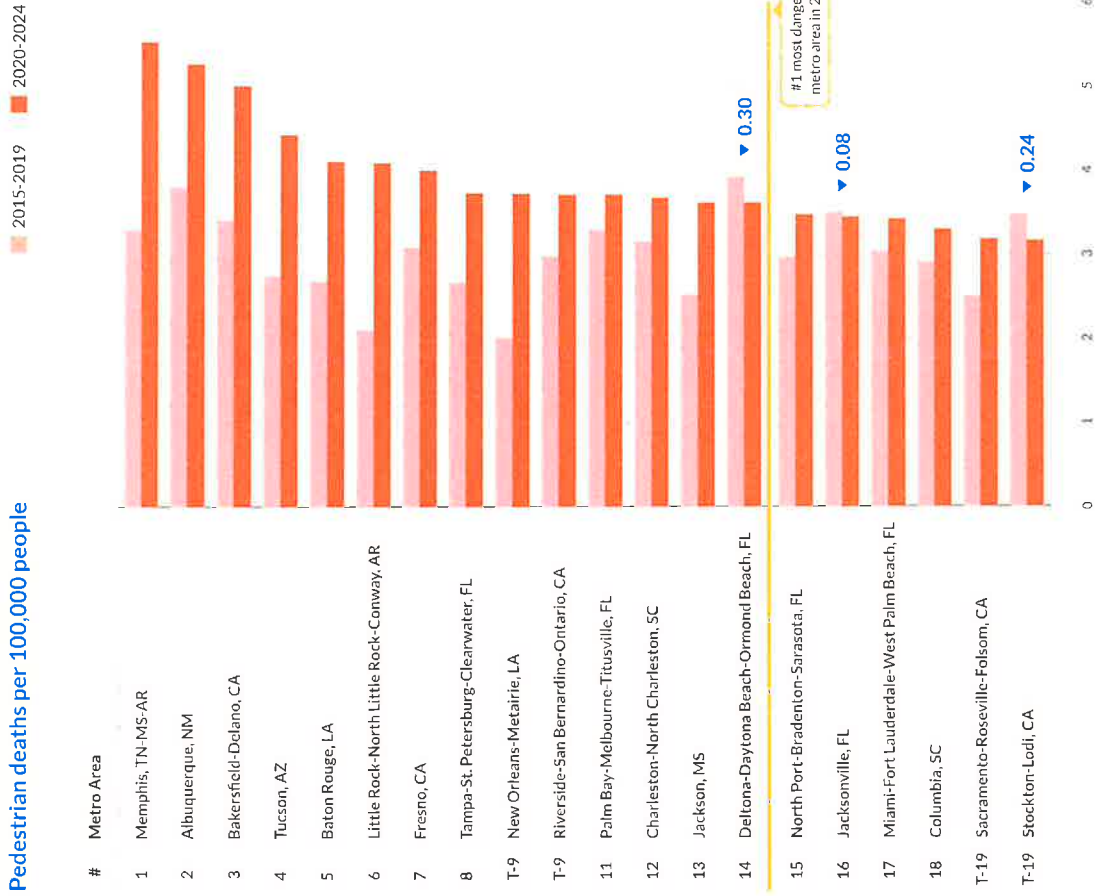
DANGEROUS BY DESIGN 2009 (2007-2008 AVERAGE)

3.93

DANGEROUS BY DESIGN 2026 (2020-2024 AVERAGE)



### Pedestrian deaths per 100,000 people



### The most dangerous places are getting far more dangerous

For a sobering look at how the rankings compare overall, note that the first time we ranked metro areas in the 2009 version of Dangerous by Design, no metro area had a pedestrian fatality rate higher than 3.52. This year's top 14 most dangerous metro areas have a higher rate than that and the top fatality rate of 5.5 in Memphis, TN is far more deadly than that now.

### Only 18 of the 101 metro areas saw decreases in their pedestrian fatality rates

Of the 18 metro areas that improved their pedestrian fatality rates in our 2024 report, only 7 of those maintained their progress in this edition. One of the areas new to the list of improving metros is Orlando, Florida, a metro area that has consistently ranked in the top 20 most dangerous places. They now sit at #25, with one of the largest reductions in five-year fatality rates. They still have a long way to go—65 people were killed while walking in Orlando in 2024—but the places lowering their long-term rates are the ones being more intentional with their funding, adopting best practices, and making hard decisions about changing existing roadways. Their investments continue to pay off with lives saved.

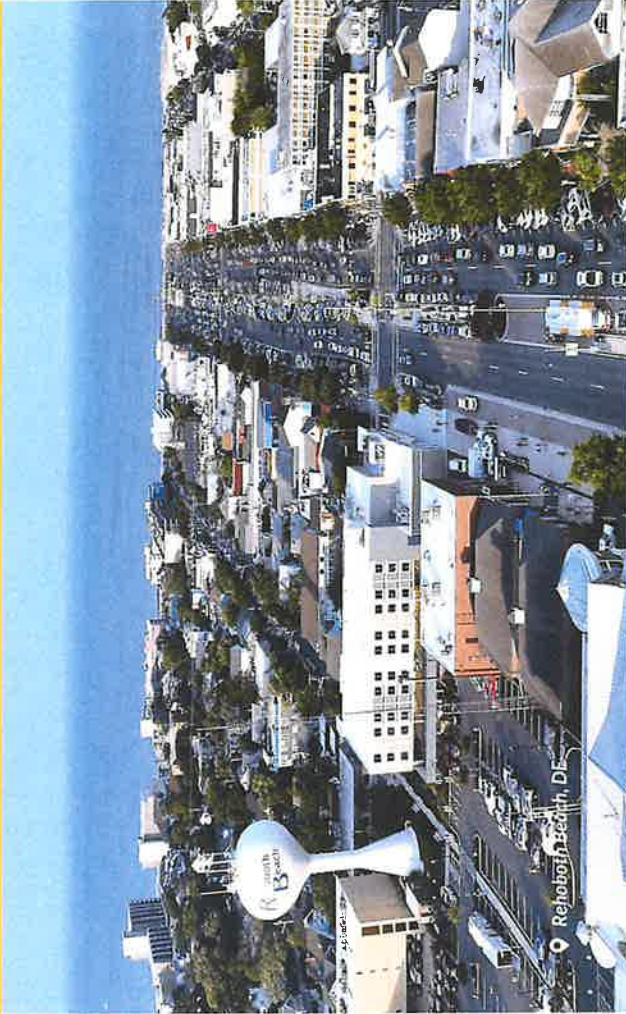


\* **Every metro area above North Port (#15) is more deadly than the #1 most dangerous metro area in 2009**

State departments of transportation have the power to significantly reduce pedestrian fatalities

Over half (3,609) of 2024's pedestrian fatalities took place on state-owned roads. State departments of transportation not only hold incredible amounts of funding and other resources, but they also set statewide design standards and can block much-needed progress on roads that serve both as local main streets and state connectors. If state DOTs acted upon their oft-stated priority of "safety first", they could save thousands of lives each year.

57% of all roadway fatalities occurred on state-owned roads in 2024.



Delaware makes significant progress, but stays in the 20 most deadly states

Demonstrating the huge challenge that states have created for themselves, Delaware reduced their pedestrian fatality rate more than any other state, yet is still the 10th most deadly. Of the 20 most deadly states, 19 showed no signs of improvement or became even more dangerous. Only five states that improved in the 2024 report have continued to improve and build upon that progress in this report, and only eight states in total have improved since the last report when comparing five-year periods.



▼ 0.41%

DECREASE IN FATALITIES BETWEEN 2015-2019 AND 2020-2024



Photo Courtesy: Shutterstock | Design: Dunderground by Design



## The deadliest places remain stubbornly high

States trending most deadly between 2015-2019 and 2020-2024

Memphis and New Mexico top the charts of the most dangerous metro areas and states, respectively.

Memphis, in the second straight report, ranks as the deadliest metro area for pedestrians in the United States, with a pedestrian fatality rate of 5.5. Between 2015 and 2019, Memphis averaged 44 pedestrian fatalities per year. From 2020-2024, that number surged to 74 annually, rising by an astonishing rate of 2.2 deaths per 100k people to reach 5.5 total in this report. Despite years of warnings and national attention, Memphis's streets continue to become more deadly for people walking.

For states, New Mexico continues to pull away as the deadliest in the country, with a pedestrian fatality rate of 4.42 per 100k people. The next-most-dangerous state—Louisiana—is nearly a full death per 100k people behind at 3.53. New Mexico has become so deadly that its rate from 2015-2019 would still top this year's list.

**New Mexico** ▲ **0.89**

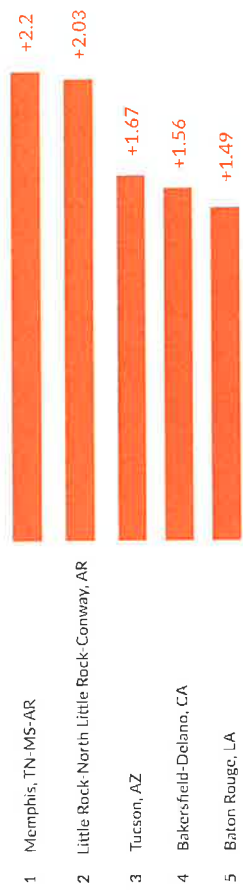
**Mississippi** ▲ **0.86**

**Louisiana** ▲ **0.83**

**Arkansas** ▲ **0.75**

**Tennessee** ▲ **0.75**

## Metros trending most deadly between 2015-19 and 2020-24



## People of color and low-income communities continue to be killed at disproportionate rates

The disparities in pedestrian fatalities are not random. They are the predictable result of decades of transportation investment and design decisions that prioritize moving cars fast through communities that struggle to keep up. As the United States focused on the convenience of drivers and where they need and want to go, it did so at the cost of leaving lower-income communities and communities of color exposed to more dangerous roads.



📍 Akron, OH

Smart Growth America | Dangerous by Design

### Income

People who live in lower-income areas are disproportionately more likely to be hit and killed while walking. Fatality rates are the highest in the areas that have the lowest household incomes, which shows how dangerous roads and limited transportation options continue to have the biggest impact on those with lower incomes. These people may struggle to own today's increasingly expensive vehicles and are more likely to have no choice but to navigate long commutes on the most dangerous roads and lack better options for safe and convenient travel by transit or other means.

### Race

American Indian and Alaska Native populations continue to experience the highest pedestrian fatality rates in the country, at 3.7 times the national average. Black Americans are killed while walking at 1.7 times the national average. Despite making up just 1.6 percent of the U.S. population, these two groups accounted for 22 percent of pedestrian deaths between 2020 and 2024. These disparities reflect decades of transportation decisions that concentrated dangerous roadway conditions in historically underserved communities and whose voices are still not represented in decision-making processes.

### Pedestrian deaths per 100,000 by race and ethnicity (2020-2024)



### Pedestrian fatalities among older adults are only a hint of what's to come

The U.S. is facing an increasingly older population with communities ill-equipped to serve those who are no longer able to drive. People over the age of 65 account for 23 percent of all pedestrian fatalities despite only being 18 percent of the population. This number will continue to grow as we refuse to admit that relying on personal vehicles as the only means of transportation fails everyone, especially older Americans.

### Failure to design for speed and visibility makes urban roads increasingly dangerous

Urban areas continue to be the deadliest places for people walking. Between 2015 and 2024, the percentage of pedestrian deaths on urban roadways increased by 6 percent. Roads designed for speed in places filled with homes, businesses, transit stops, and other destinations that create complex activity and encourage frequent use by people walking will continue to produce deadly outcomes until safety becomes the top priority.

### Adults between age 50-64 are most likely to be killed



# The rest of the developed world is dramatically safer



The United States remains one of the most dangerous countries in the world for people walking and is a dramatic outlier amongst the rest of the developed world.

Countries like Japan, Germany, and the United Kingdom took the issue of roadway safety seriously with dedicated investment into proven best practices instead of doubling down on decades of lackluster initiatives, waiting for redundant research, and celebrating tiny decreases. As a result, they reduced pedestrian fatalities by 30, 20, and 10 percent, respectively, between 2014 and 2024, while the United States moved in the opposite direction.

**During the same period, as other made their roads significantly safer pedestrian fatalities in the U.S. in by 45 percent, from 4,884 to 7,08**

If the U.S. took safety seriously, no agency charged with improving safety would be declaring victory after a one-year decrease of 3.9 percent, down to historic highs. Those with the power to turn the tide seem to be waiting for solutions that are already proven and ready. The nation's pedestrian fatality rate is an indicator of the failure of its transportation system as a whole. This country cannot be distracted from the roadway safety crisis it is still firmly entrenched in.

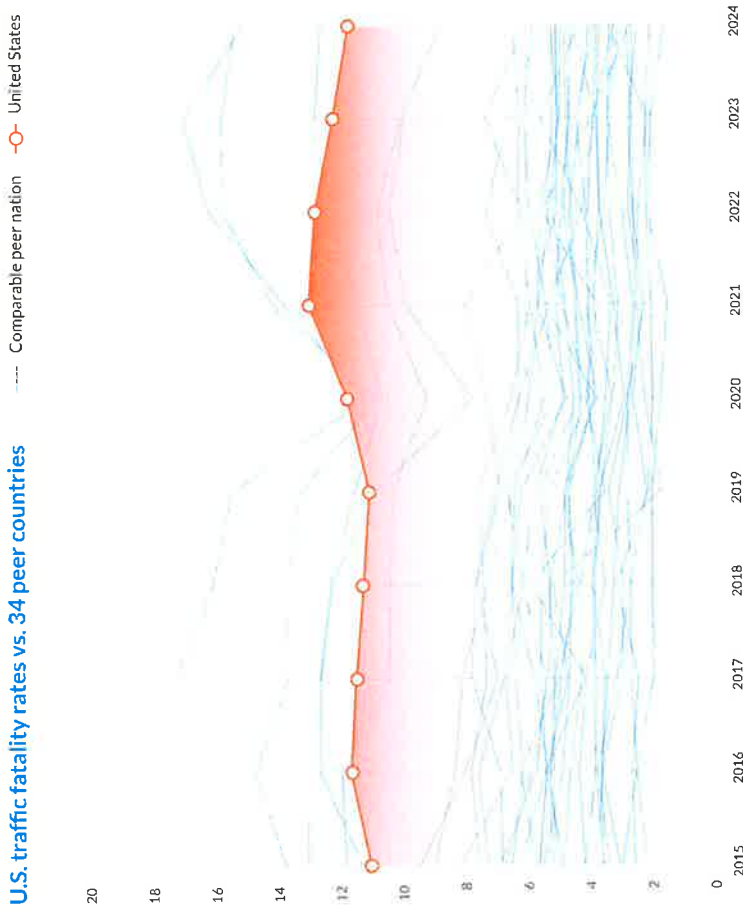


## Setting a new standard for safety and progress

Smart Growth America is calling on policymakers, practitioners, and our own partners to adopt a new standard for roadway safety that puts the U.S. back in line with our global peers. We have calculated that if the U.S. had reduced all traffic fatalities (not just people walking) at a rate similar to that of 34 comparable peer nations (as noted in the chart below), we would be at 8.73 fatalities per 100,000 people vs. our current rate of 11.7.

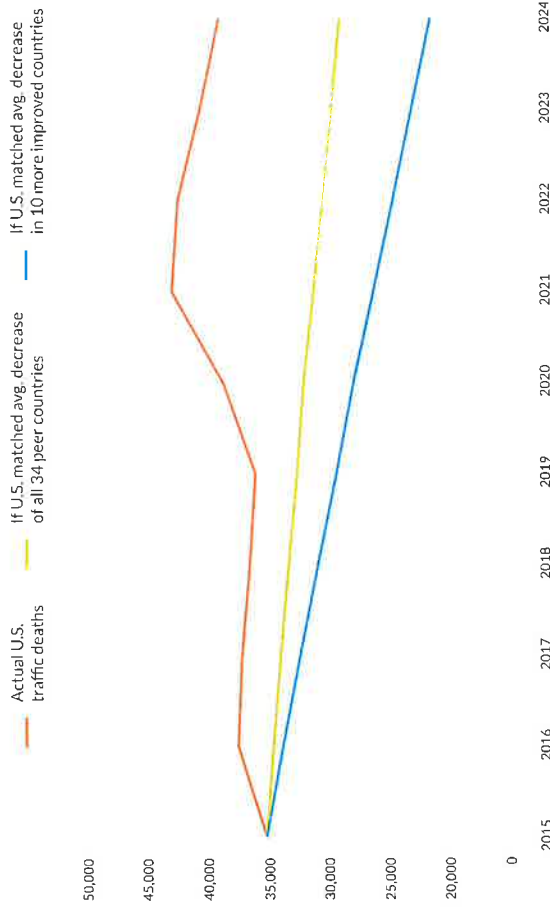
**Reaching 8.73 deaths per 100,000 people should be the new minimum safety standard for what the U.S. considers “success” in improving roadway safety.**

U.S. traffic fatality rates vs. 34 peer countries



- United States
- Chile
- Colombia
- Germany
- Japan
- Netherlands
- Argentina
- Costa Rica
- Greece
- Korea
- New Zealand
- Spain
- Australia
- Czechia
- Hungary
- Latvia
- Norway
- Sweden
- Austria
- Denmark
- Iceland
- Lithuania
- Norway
- Poland
- Switzerland
- Belgium
- Finland
- Ireland
- Luxembourg
- Poland
- Portugal
- Canada
- France
- Italy
- Mexico
- Slovenia

**If U.S. traffic fatality trends had followed other peer nations**



These peers, representing 34 countries from Asia, Europe, Australia, Central and South America, have been making consistent progress while the United States has inched further and further away from the pack. There's no reason the United States should be such an outlier. Every other country has cellphones. Every other country has alcohol. Every other country has risky, bad behavior. Other countries have weathered the chaos that came with COVID-19. There has been no great, uniquely U.S. crisis that would have crippled the ability to implement proven countermeasures here and achieve the same gains.

**If the U.S. had simply been able to emulate the progress of these 34 peer nations in the developed world, 63,441 lives otherwise lost to traffic violence could have been saved over the last decade alone.**

Norway, which has the lowest roadway fatality rate in the world, reduced fatalities by 31 percent between 2015 and 2024. That represented 30 fewer deaths. If the U.S. had reduced fatalities by 31 percent over ten years, we would have saved 12,000 lives. That is the kind of reduction that is truly worth celebrating, and one that would get us back in line with the rest of the developed world.

At this point, some will obviously note that it's unrealistic to expect the United States to reach a standard of safety based on the country with the lowest fatality rate. A critic might point out that there are notable differences between the United States and Norway. For example, it's quite a bit smaller, roughly the size of the state of New Mexico and with a population the size of South Carolina. So what about Canada? Our northern neighbors are a more comfortable comparison in

terms of size, location, land uses, and some shared culture. After all, the same driver would be able to travel in both Canada and the United States without difficulty. But that driver would be at a much greater risk of being killed in the United States. Canada's roadway fatality rate is 5.03, less than half of that of the United States. Emulating Canada's fatality rate would actually be more of a challenge than an attempt to track with all 34 peer nations identified above.

We cannot be paralyzed by the enormity of this problem, but the United States needs a new benchmark to assess our progress. Until the U.S. reaches a rate of 8.73 fatalities per 100,000 people, there's no reason to celebrate. While zero traffic deaths might be the ultimate goal, simply keeping pace with our global peers should be considered the bare minimum and is entirely attainable.



## Saving lives on U.S. roads isn't impossible. We've done it before.

The United States has significantly reduced roadway fatalities numerous times before. It's not a coincidence that the years with the largest reductions in overall fatalities coincided with the large-scale adoption of safety technologies, sweeping enforceable policy changes, or global events where Americans drove less.

### When safety technologies in vehicles were mandated and universal

Federal law required seat belts in all new vehicles beginning in 1968. Enforcement laws requiring their use followed, with more than half of states adopting seat belt legislation between 1984 and 1987.

This combination of policy, enforcement, and industry-wide design changes made the safest choice the only choice.

### Federal policies set a limit that states were required to obey

In 1974, Congress set a national speed limit of 55 mph (albeit for fuel concerns, not safety), withholding federal funds from states that refused to comply. Similar actions were taken when the drinking age was raised in the country. Together, these changes helped reduce two of the riskiest behaviors on U.S. roads. It also helped reshape what was considered acceptable driver behavior.

### Americans incorporated more walking, biking, and transit into their everyday lives

Major global events have also reshaped roadway safety. During the oil crisis in the late 1970s, gas prices skyrocketed, and people considered ways to incorporate walking, biking, or taking the bus into their daily routines. Where the built environment supports it, more people walking or rolling creates safer streets for all roadway users and encourages more use of those modes.

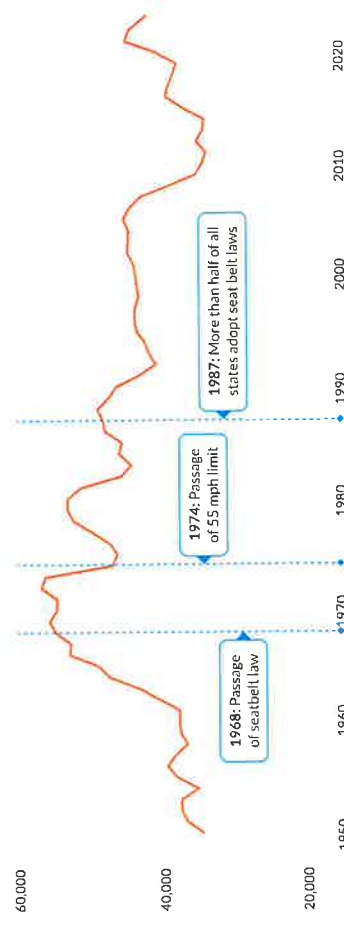
What these moments have in common is decisive action paired with universal adoption. They did not rely on individual behavior alone for their success. Instead, they were implemented so widely that they changed the underlying assumptions about transportation itself, making safer behavior the default.

Proven street design interventions have not received the same level of support, despite consistently demonstrating that they work just as well. Instead, lifesaving countermeasures continue to be debated and politicized, failing to be widely used years after their effectiveness has been established.

We did manage to cut pedestrian fatalities nearly in half from 1979 to 2009, when they

began the current dramatic increase back to the historic levels of nearly 50 years ago. Reductions can happen when policymakers and practitioners move beyond plans and promises and start implementing proven safety measures that we know will actually work—even when doing so is hard. This means the universal adoption and implementation of street design changes that slow down cars, improve visibility, and create safe travel for everyone using the street. This means creating a federal transportation system that not only incentivizes these changes, but holds accountable those who would disregard them. And it means changing how the United States measures whether or not its transportation system is working to meet the needs of the day-to-day users.

## All U.S. traffic fatalities, 1950-2023





01

Look at the IJJA's standout safety initiatives: Safe Streets and Roads for All (a grant program so small that it barely shows up on the pie chart of the overall federal transportation program), the National Roadway Safety Strategy (an unfunded initiative that lacked cohesive direction and relied heavily on commitments of external partners), and the adoption of the Safe System

approach (a worthy goal, but policymakers seem to stumble on what it means past a catchy tagline). It is difficult to evaluate the U.S. Department of Transportation's understanding of the Safe System approach and its usefulness when **the department's own dashboard tracking progress** doesn't seem to exist.

## Catching up will require an investment that recognizes how far we're behind

Improved street designs need to be implemented as universally as vehicle safety standards were. Auto manufacturers are not allowed to forego airbags because of cost, aesthetics, or inconvenience. Street design changes that have been repeatedly proven to save lives similarly can't be counted as optional for transportation engineers and other practitioners.

There have been moments where we could have charted a different path. For example, the historic investment made in the infrastructure Investment and Jobs Act (IIJA) could have drastically changed streets across the country, redefining what a successful transportation system means in the twenty-first century. Instead, safety was once again siloed as the specific purpose of small programs, rather than the top priority of the entire program, and Congress doubled down on the same overall approach that has produced some of the worst roadway fatality rates in the developed world.

Other countries have reduced speeds, invested in active transportation, and incentivized transit use. They've installed miles of protected bike lane networks and created vibrant pedestrian plazas, clearly communicating that people walking and biking are to be prioritized and celebrated. The U.S. has put the onus of safety on the people most likely to be killed, using opportunities like National Bike Month and National Pedestrian Safety Month to remind individuals to use helmets and wear reflective gear.

Too often, decisions are made to not tackle an urgently needed street redesign because of fears of community pushback, a belief that the facilities won't be heavily used, or a misconception that the street is already working as it is. Equally frustrating are the projects that are installed and then ripped out before they can fully demonstrate the impact they can have because they lost a contest in the court of public opinion. The state of Florida removed a painted crosswalk it had previously installed in Orlando that not only commemorated victims from the Pulse nightclub shooting in 2016 but also improved pedestrian safety and adhered to federal guidelines. Florida Governor Ron DeSantis commented that: **"We will not allow our state roads to be commandeered for political purposes."** That may be, but one would hope that road improvements that **have consistently been shown to improve safety** would transcend politics.

Instead, safety countermeasures are endlessly debated by policymakers, practitioners, and too much deference is given to community members who lack the technical expertise to back up their opinions. How many cities have experiences like this one from Washington, D.C. where a long-developed project to install a bike lane and make a street safer was blocked because, as the head of the D.C. Department of Transportation put it, **"There's very few people that are a fan of how those [flexposts] look aesthetically."**

## What dangerous design looks like— and how to make it safer

Addressing the roadway safety crisis will require making street design changes to reduce speeds, improve visibility, and create protected space for people walking and biking. Fortunately, we already know how to do this. The images below illustrate how a dangerous intersection in Memphis, TN—the deadliest metro area for pedestrians in the United States—could be redesigned to improve safety.



### Existing conditions

The intersection of Jackson Avenue and Hollywood Street in Memphis, TN, has experienced multiple pedestrian fatalities. Wide lanes, frequent driveways, and long crossing distances create challenges for people walking.



### Opportunity for change

The orange and red areas highlight space that could be reallocated to improve safety, visibility, and comfort without impeding traffic flow.



### A safer design

The redesigned intersection includes improved crosswalks, shorter driveways, expanded pedestrian space, and street trees. Together, these changes create a safer and more comfortable environment for people walking and biking.

# Saving lives should not be controversial



If the United States term reductions in wholehearted emb policymakers and p the MUTCD to refl quick-build demon and being willing to decades ago is not The U.S. did not bec unavoidable cultur States failed to put implementing what We need action. Th practices, funding, standards into the comply accountabl countermeasures i of government and continue to ignore

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APPENDIX-FULL METRO RANKINGS AND DATA

| Rank | Metro Area                                | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate | Rank | Metro Area                                     | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate |
|------|---|--|-------------------------------|-------------------------------|----------------------------------|------|--|--|-------------------------------|-------------------------------|----------------------------------|
| 1    | Memphis, TN-MS-AR                         | 5.5  | 369                           | 221                           | 2.2 ▲                            | 27   | Cape Coral-Fort Myers, FL                      | 2.96   | 121                           | 97                            | 0.33 ▲                           |
| 2    | Albuquerque, NM                           | 5.32   | 245                           | 176                           | 1.46 ▲                           | 28   | Greensboro-High Point, NC                      | 2.95   | 116                           | 80                            | 0.85 ▲                           |
| 3    | Bakersfield-Delano, CA                    | 5.01   | 229                           | 153                           | 1.56 ▲                           | 29   | Louisville/Jefferson County, KY-IN             | 2.9  | 199                           | 145                           | 0.59 ▲                           |
| 4    | Tucson, AZ                                | 4.43   | 235                           | 142                           | 1.67 ▲                           | T-30 | Los Angeles-Long Beach-Anaheim, CA             | 2.83   | 1834                          | 1583                          | 0.44 ▲                           |
| 5    | Baton Rouge, LA                           | 4.18   | 183                           | 115                           | 1.49 ▲                           | T-30 | San Diego-Chula Vista-Carlsbad, CA             | 2.83   | 465                           | 402                           | 0.41 ▲                           |
| 6    | Little Rock-North Little Rock-Conway, AR  | 4.17   | 158                           | 79                            | 2.03 ▲                           | 32   | Atlanta-Sandy Springs-Roswell, GA              | 2.8  | 875                           | 716                           | 0.36 ▲                           |
| 7    | Fresno, CA                                | 4.06   | 239                           | 137                           | 1.28 ▲                           | 33   | Augusta-Richmond County, GA-SC                 | 2.72   | 85                            | 56                            | 0.85 ▲                           |
| 8    | Tampa-St. Petersburg-Clearwater, FL       | 3.74   | 618                           | 557                           | 0.14 ▲                           | 34   | Houston-Pasadena-The Woodlands, TX             | 2.65   | 986                           | 752                           | 0.47 ▲                           |
| T-9  | New Orleans-Metairie, LA                  | 3.73   | 183                           | 145                           | 1.44 ▲                           | T-35 | Austin-Round Rock-San Marcos, TX               | 2.59   | 314                           | 231                           | 0.41 ▲                           |
| T-9  | Riverside-San Bernardino-Ontario, CA      | 3.73   | 871                           | 680                           | 0.75 ▲                           | T-35 | New Haven, CT                                  | 2.59   | 74                            | 82                            | 0.68 ▲                           |
| 11   | Palm Bay-Melbourne-Titusville, FL         | 3.7  | 117                           | 98                            | 0.35 ▲                           | 37   | Nashville-Davidson--Murfreesboro--Franklin, TN | 2.48   | 258                           | 168                           | 0.69 ▲                           |
| 12   | Charleston-North Charleston, SC           | 3.69   | 154                           | 125                           | 0.46 ▲                           | T-38 | Oklahoma City, OK                              | 2.47   | 181                           | 144                           | 0.39 ▲                           |
| 13   | Jackson, MS                               | 3.66   | 112                           | 74                            | 1.18 ▲                           | T-38 | St. Louis, MO-IL                               | 2.47   | 347                           | 250                           | 0.69 ▲                           |
| 14   | Deltona-Daytona Beach-Ormond Beach, FL    | 3.6  | 177                           | 126                           | -0.3 ▼                           | 40   | Tulsa, OK                                      | 2.39   | 124                           | 104                           | 0.29 ▲                           |
| 15   | North Port-Bradenton-Sarasota, FL         | 3.44   | 153                           | 119                           | 0.68 ▲                           | 41   | Baltimore-Columbia-Towson, MD                  | 2.37   | 338                           | 286                           | 0.32 ▲                           |
| 16   | Jacksonville, FL                          | 3.41   | 287                           | 262                           | -0.08 ▼                          | 42   | El Paso, TX                                    | 2.33   | 102                           | 124                           | -0.62 ▼                          |
| 17   | Miami-Fort Lauderdale-West Palm Beach, FL | 3.4  | 1062                          | 945                           | 0.3 ▲                            | 43   | Spokane-Spokane Valley, WA                     | 2.31   | 69                            | 35                            | 1.04 ▲                           |
| 18   | Columbia, SC                              | 3.32   | 141                           | 119                           | 0.43 ▲                           | 44   | Dallas-Fort Worth-Arlington, TX                | 2.27   | 907                           | 718                           | 0.31 ▲                           |
| T-19 | Sacramento-Roseville-Folsom, CA           | 3.21   | 389                           | 284                           | 0.76 ▲                           | 45   | Birmingham, AL                                 | 2.21   | 131                           | 115                           | 0.09 ▲                           |
| T-19 | Stockton-Lodi, CA                         | 3.21   | 128                           | 128                           | -0.24 ▼                          | 46   | Philadelphia-Camden-Wilmington, PA-NJ-DE-MD    | 2.18   | 683                           | 593                           | 0.23 ▲                           |
| 21   | Lakeland-Winter Haven, FL                 | 3.14   | 124                           | 89                            | 0.55 ▲                           | 47   | Indianapolis-Carmel-Greenwood, IN              | 2.17   | 231                           | 170                           | 0.49 ▲                           |
| 22   | Phoenix-Mesa-Chandler, AZ                 | 3.11   | 782                           | 660                           | 0.34 ▲                           | 48   | Portland-Vancouver-Hillsboro, OR-WA            | 2.15   | 271                           | 209                           | 0.44 ▲                           |
| 23   | Las Vegas-Henderson-North Las Vegas, NV   | 3.1  | 361                           | 287                           | 0.47 ▲                           | 49   | Chattanooga, TN-GA                             | 2.08   | 60                            | 44                            | 0.5 ▲                            |
| 24   | San Antonio-New Braunfels, TX             | 3.06   | 408                           | 328                           | 0.4 ▲                            | 50   | Charlotte-Concord-Gastonia, NC-SC              | 2.07   | 287                           | 241                           | 0.18 ▲                           |
| 25   | Orlando-Kissimmee-Sanford, FL             | 3  | 419                           | 433                           | -0.45 ▼                          | T-51 | Denver-Aurora-Centennial, CO                   | 2.06   | 310                           | 233                           | 0.45 ▲                           |
| 26   | Greenville-Anderson-Greer, SC             | 2.97   | 143                           | 124                           | 0.2 ▲                            | T-51 | Richmond, VA                                   | 2.06   | 138                           | 124                           | 0.11 ▲                           |

APPENDIX: FULL METRO RANKINGS AND DATA

| Rank | Metro Area                                   | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate | Rank | Metro Area                              | Avg. annual pedestrian fatality rate per 100k people (2020-2024) | Pedestrian deaths (2020-2024) | Pedestrian deaths (2015-2019) | Long term trend in fatality rate |
|------|--|--|-------------------------------|-------------------------------|----------------------------------|------|---|--|-------------------------------|-------------------------------|----------------------------------|
| 53   | Wichita, KS                                  | 1.99   | 65                            | 39                            | 0.77 ▲                           | 79   | Albany-Schenectady-Troy, NY             | 1.46   | 66                            | 61                            | 0.07 ▲                           |
| 54   | Detroit-Warren-Dearborn, MI                  | 1.95   | 426                           | 411                           | 0.05 ▲                           | 80   | Grand Rapids-Wyoming-Kentwood, MI       | 1.39   | 81                            | 64                            | 0.19 ▲                           |
| 55   | San Jose-Sunnyvale-Santa Clara, CA           | 1.94   | 191                           | 189                           | 0.04 ▲                           | 81   | Syracuse, NY                            | 1.37   | 45                            | 54                            | -0.29 ▼                          |
| 56   | Seattle-Tacoma-Bellevue, WA                  | 1.92   | 389                           | 252                           | 0.62 ▲                           | 82   | Kiryas Joel-Poughkeepsie-Newburgh, NY   | 1.33   | 47                            | 34                            | 0.32 ▲                           |
| T-57 | Scranton-Wilkes-Barre, PA                    | 1.86   | 53                            | 41                            | 0.38 ▲                           | 83   | Cincinnati, OH-KY-IN                    | 1.31   | 149                           | 126                           | 0.17 ▲                           |
| T-57 | Winston-Salem, NC                            | 1.86   | 64                            | 55                            | 0.21 ▲                           | 84   | Buffalo-Cheektowaga, NY                 | 1.26   | 73                            | 58                            | 0.23 ▲                           |
| 59   | Durham-Chapel Hill, NC                       | 1.83   | 55                            | 49                            | 0.27 ▲                           | T-85 | Akron, OH                               | 1.23   | 43                            | 36                            | 0.21 ▲                           |
| 60   | McAllen-Edinburg-Mission, TX                 | 1.82   | 81                            | 68                            | 0.23 ▲                           | T-85 | Toledo, OH                              | 1.23   | 37                            | 45                            | -0.17 ▼                          |
| 61   | Washington-Arlington-Alexandria, DC-VA-MD-WV | 1.8  | 569                           | 426                           | 0.43 ▲                           | 87   | Allentown-Bethlehem-Easton, PA-NJ       | 1.21   | 53                            | 42                            | 0.21 ▲                           |
| 62   | Knoxville, TN                                | 1.78   | 83                            | 63                            | 0.3 ▲                            | 88   | Bridgeport-Stamford-Danbury, CT         | 1.19   | 57                            | 71                            | -0.31 ▼                          |
| 63   | Fayetteville-Springdale-Rogers, AR           | 1.77   | 51                            | 33                            | 0.49 ▲                           | 89   | Cleveland, OH                           | 1.12   | 122                           | 104                           | 0.11 ▲                           |
| 64   | Raleigh-Cary, NC                             | 1.76   | 131                           | 103                           | 0.21 ▲                           | 90   | Harrisburg-Carlisle, PA                 | 1.09   | 33                            | 49                            | -0.63 ▼                          |
| 65   | San Francisco-Oakland-Fremont, CA            | 1.73   | 401                           | 391                           | 0.07 ▲                           | 91   | Boise City, ID                          | 1.08   | 44                            | 36                            | 0.07 ▲                           |
| 66   | Hartford-West Hartford-East Hartford, CT     | 1.67   | 96                            | 81                            | 0.33 ▲                           | 92   | Providence-Warwick, RI-MA               | 1.06   | 89                            | 92                            | -0.08 ▼                          |
| 67   | Kansas City, MO-KS                           | 1.66   | 184                           | 150                           | 0.25 ▲                           | 93   | Omaha, NE-IA                            | 1.02   | 50                            | 50                            | -0.05 ▼                          |
| 68   | Urban Honolulu, HI                           | 1.62   | 81                            | 96                            | -0.33 ▼                          | 94   | Ogden, UT                               | 1.01   | 33                            | 39                            | -0.17 ▼                          |
| T-69 | Colorado Springs, CO                         | 1.61   | 62                            | 48                            | 0.28 ▲                           | 95   | Des Moines-West Des Moines, IA          | 0.98   | 36                            | 26                            | 0.22 ▲                           |
| T-69 | Salt Lake City-Murray, UT                    | 1.61   | 103                           | 102                           | -0.09 ▼                          | 96   | Pittsburgh, PA                          | 0.93   | 113                           | 115                           | -0.06 ▼                          |
| 71   | Chicago-Naperville-Elgin, IL-IN              | 1.6  | 752                           | 638                           | 0.26 ▲                           | 97   | Boston-Cambridge-Newton, MA-NH          | 0.92   | 228                           | 234                           | -0.05 ▼                          |
| 72   | Virginia Beach-Chesapeake-Norfolk, VA-NC     | 1.59   | 142                           | 126                           | 0.16 ▲                           | 98   | Minneapolis-St. Paul-Bloomington, MN-WI | 0.89   | 165                           | 144                           | 0.08 ▲                           |
| 73   | Columbus, OH                                 | 1.58   | 172                           | 138                           | 0.25 ▲                           | 99   | Worcester, MA                           | 0.88   | 38                            | 55                            | -0.29 ▼                          |
| T-74 | Dayton-Kettering-Beavercreek, OH             | 1.57   | 64                            | 54                            | 0.23 ▲                           | 100  | Madison, WI                             | 0.87   | 30                            | 25                            | 0.11 ▲                           |
| T-74 | Rochester, NY                                | 1.57   | 83                            | 61                            | 0.43 ▲                           | 101  | Provo-Orem-Lehi, UT                     | 0.7  | 25                            | 20                            | 0.05 ▲                           |
| 76   | New York-Newark-Jersey City, NY-NJ           | 1.52   | 1509                          | 1546                          | -0.08 ▼                          |      |   |  |                               |                               |                                  |
| T-77 | Milwaukee-Waukesha, WI                       | 1.5  | 118                           | 109                           | 0.12 ▲                           |      |   |  |                               |                               |                                  |
| T-77 | Oxnard-Thousand Oaks-Ventura, CA             | 1.5  | 63                            | 53                            | 0.25 ▲                           |      |   |  |                               |                               |                                  |





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## Florida Department of Transportation

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JARED W. PERDUE, P.E.  
SECRETARY

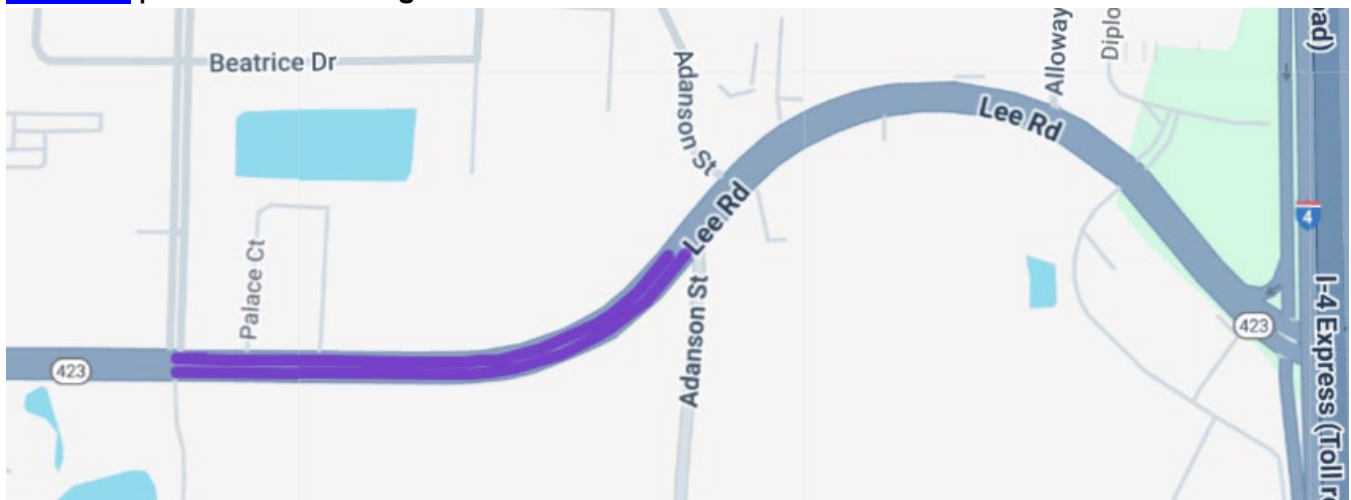
### Orange, Osceola, and Seminole Counties Project Status Update as of April 2, 2026

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](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

## ORANGE COUNTY

### ORANGE COUNTY UPCOMING PROJECTS:

#### 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.

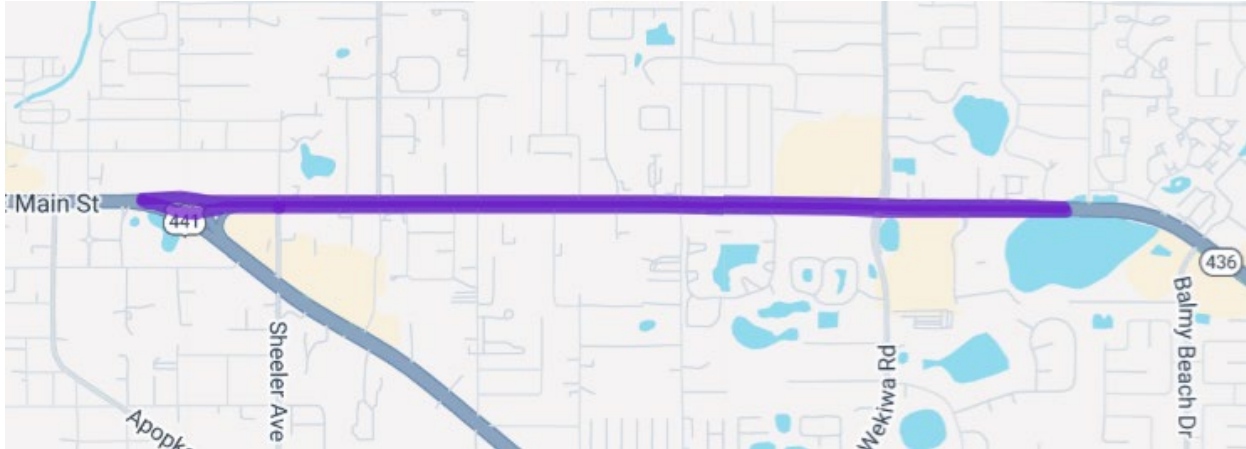
**Update:** The contractor's anticipated start date is May 19.

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[www.fdot.gov](http://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><b><u>436433-1</u> Coast to Coast Trail - Orange County Gap Trail Segment 2</b></p>   | <p><b><u>447104-1</u> U.S. 441 from S.R. 50 to S.R. 414 Ramps</b></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> |

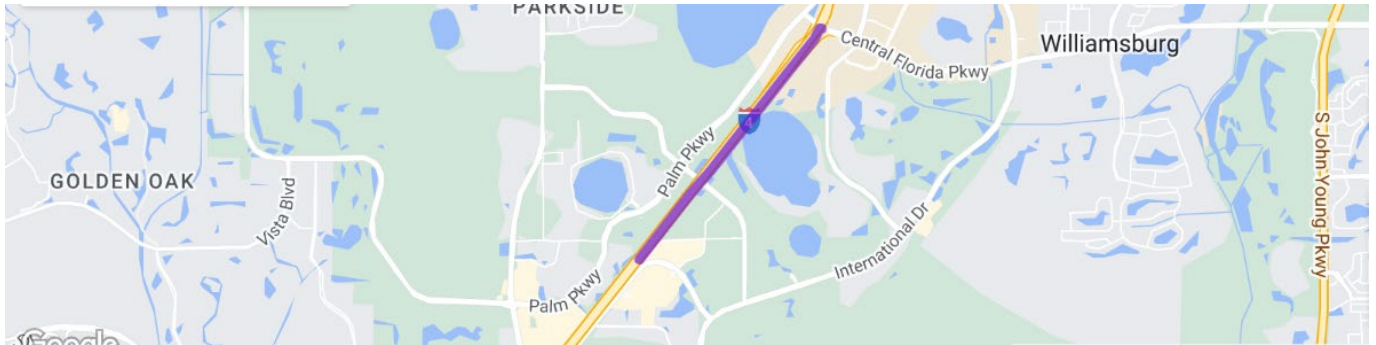
gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue 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.

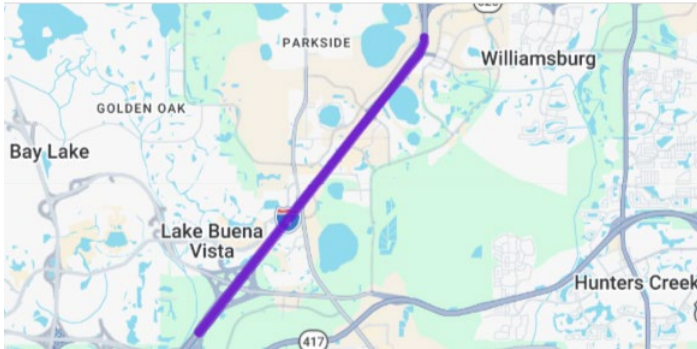
**441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping**



- 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**

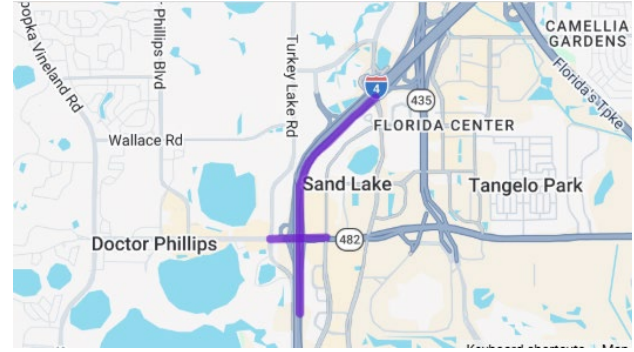


The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction coarse and tubular markers for the full length of the single buffer express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

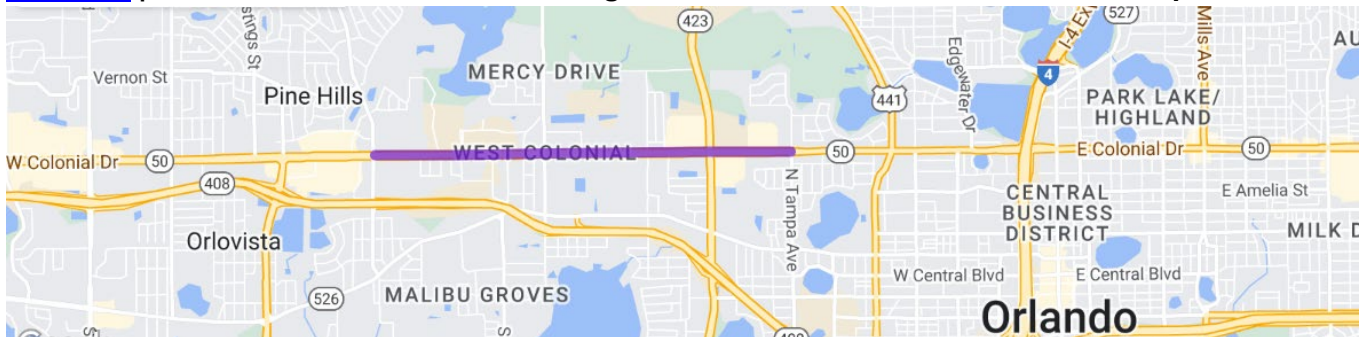
For the most up-to-date information and status on this project, please visit [I4Beyond.com/SandLake](http://I4Beyond.com/SandLake).

- 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.

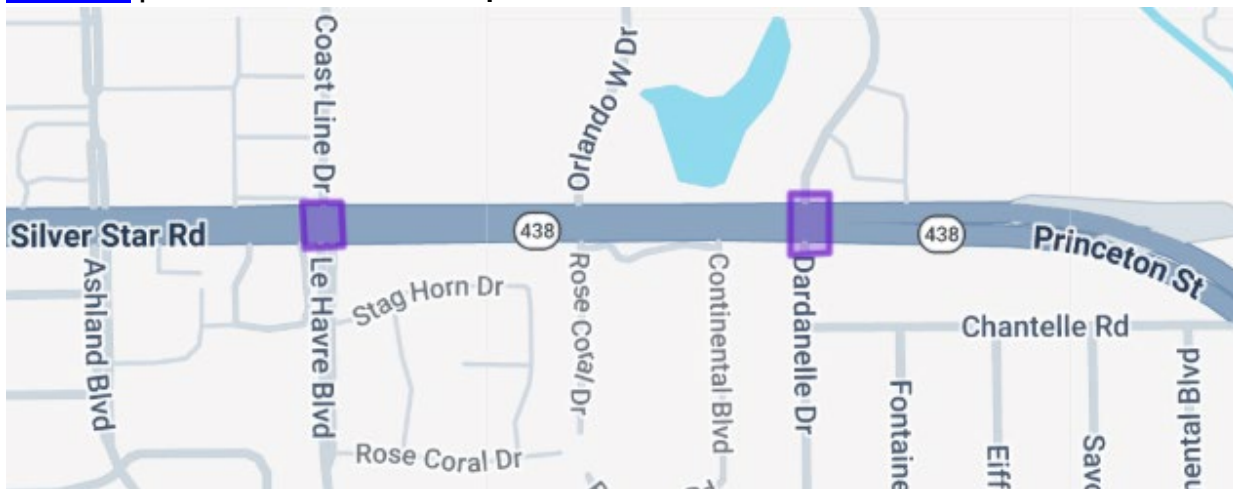
**445694-1 | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue**



- 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.

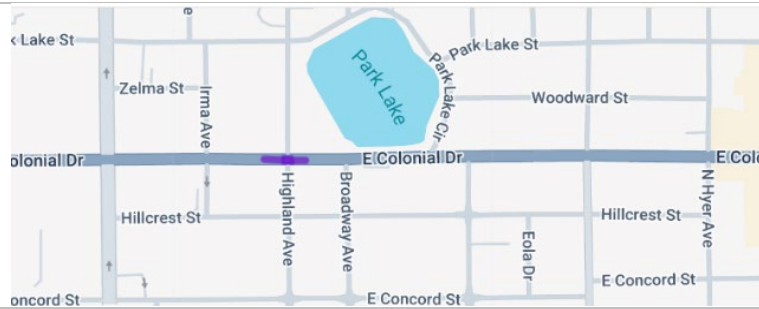
**[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road**



- 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**

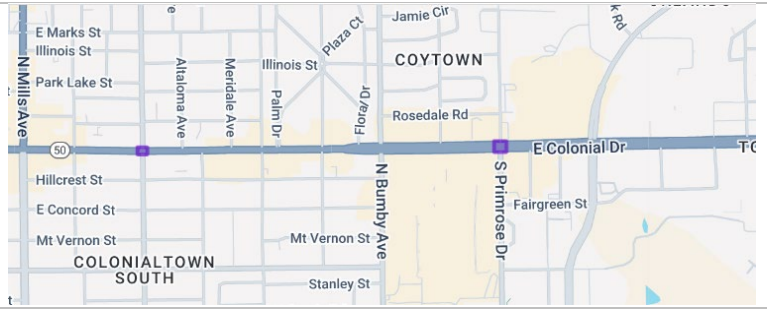


**Description:** The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the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

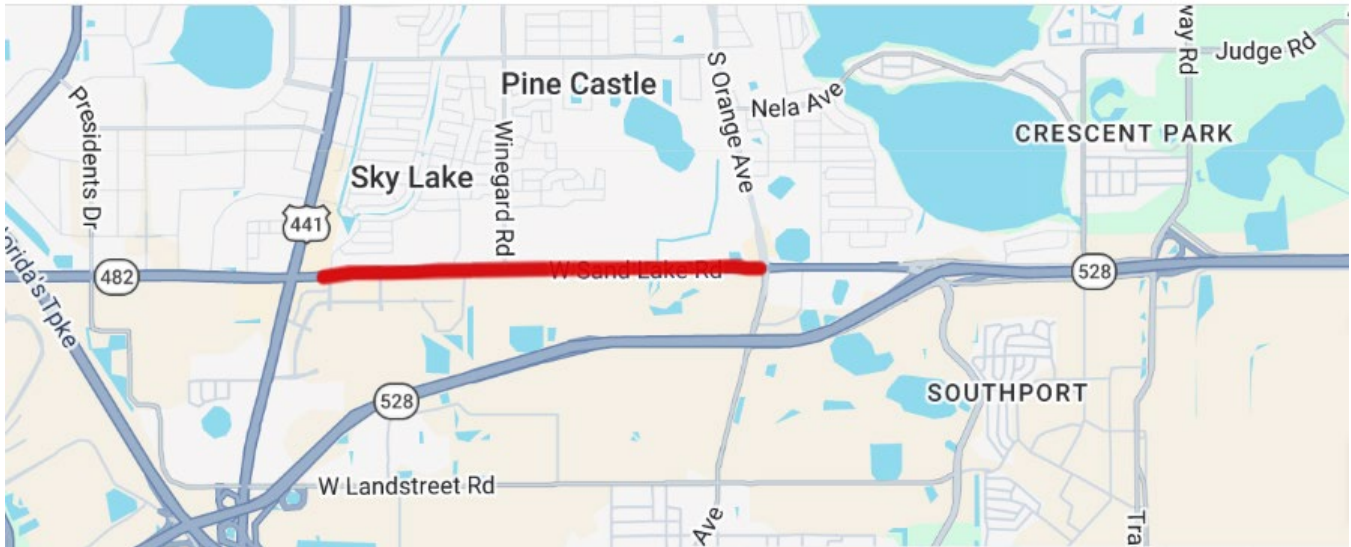
**Update:** The contractor is finalizing punch-list items and final inspections.

**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.

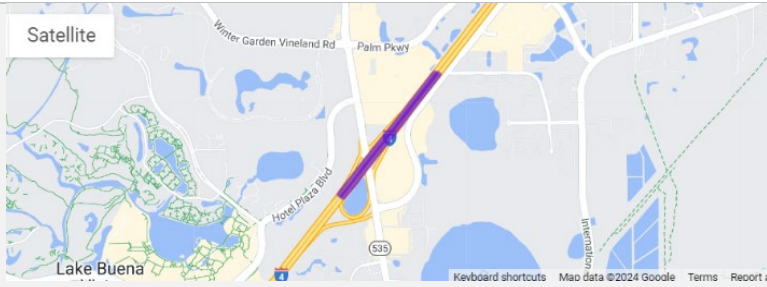
**[450638-1](#) | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue**



- 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:**

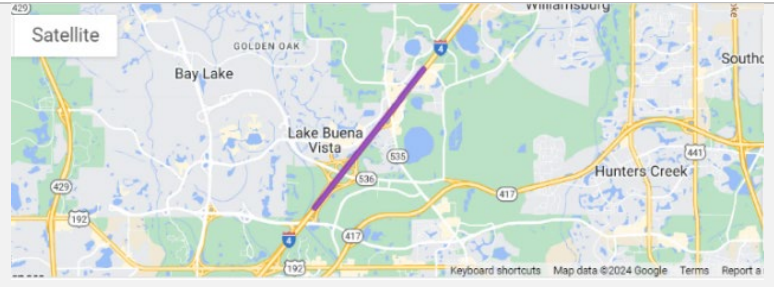
- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow,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

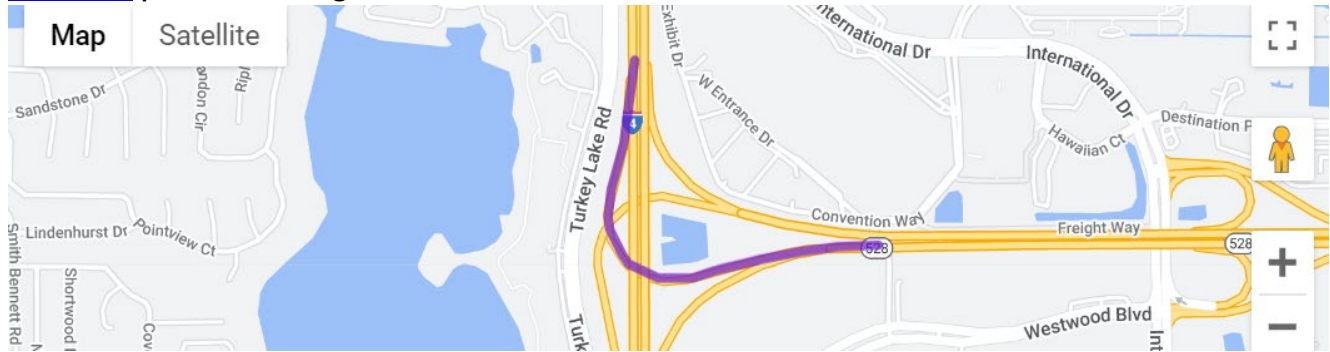
**449771-1**



**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.

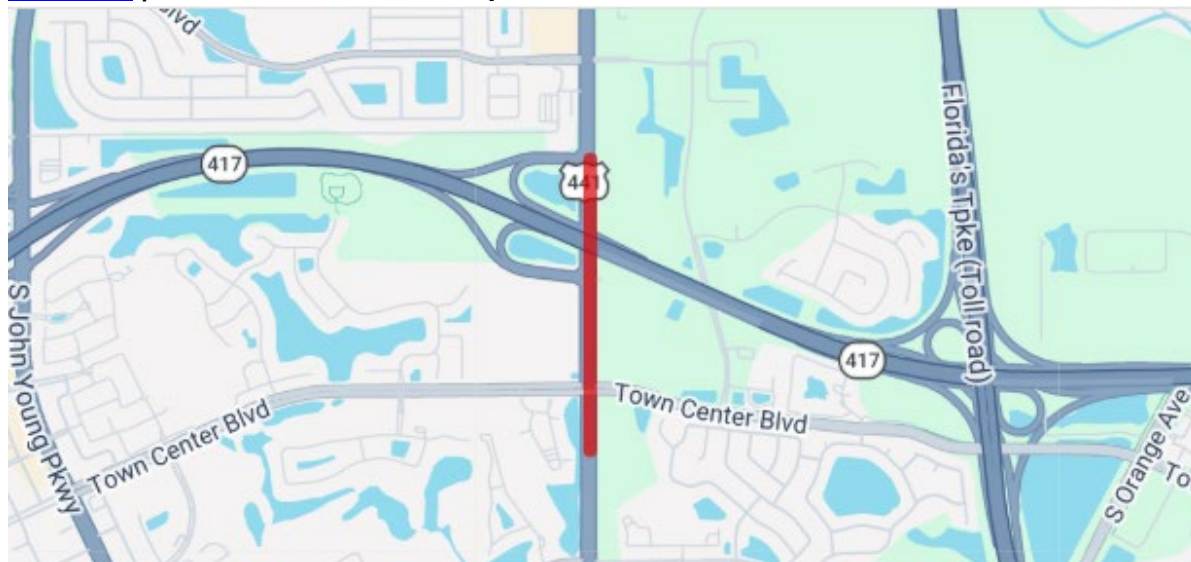
To learn more, please visit: [www.i4beyond.com](http://www.i4beyond.com).

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



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

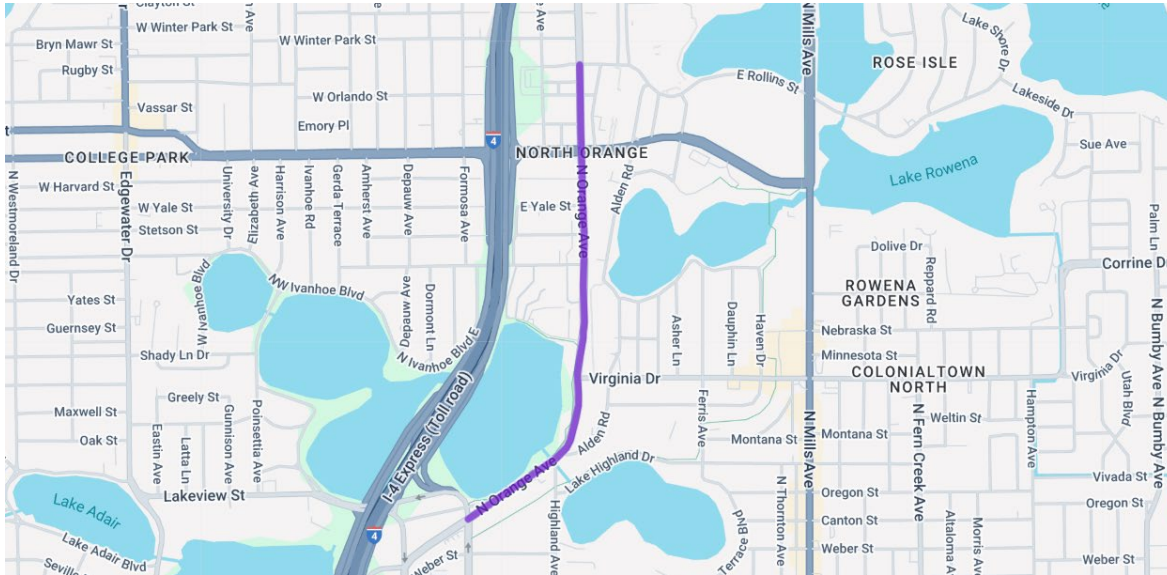
### [454600-1](#) | U.S. 441 Intersection Improvements



- 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 course work and will soon begin sodding and signage.

## ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

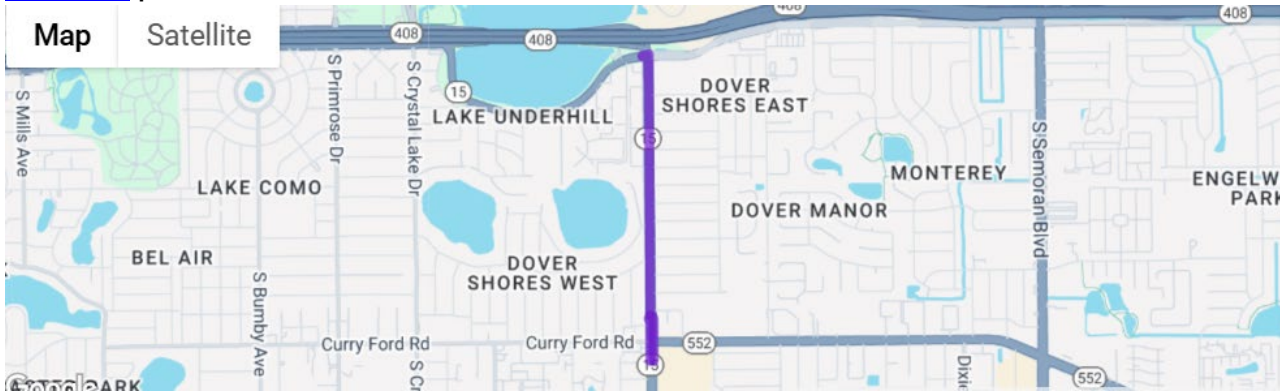
### 445220-1 | S.R. 527 from Magnolia Avenue to north of Rollins Street



- 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

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## OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

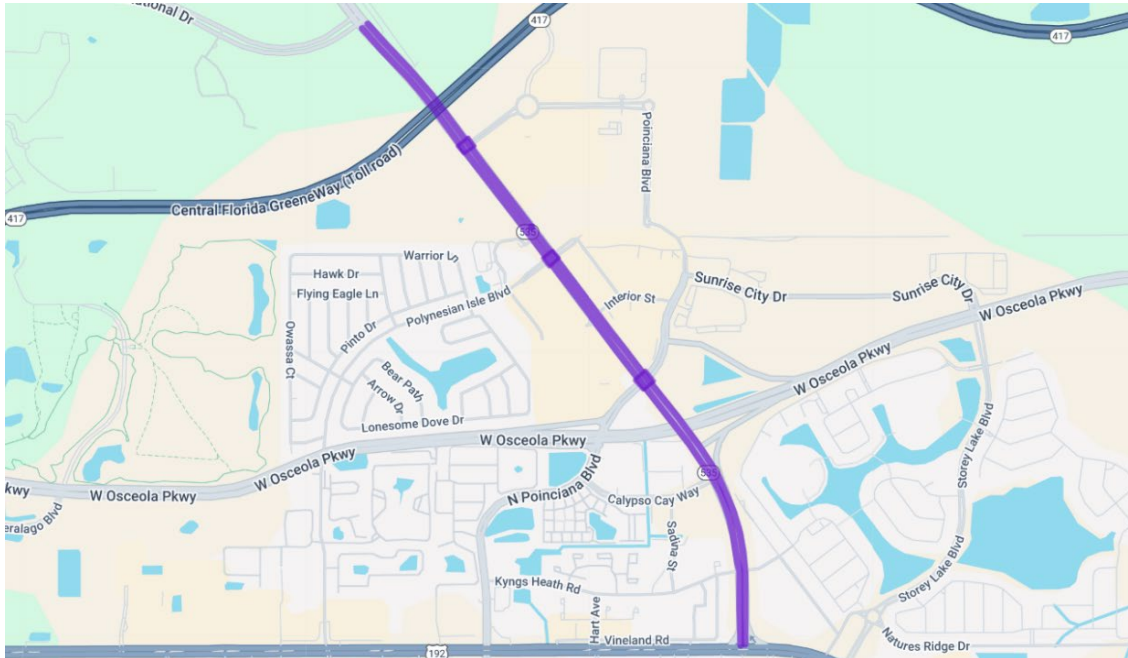
## OSCEOLA COUNTY CURRENT PROJECTS:

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



- Contract T5836
  - Contractor: C.W. Roberts Contracting Inc.
  - Project Cost: \$18.3 million
  - Project Start: July 2025
  - Estimated Completion: Late 2026
  - **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road (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**



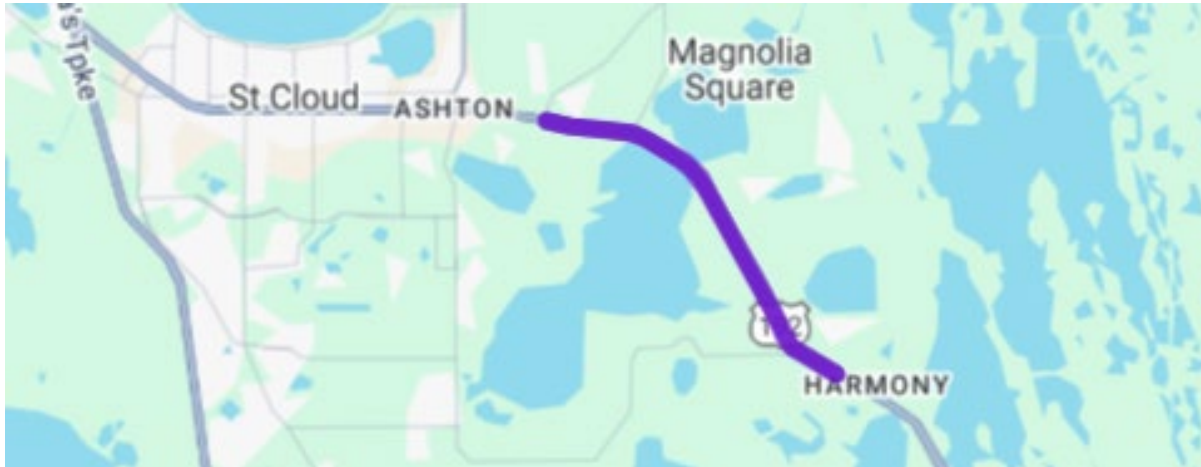
- Contract: T5823
  - Contractor: The Middlesex Corp.
  - Construction Cost: \$11.9 million
  - Project Start: November 2024
  - Estimated Completion: Spring 2026
  - **Description:** This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement 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.**

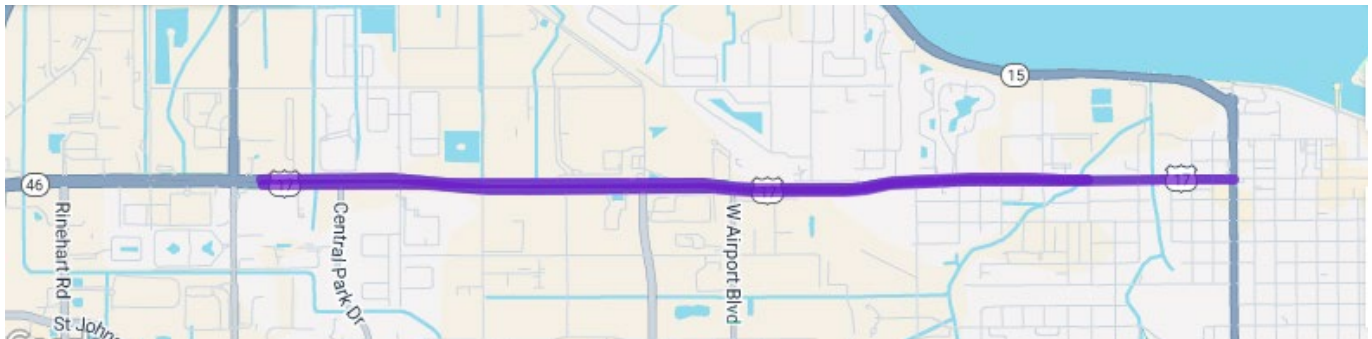
# Seminole County

## SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

## SEMINOLE COUNTY CURRENT PROJECTS:

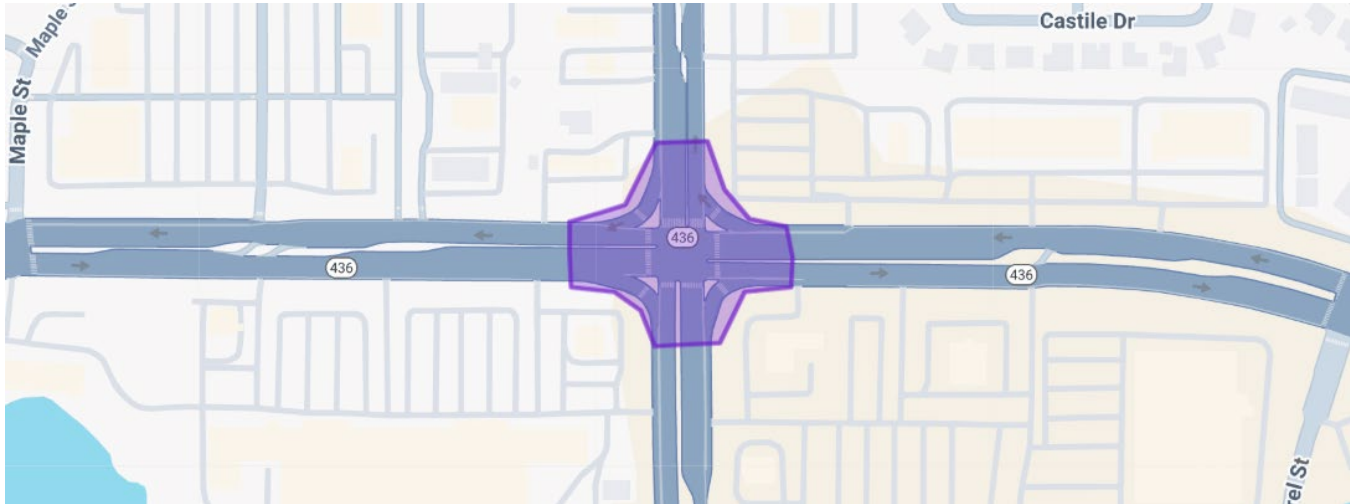
### 447103-1 | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- 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.



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

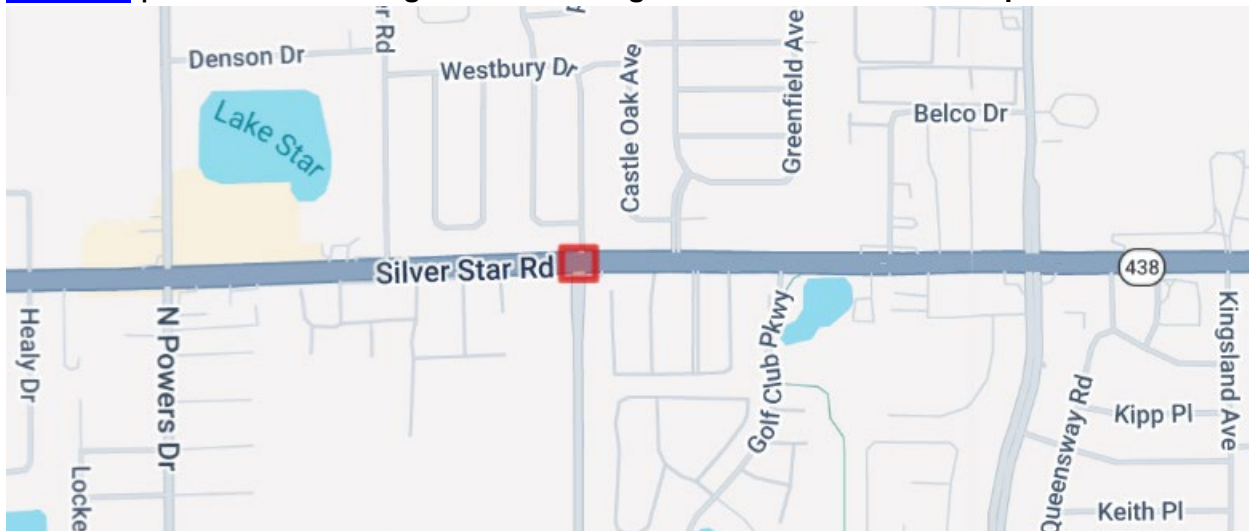
### Orange, Osceola, and Seminole Counties Project Status Update as of June 1, 2026

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of June 1. The next cutoff date is July 6. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

## ORANGE COUNTY

### ORANGE COUNTY UPCOMING PROJECTS:

#### 450329-1 | S.R. 438 at Hastings Street/Sheringham Road Intersection Improvements

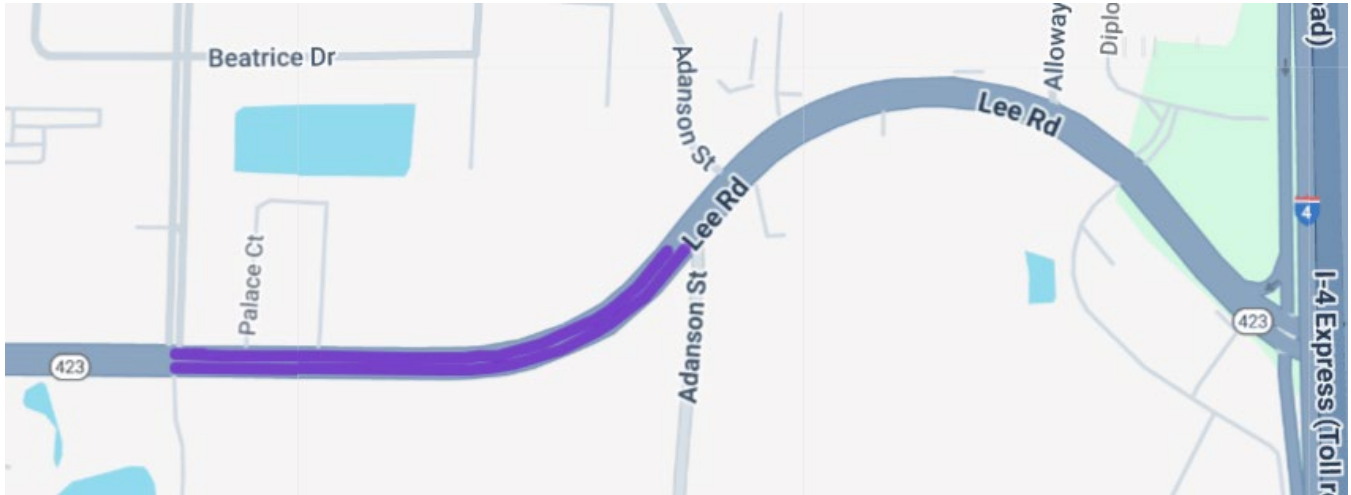


- Contract: T5878
- Contractor: Traffic Control Devices, LLC.
- Project Cost: \$1.1 million
- Project Start: Summer 2026
- Estimated Completion: Early 2027

**Description:** The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Silver Star Road (State Road (S.R.) 438) and Hastings Street/Sheringham Road to include new poles and new signal heads with enhanced visibility for drivers. New pedestrian signals will also be added.

## ORANGE COUNTY CURRENT PROJECTS:

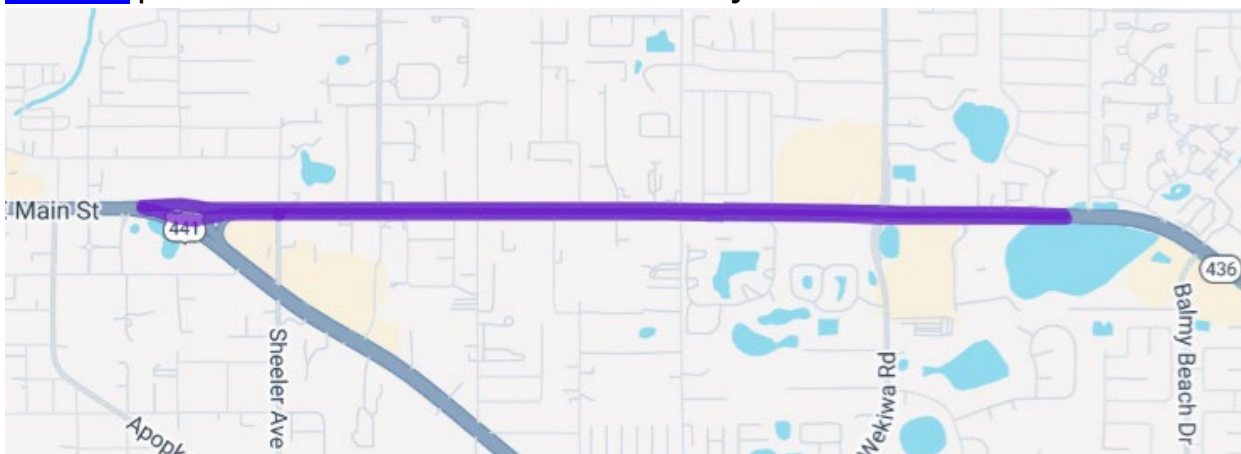
### 449214-1 | S.R. 423 from Kingswood Drive to Adanson Street



- 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 is currently working on concrete removal, soft digs for strain poles, and clearing and grubbing.

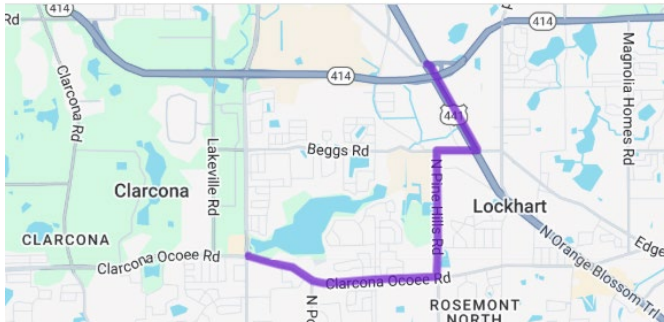
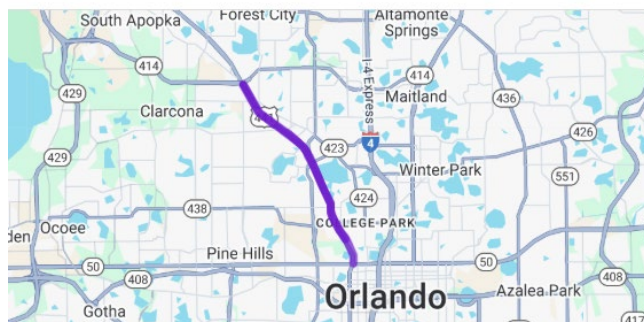
### 450640-1 | S.R. 436 from U.S. 441 to Seminole County Line



- 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 friction course paving along the corridor, with only one lane in each direction remaining to be paved.

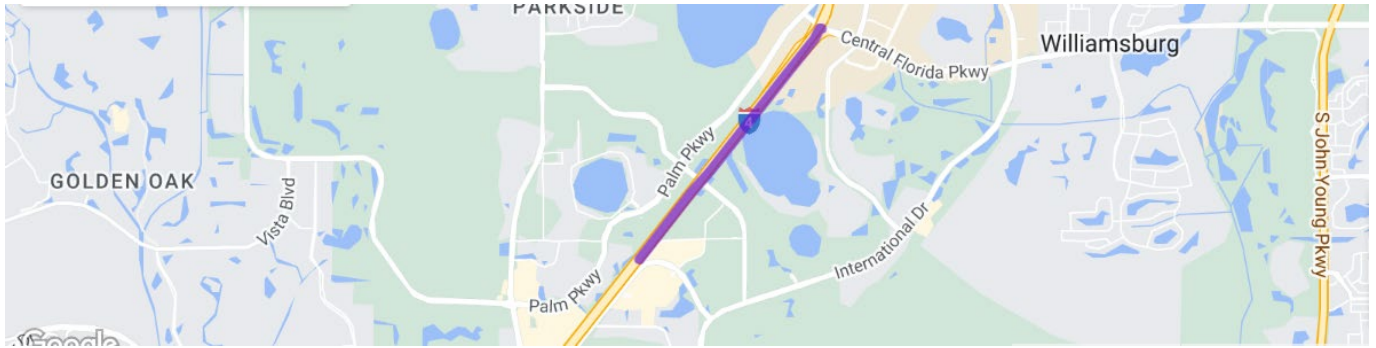
**436433-1 & 447104-1 | S.R. 500 (U.S. 441) – From North of S.R. 50 to S.R. 414 Interchange Ramps**

| <b><u>436433-1</u> Coast to Coast Trail - Orange County<br/>Gap Trail Segment 2</b>  | <b><u>447104-1</u> U.S. 441 from S.R. 50 to S.R. 414<br/>Ramps</b>  |
|--|---|
|    |    |
| <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 Wekiva 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 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.</p> <p>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.</p> |

- 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 cleanup, roadway widening, and sidewalk reconstruction throughout the project. On U.S. 441, crews are completing cleanup from Princeton Street to John Young Parkway and beginning three weeks of southbound widening between Clarcona-Ocoee Road and Silver Star Road. Driveway reconstruction and sidewalk/curb work are underway, with nighttime median work south of Princeton expected to begin early June. On the Coast-to-Coast Trail, utility crews are adjusting fire hydrants and installing stormwater systems along Pine Hills Road. Sidewalk, driveway, and curb construction continues on Beggs Road, along with gravity-wall excavation through the next month. Electrical crews began intersection work at S.R. 414 and U.S. 441. Roadway restoration is progressing, with paving near the OBT bridge anticipated around mid-June.

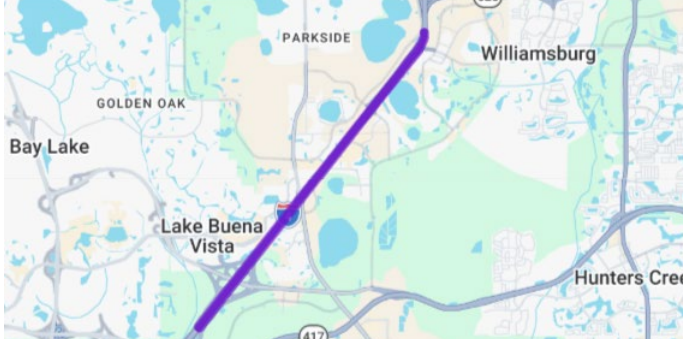
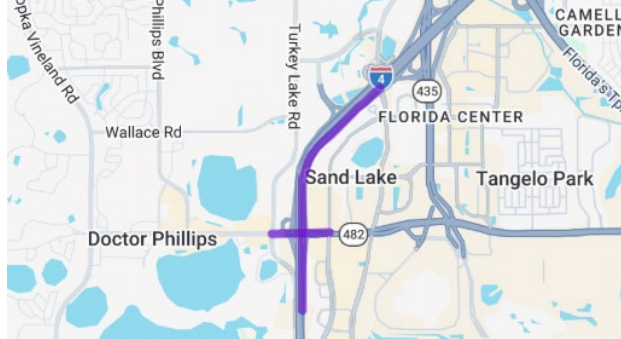
**441113-2 | I-4 at Daryl Carter Parkway Interchange Landscaping**



- 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.

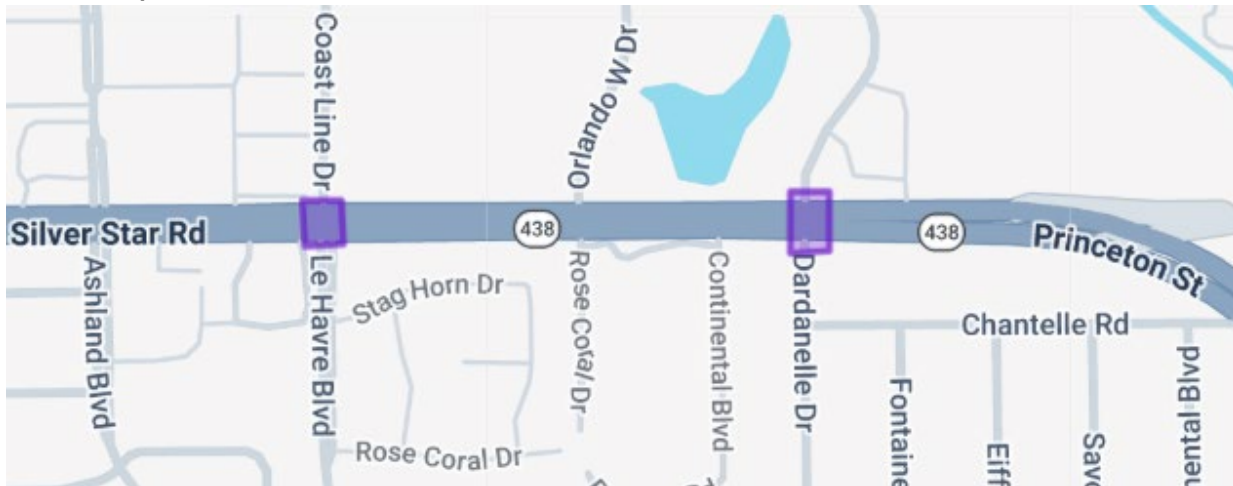
**Update:** The contractor continues to lay out plant placements, install irrigation, and plant trees and shrubs. They have completed the tree installation along I-4 and are continuing along Palm Parkway and sodding.

|   |   |
|---|---|
| <p><b><a href="#">444315-3</a>   S.R. 400 from west of S.R. 536 to west of S.R. 528</b></p>   | <p><b><a href="#">444315-1</a>   I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435</b></p>  |
|    |   |
| <p>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</p> <p>Construction began in Spring 2023 and is anticipated to reach completion in Early 2027. This project is being constructed in conjunction with FPID No. <a href="#">444315-1</a>. The combined construction cost is \$219,342,910.12.</p> <p>For the most up-to-date information and status on this project, please visit <a href="http://I4Beyond.com/SandLake">I4Beyond.com/SandLake</a>.</p> | <p>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.</p> <p>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.</p> <p>Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. <a href="#">444315-3</a>. The combined construction cost is \$219,342,910.12.</p> <p>For the most up-to-date information and status on this project, please visit <a href="http://I4Beyond.com/SandLake">I4Beyond.com/SandLake</a>.</p> |

- Contract: E59A6
- Contractor: Lane Construction Corporation
- Project Cost: \$219.3 million
- Project Start: Spring 2023
- Estimated Completion: December 2027

**Update:** Crews began pile driving in the median of Sand Lake Road on Wednesday, May 6, and are continuing pile driving operations at Sand Lake Road for the new eastbound I-4 bridge over Sand Lake Road. Crews are also working on the outside widening of Turkey Lake Road, force main installation, and westbound I-4 Express tube lane paving. Crews are also working on overhead bridge work to extend westbound I-4 Express over Central Florida Parkway. Crews completed concrete deck pours on May 8 and May 14 for this operation.

#### [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, pull box, drainage, and drill-shaft installations.

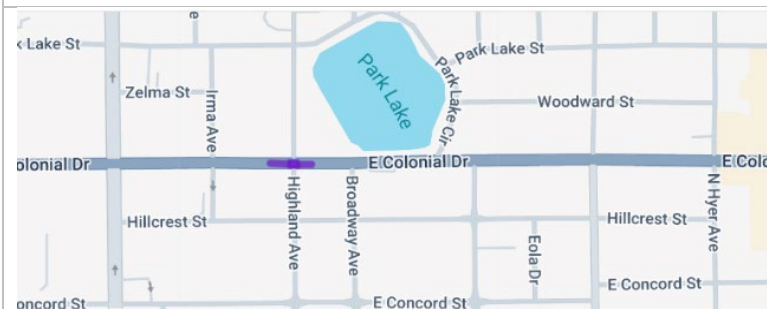
[445772-1](#) | U.S. 441 at Clarcona-Ocoee Road



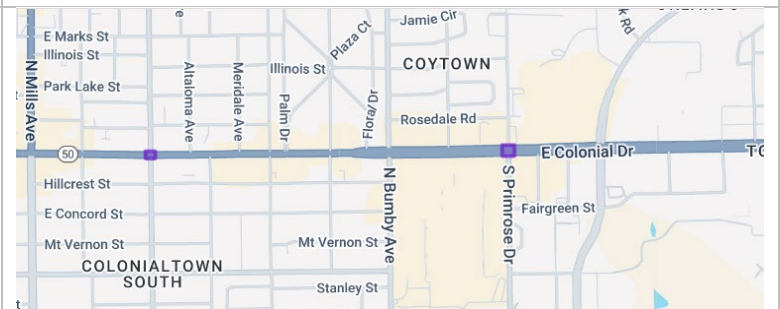
- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: April 2026
- Estimated Completion: Summer 2026
- **Description:** This project will reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom 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:** The contractor continues structural, drainage, crosswalk, and signalization work. They have begun excavation, widening, and curb and gutter work.

[447607-1](#) | S.R. 50 at Highland Avenue



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



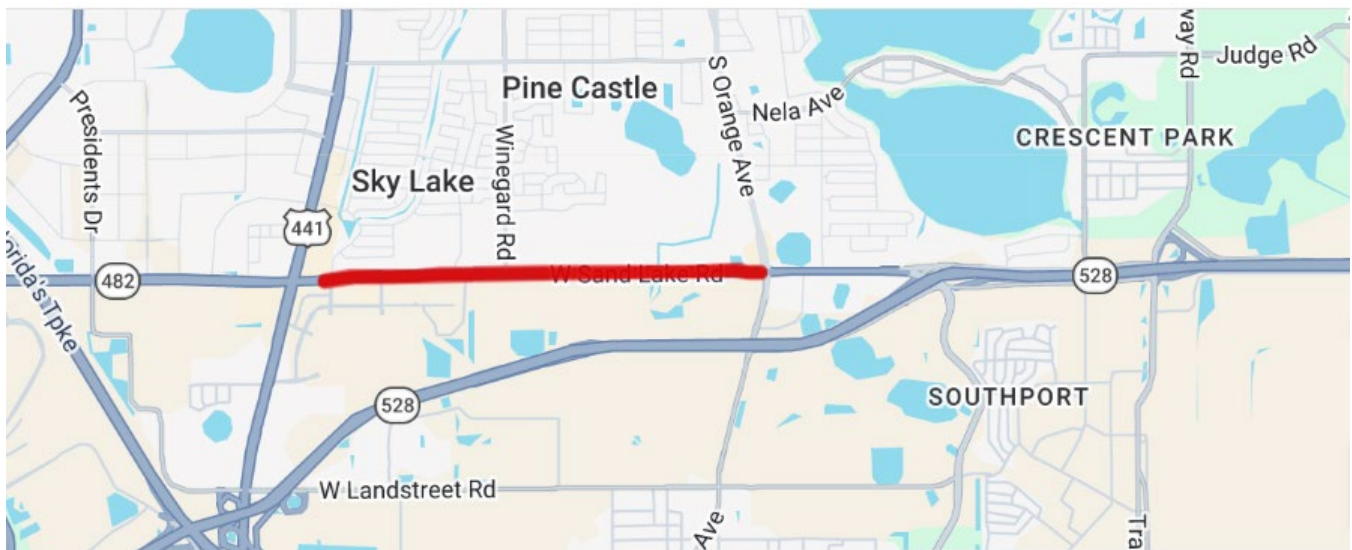
**Description:** The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the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

**Description:** This project will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Avenue and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive.

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

**Update:** The contractor is awaiting final acceptance.

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

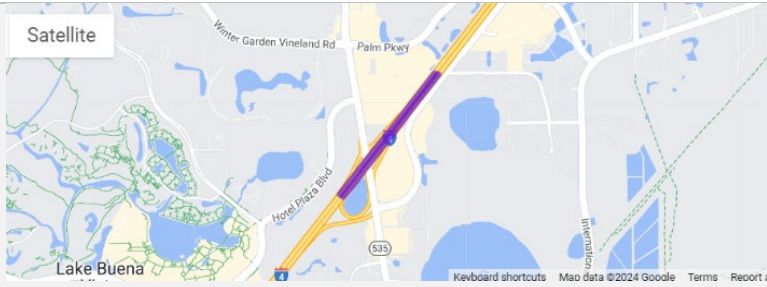


- Contract: E50G4
- Contractor: Preferred Materials Inc.
- Construction Cost: \$4.7 million
- Project Start: April 2026
- Estimated Completion: Fall 2026
- **Description:** The purpose of this project will be to resurface Sand Lake Road (State Road (S.R.) 482) to rehabilitate and restore the asphalt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

**Update:** The contractor is working on clearing and grubbing, curb ramps, sidewalks, and concrete removal.

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

**448914-1**



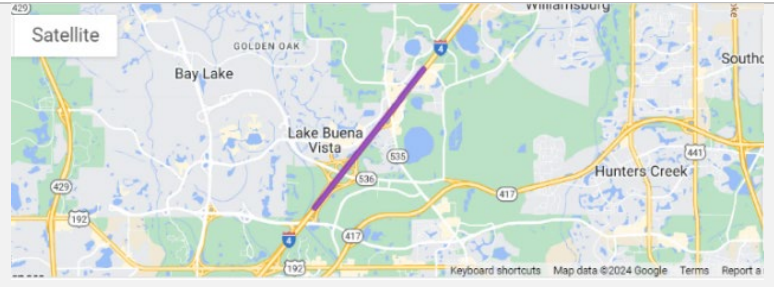
**Description:** This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.

**Planned improvements include:**

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

To learn more, please visit: [www.i4beyond.com](http://www.i4beyond.com).

**449771-1**



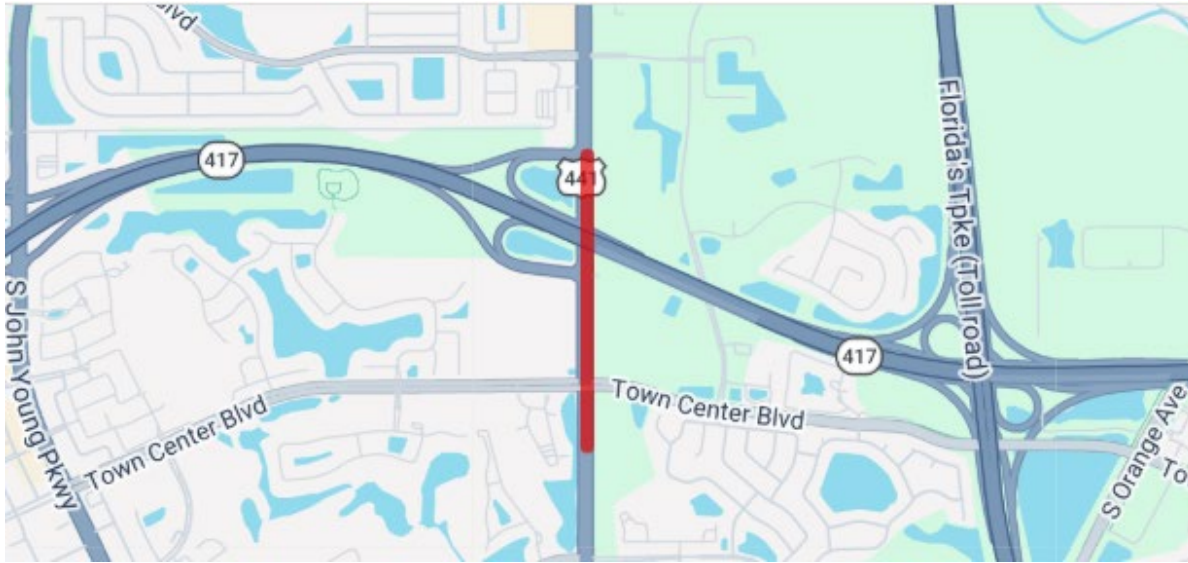
**Description:** This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (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](http://www.i4beyond.com).

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

**Update:** Crews completed the 2nd phase of beam setting for the new bridge in the median of I-4 over S.R. 535 on May 19 and May 20. A total of 14 beams now rest over S.R. 535 to form part of the I-4 Express extension. Crews continue installing MSE walls in the new loop ramp area to form the ramp foundation. Crews are also working to widen the outside shoulder of the eastbound I-4 entrance ramp from northbound S.R. 535, paving for the westbound I-4 Express extension, and continuing drainage work and pipe installation.

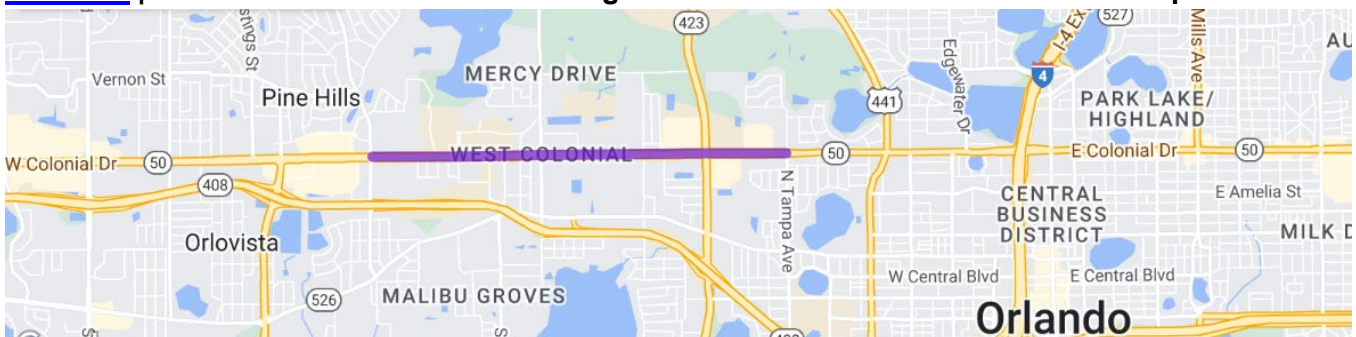
## [454600-1](#) | U.S. 441 Intersection Improvements



- 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:** A walkthrough was conducted on 5/21/26. The contractor has begun working on the final punch-list items.

## **ORANGE COUNTY RECENTLY COMPLETED PROJECTS:**

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

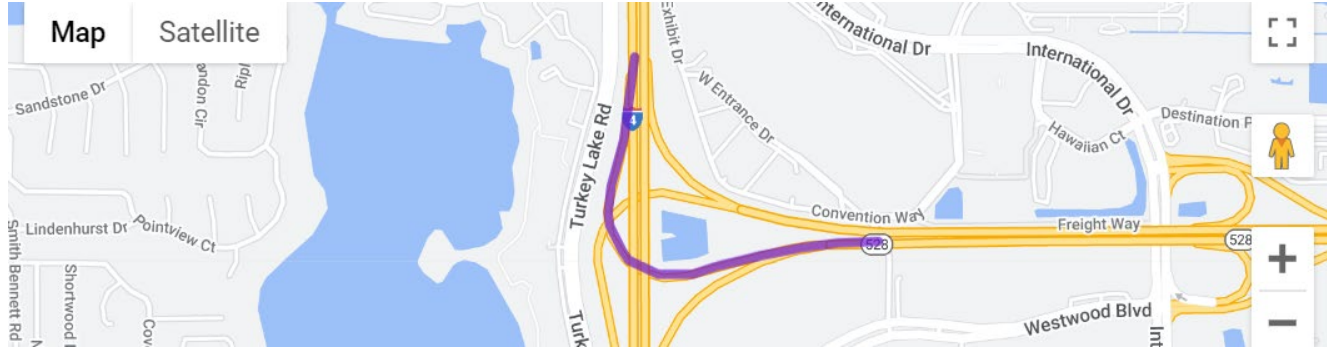


- Contract T5798
- Contractor: Watson Civil Construction Inc.
- Project Cost: \$15 million
- Project Start: April 2024
- Completion: May 2026
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial Drive (State 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 received final acceptance on 5/7/26.

**[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:** The contractor received final acceptance on 5/10/26.

## OSCEOLA COUNTY

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**OSCEOLA COUNTY UPCOMING PROJECTS:**

None to report.

**OSCEOLA COUNTY CURRENT PROJECTS:**

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

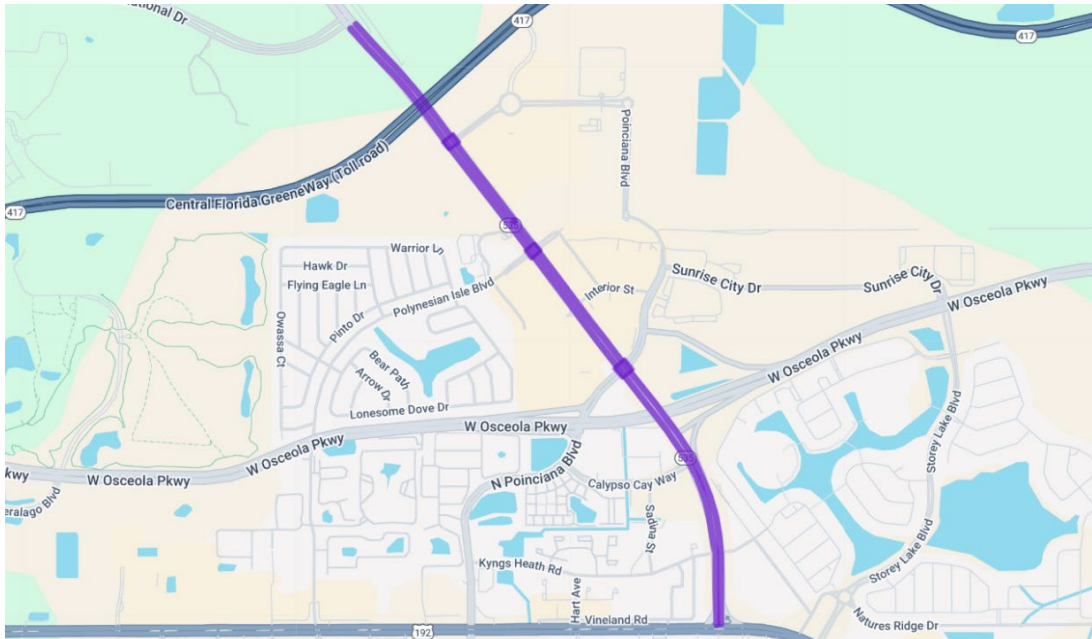


- Contract T5836
- Contractor: C.W. Roberts Contracting Inc.

- Project Cost: \$18.3 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road (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, and widening. They have begun asphalt shoulder installations, ditch and swale cleaning, and shoulder gutter 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 finalized Phase 1 and continues 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 sodding, installing permanent signage, and rumble strips.

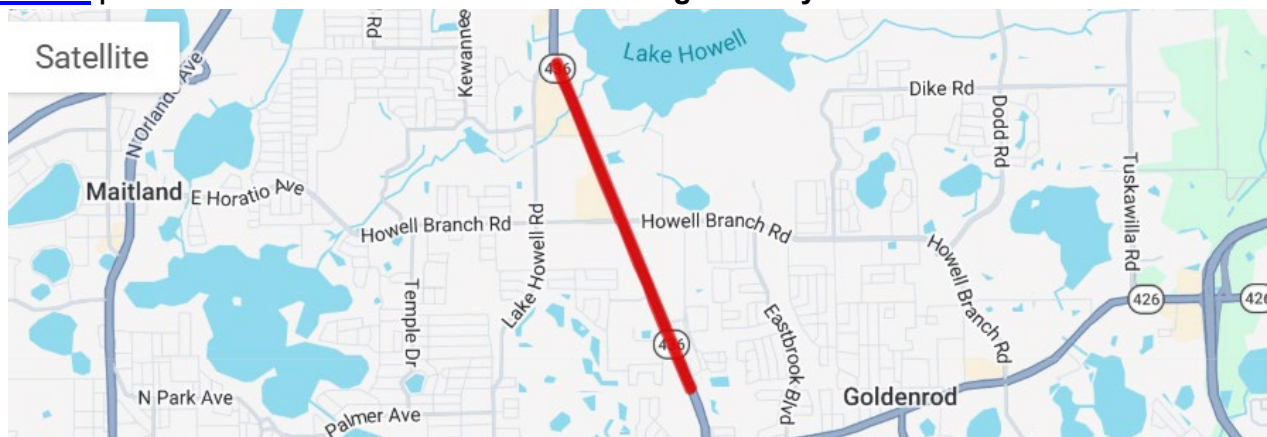
### OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

## Seminole County

### SEMINOLE COUNTY UPCOMING PROJECTS:

#### [450583-1](#) | S.R. 436 from Lake Howell Road to Orange County Line

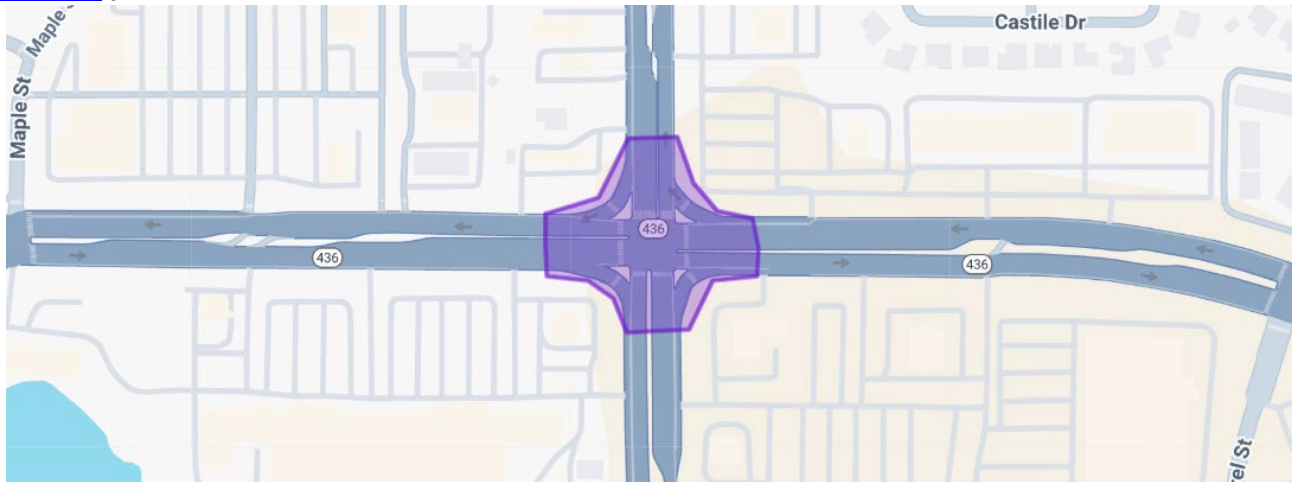


- Contract: E50G8
- Contractor: C.W.R Contracting, Inc.
- Project Cost: \$6.8 million
- Project Start: June 2026
- Estimated Completion: Spring 2027
- Description:** The purpose of this project is to repave a segment of State Road (S.R.) 436 from Lake Howell Road to the Orange County line to maintain the roadway. The project will also upgrade pedestrian crosswalks and curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. Additionally, the City of Casselberry coordinated with the design team to propose raised concrete channelizing islands, which will be constructed at several locations along the corridor to control the flow of traffic through intersections and past driveways.

**Update:** The preconstruction meeting is currently scheduled for June 9, with construction expected to start on June 14.

## SEMINOLE COUNTY CURRENT PROJECTS:

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

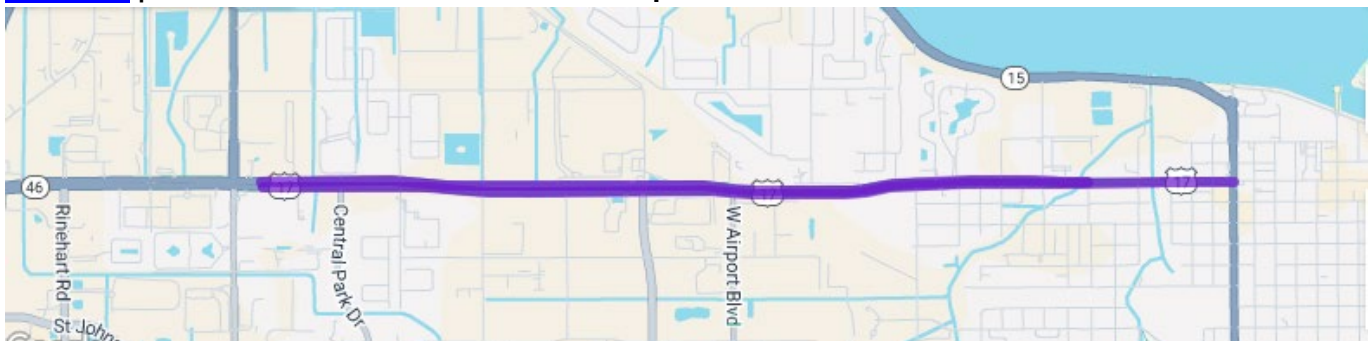


- Contract: E51F5
- Contractor: Alexander Design + Build LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Spring 2026
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 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 fiber and pipe repair work. Final acceptance is expected in mid to late June, pending Seminole County inspection.

## RECENTLY COMPLETED:

### 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 project received final acceptance on 5/7/26.

### Air Quality Monitoring: Ozone Attainment Status

January - May

As of May 13, 2026

| Seminole State College (#C117-1002) |   |        |
|-------------------------------------|---|--------|
| Year                                | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026                                | 59  | 18-Apr |
| 2025                                | 62  | 11-Apr |
| 2024                                | 63  | 8-May  |
| 2023                                | 63  | 5-May  |

2025 3-Year Attainment Average: 63

2026 Year-to-Date 3-Year Running Average: 61

Change (2)

| Osceola Co. Fire Station - Four Corners (#C097-2002) |   |        |
|--|---|--------|
| Year   | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026   | 58  | 21-Mar |
| 2025   | 62  | 16-Apr |
| 2024   | 69  | 30-May |
| 2023   | 61  | 5-May  |

2025 3-Year Attainment Average: 64

2026 Year-to-Date 3-Year Running Average: 63

Change (1)

| Lake Isle Estates - Winter Park (#095-2002)* |   |        |
|--|---|--------|
| Year   | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026   | 45  | 1-Jan  |
| 2025   | 66  | 23-May |
| 2024   | 65  | 24-Apr |
| 2023   | 69  | 10-Jun |

2025 3-Year Attainment Average: 67

2026 Year-to-Date 3-Year Running Average: 59

Change (8)

\*Note: This site is currently not reporting data

| Skyview Drive (#L095-0010) |   |        |
|----------------------------|---|--------|
| Year                       | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026                       | 61  | 16-Apr |
| 2025                       | 65  | 16-May |
| 2024                       | 68  | 18-Apr |
| 2023                       | 66  | 6-Sep  |

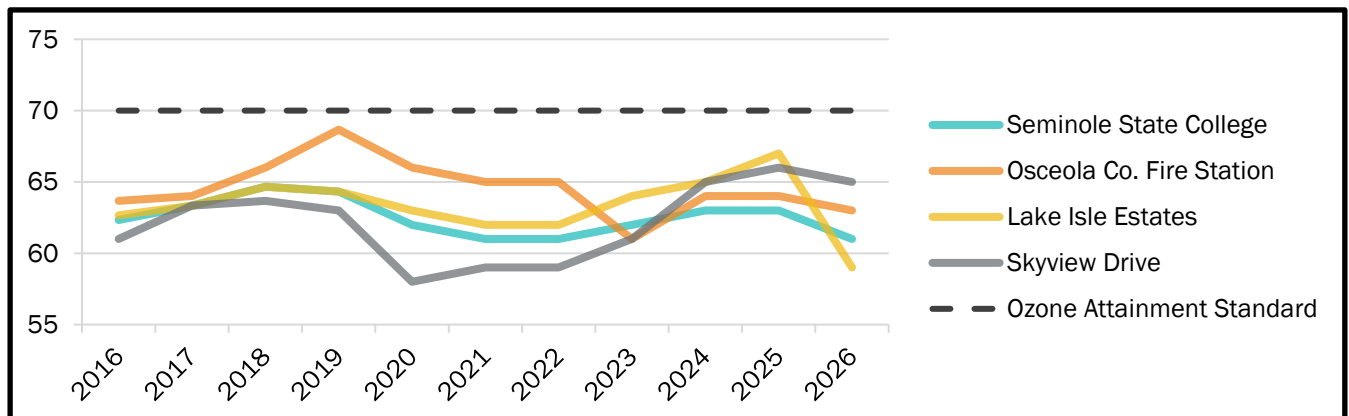
2025 3-Year Attainment Average: 66

2026 Year-to-Date 3-Year Running Average: 65

Change (1)

### 10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: Florida Department of Environmental Protection

## Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of May 13, 2026

| Lake Isle Estates - Winter Park (#095-2002) |  |        |
|---|--|--------|
| Year  | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026  | 34   | 19-Jan |
| 2025  | 18   | 25-Jul |
| 2024  | 44   | 1-Jan  |
| 2023  | 34   | 3-Oct  |

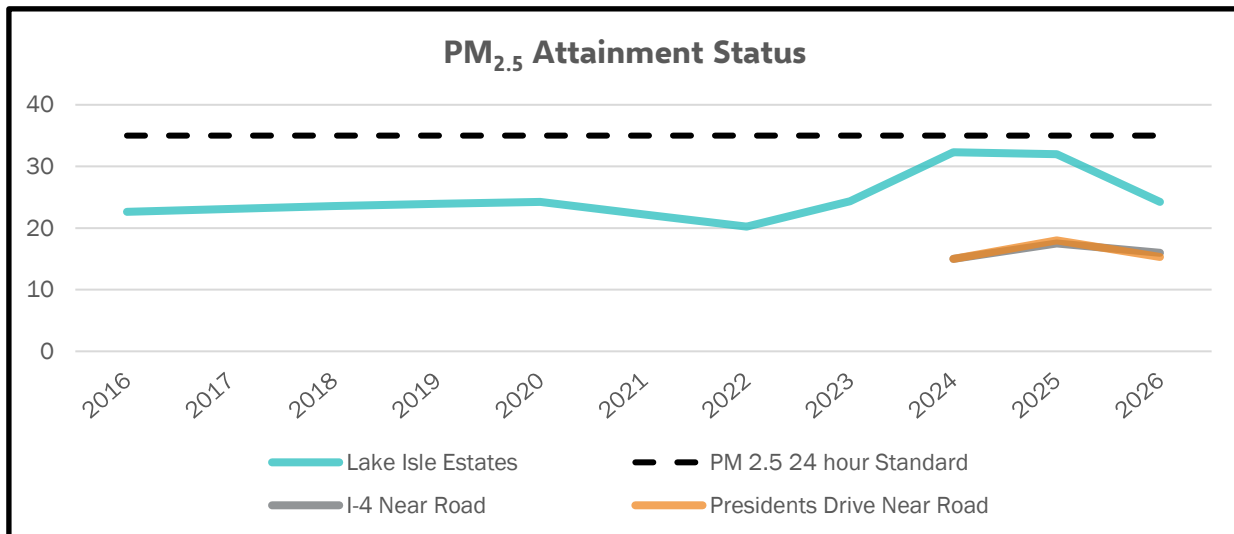
| I-4 Near Road (#095-0009) |  |        |
|---------------------------|--|--------|
| Year                      | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026                      | 34   | 19-Jan |
| 2025                      | 20   | 5-Jun  |
| 2024                      | 15   | 3-Dec  |
|                           |  |        |

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

PM<sub>2.5</sub> 24 hour NAAQ Standard 35  
 98th percentile, 3 year average - 2025 23  
 98th percentile, 3 year average - 2024 18  
 Change 6

| Presidents' Drive Near Road (#095-0011) |  |        |
|---|--|--------|
| Year                                    | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026                                    | 16   | 21-Mar |
| 2025                                    | 21   | 5-Jun  |
| 2024                                    | 15   | 8-Aug  |
|   |  |        |

PM<sub>2.5</sub> 24 hour NAAQ Standard 35  
 98th percentile, 3 year average - 2025 17  
 98th percentile, 3 year average - 2024 18  
 Change (1)



### Air Quality Monitoring: Primary NO<sub>2</sub> Attainment Status As of May 13, 2026

| Lake Isle Estates - Winter Park (#095-2002) |  |        |
|---|--|--------|
| Year  | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026  | 32   | 3-Feb  |
| 2025  | 41   | 8-Mar  |
| 2024  | 28   | 20-Mar |
| 2023  | 114  | 9-Jan  |

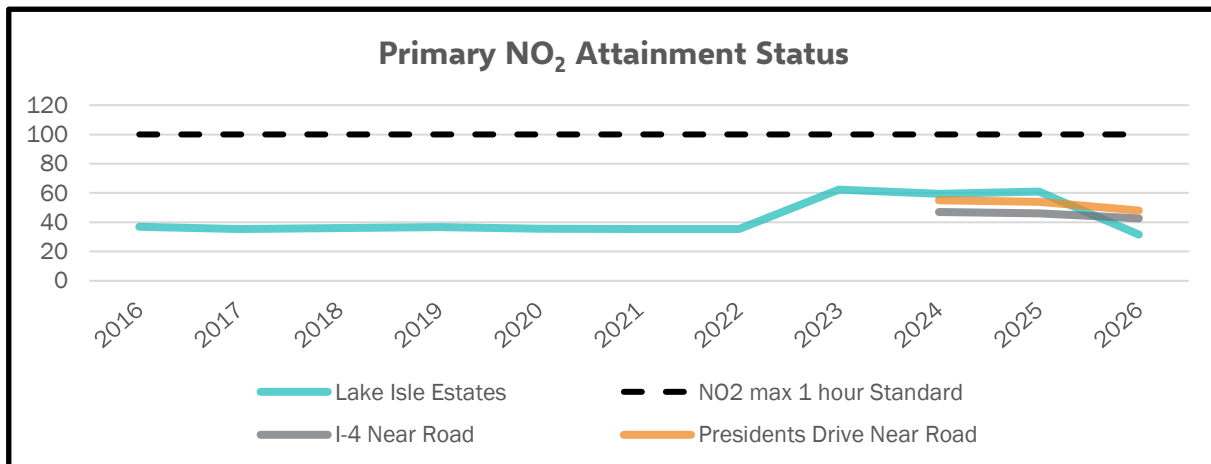
| I-4 Near Road (#095-0009) |  |        |
|---------------------------|--|--------|
| Year                      | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026                      | 46   | 3-Feb  |
| 2025                      | 45   | 8-Mar  |
| 2024                      | 47   | 26-Nov |

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 34  
 98th percentile, 3 year average - 2024 61  
 Change (27)

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 46  
 98th percentile, 3 year average - 2024 46  
 Change 0

| Presidents' Drive Near Road (#095-0011) |  |        |
|---|--|--------|
| Year                                    | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026                                    | 55   | 26-Feb |
| 2025                                    | 53   | 7-Mar  |
| 2024                                    | 55   | 26-Nov |

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 54  
 98th percentile, 3 year average - 2024 54  
 Change 0



### Air Quality Monitoring: Ozone Attainment Status

January - June

As of June 17, 2026

| Seminole State College (#C117-1002) |   |        |
|-------------------------------------|---|--------|
| Year                                | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026                                | 61  | 7-May  |
| 2025                                | 62  | 11-Apr |
| 2024                                | 63  | 8-May  |
| 2023                                | 63  | 5-May  |

2025 3-Year Attainment Average: 63

2026 Year-to-Date 3-Year Running Average: 62

Change (1)

| Osceola Co. Fire Station - Four Corners (#C097-2002) |   |        |
|--|---|--------|
| Year   | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026   | 58  | 25-Feb |
| 2025   | 62  | 16-Apr |
| 2024   | 69  | 30-May |
| 2023   | 61  | 5-May  |

2025 3-Year Attainment Average: 64

2026 Year-to-Date 3-Year Running Average: 63

Change (1)

| Lake Isle Estates - Winter Park (#095-2002)* |   |        |
|--|---|--------|
| Year   | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026   | 49  | 30-Jan |
| 2025   | 66  | 23-May |
| 2024   | 65  | 24-Apr |
| 2023   | 69  | 10-Jun |

2025 3-Year Attainment Average: 67

2026 Year-to-Date 3-Year Running Average: 60

Change (7)

| Skyview Drive (#L095-0010) |   |        |
|----------------------------|---|--------|
| Year                       | Fourth Highest 8-Hour Average<br>(Displayed in Parts per Billion) | Date   |
| 2026                       | 61  | 27-Mar |
| 2025                       | 65  | 16-May |
| 2024                       | 68  | 18-Apr |
| 2023                       | 66  | 6-Sep  |

2025 3-Year Attainment Average: 66

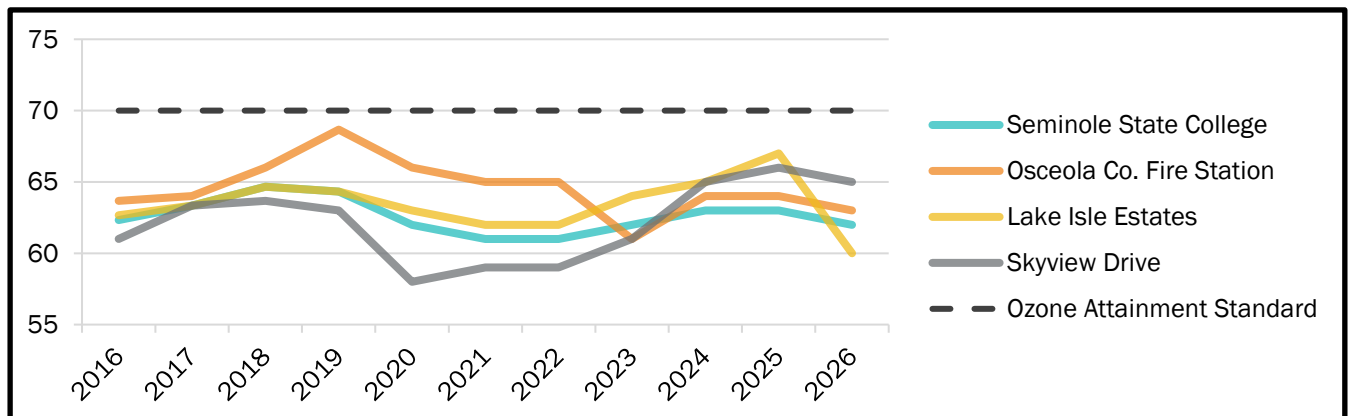
2026 Year-to-Date 3-Year Running Average: 65

Change (1)

\*Note: This site had a gap in reporting data

### 10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: Florida Department of Environmental Protection

## Air Quality Monitoring: Particulate Matter 2.5 Attainment Status

*As of June 17, 2026*

| Lake Isle Estates - Winter Park (#095-2002) |  |        |
|---|--|--------|
| Year  | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026  | 34   | 19-Jan |
| 2025  | 18   | 25-Jul |
| 2024  | 44   | 1-Jan  |
| 2023  | 34   | 3-Oct  |

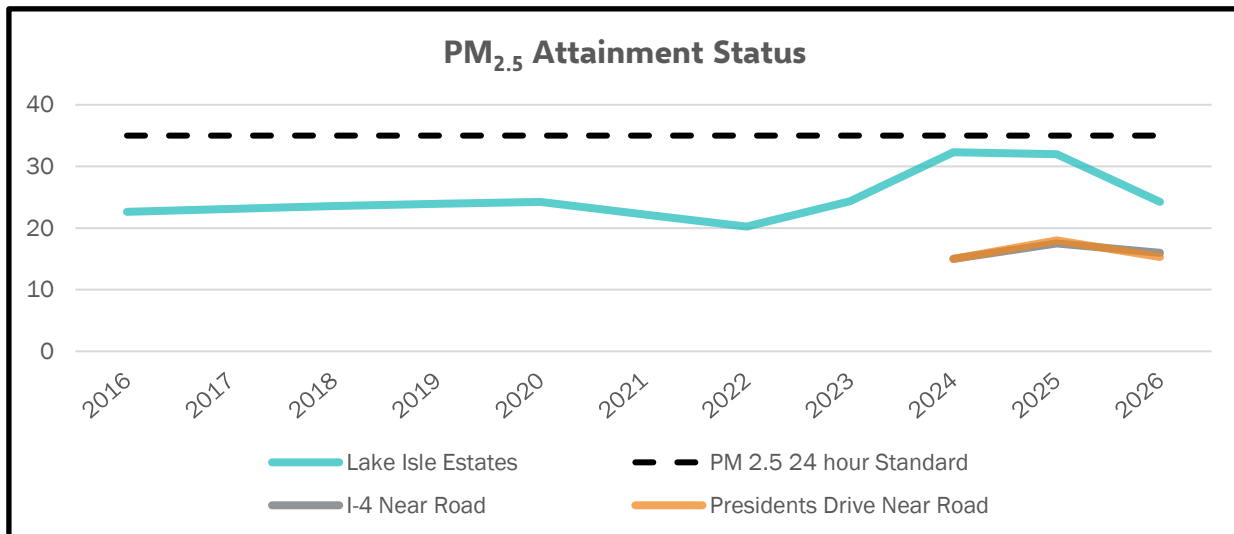
| I-4 Near Road (#095-0009) |  |        |
|---------------------------|--|--------|
| Year                      | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026                      | 34   | 19-Jan |
| 2025                      | 20   | 5-Jun  |
| 2024                      | 15   | 3-Dec  |
|                           |  |        |

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

PM<sub>2.5</sub> 24 hour NAAQ Standard 35  
 98th percentile, 3 year average - 2025 23  
 98th percentile, 3 year average - 2024 18  
 Change 6

| Presidents' Drive Near Road (#095-0011) |  |        |
|---|--|--------|
| Year                                    | Daily Average PM <sub>2.5</sub> (micrograms per cubic meter) | Date   |
| 2026                                    | 16   | 21-Mar |
| 2025                                    | 21   | 5-Jun  |
| 2024                                    | 15   | 8-Aug  |
|   |  |        |

PM<sub>2.5</sub> 24 hour NAAQ Standard 35  
 98th percentile, 3 year average - 2025 17  
 98th percentile, 3 year average - 2024 18  
 Change (1)



### Air Quality Monitoring: Primary NO<sub>2</sub> Attainment Status As of June 17, 2026

| Lake Isle Estates - Winter Park (#095-2002) |  |        |
|---|--|--------|
| Year  | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026  | 32   | 3-Feb  |
| 2025  | 41   | 8-Mar  |
| 2024  | 28   | 20-Mar |
| 2023  | 114  | 9-Jan  |

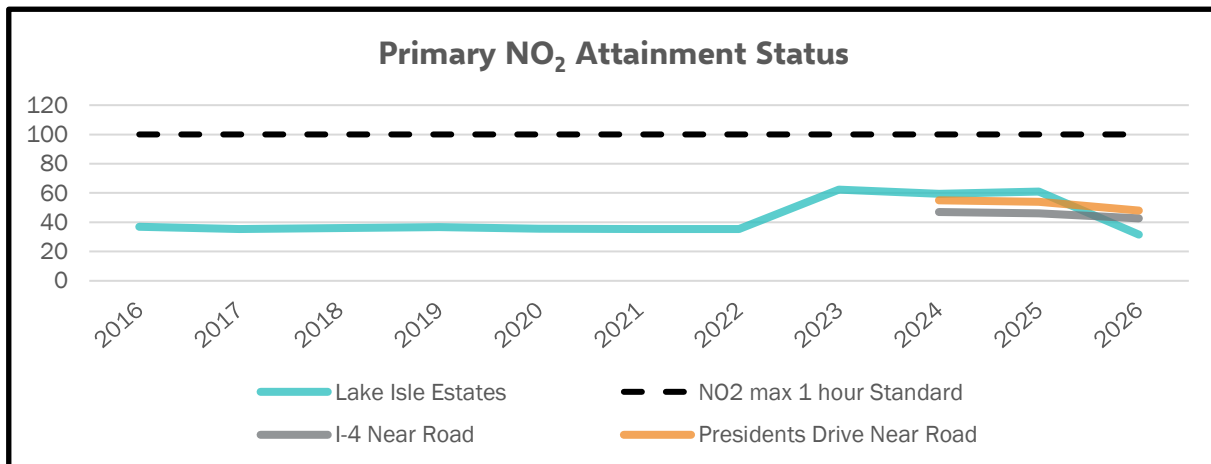
| I-4 Near Road (#095-0009) |  |        |
|---------------------------|--|--------|
| Year                      | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026                      | 46   | 3-Feb  |
| 2025                      | 45   | 8-Mar  |
| 2024                      | 47   | 26-Nov |

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 34  
 98th percentile, 3 year average - 2024 61  
 Change (27)

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 46  
 98th percentile, 3 year average - 2024 46  
 Change 0

| Presidents' Drive Near Road (#095-0011) |  |        |
|---|--|--------|
| Year                                    | Primary NO <sub>2</sub> max one hour average (Parts per Billion) | Date   |
| 2026                                    | 55   | 26-Feb |
| 2025                                    | 53   | 7-Mar  |
| 2024                                    | 55   | 26-Nov |

NO<sub>2</sub> max 1 hour average NAAQ Standard 100  
 98th percentile, 3 year average - 2025 54  
 98th percentile, 3 year average - 2024 54  
 Change 0





metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

## Memorandum

June 15, 2026

To: MetroPlan Orlando Advisory Committee Members  
From: Mighk Wilson, Senior Planner  
Subject: June 2026 Bicycle & Pedestrian Activity Update

### **Orange County**

The Coast to Coast Trail Gap Segment 2, Little Econ Trail Phase 3B, and Pine Hills Trail Phase 2B are all under construction.

The Shingle Creek Trail Phase 1, Segments 2 and 3, and Horizon West Trail Phase 1A are out for bid for construction.

Little Econ Trail Phases 3A and 3C (SR 436 Pedestrian Bridge), Pine Hills Trail Phase 2C, Shingle Creek Trail Phase 4, and West Orange Trail Phases 4B and 4D are under design.

The Horizon West Trail Phases 1B and 2 are under study.

The Lake to Lake Trail and Sandspur Trail Extension are in planning.

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:

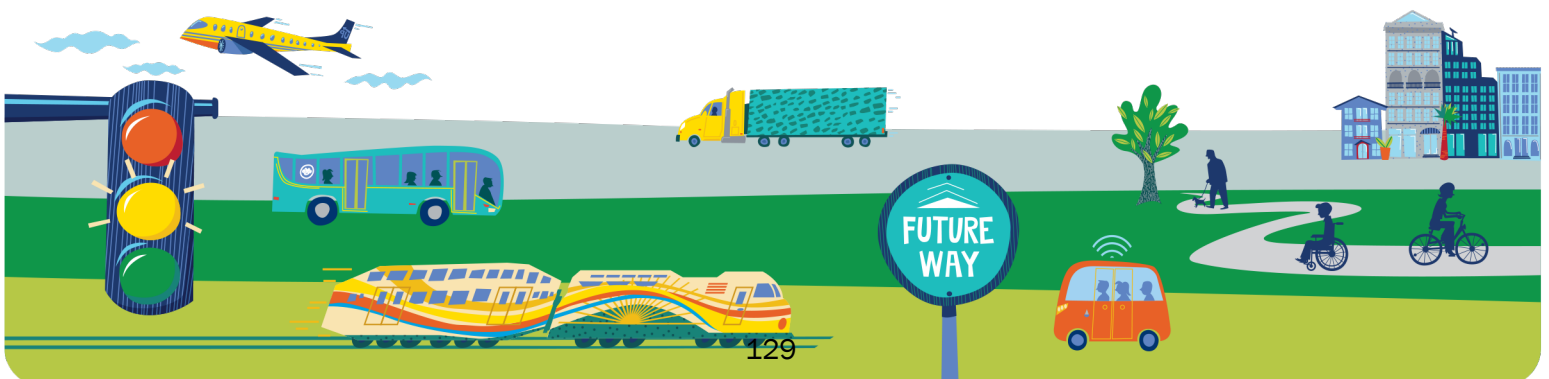
On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I am requesting that a proposed new regional trail in east central Florida – the Lake-to-Lake Regional Trail (“L2L Trail”) – be added to the Statewide Opportunity Land Trail Map and the 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  |
| <b>Received<br/>5/8/2025</b> | 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:<br>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:<br>Clint Beaty, Senior VP Operations         |
| 5/22/2026                    | Bike/Walk Central Florida                               | Letter of Support:<br>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

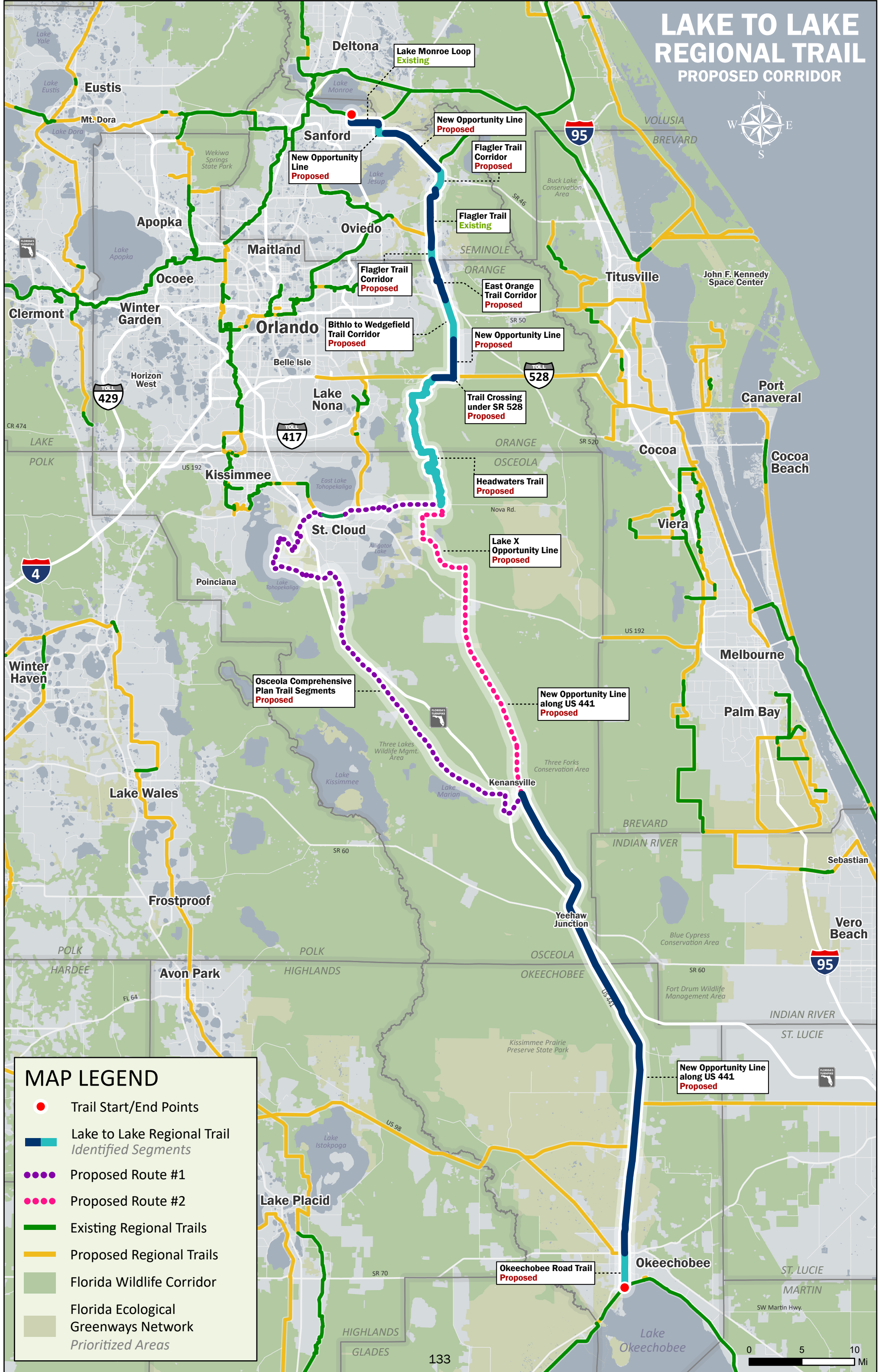
Ms. Samantha Browne  
June 1, 2026  
Page Four

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

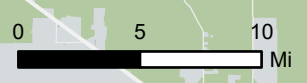


# LAKE TO LAKE REGIONAL TRAIL PROPOSED CORRIDOR



### 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





April 14, 2025

BOARD OF DIRECTORS

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SCOTT NOLAN

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

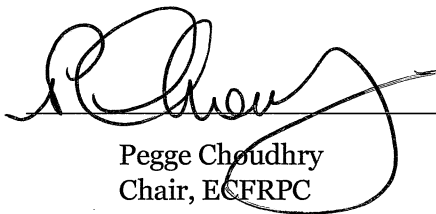
**WHEREAS**, the ECFRPC believes that the FGTF and FWCFs' proposed Lake to Lake Regional Trail would provide many benefits to the East Central Florida Region; and

**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". The signature is fluid and cursive, with the first name "Greg" being more prominent than the last name "Knecht".

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 19<sup>th</sup> and 20<sup>th</sup> 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 19<sup>th</sup> and 20<sup>th</sup> 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 19<sup>th</sup> and 20<sup>th</sup> 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



## 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 19<sup>th</sup> and 20<sup>th</sup> 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.

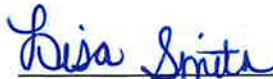
#### CERTIFICATE

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 19<sup>th</sup> and 20<sup>th</sup> 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.**

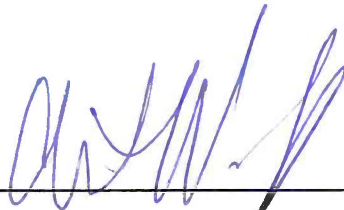
This Resolution shall become effective immediately upon enactment.

**Passed and adopted this 10<sup>th</sup> day of November, 2025.**

**Attest: City Commission of the City of Sanford**



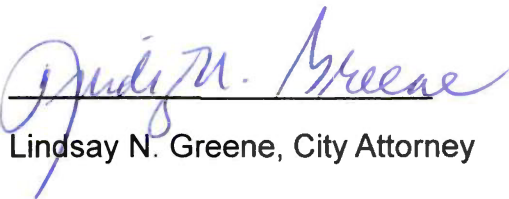
Traci Houchin, MMC, FCRM  
City Clerk



Art Woodruff, Mayor

For use and reliance of the Sanford  
City Commission only.

Approved as to form and legality.

  
Lindsay N. Greene, City Attorney



|                         |
|-------------------------|
| 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 19<sup>th</sup> and 20<sup>th</sup> 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.

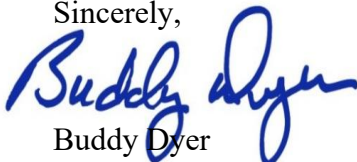
As we look towards future preservation of our natural habitats, it is essential that we prioritize an environment that fosters exploration and immersion in our Sunshine State. The City of Orlando is always encouraged by initiatives like the Lake-to-Lake Regional Trail as it encapsulates a design promoting 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 19<sup>th</sup> and 20<sup>th</sup> 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.

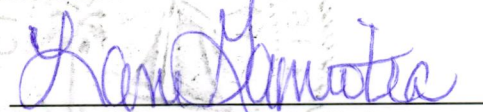
**SECTION 3. CONFLICT.** All Resolutions or parts of Resolutions in conflict herewith are hereby repealed.

**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 3<sup>rd</sup> 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 19<sup>th</sup> and 20<sup>th</sup> 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.

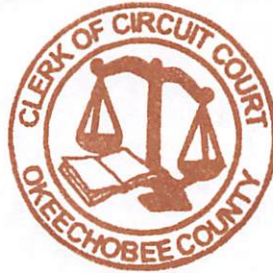
**Furthermore**, the Okeechobee County Board of County Commissioners supports the importance of developing an eco-tourism corridor along and adjacent to the Lake to Lake Regional Trail in this area of the Florida Wildlife Corridor, and encourages the Office of Greenways and Trails to rank this corridor 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,

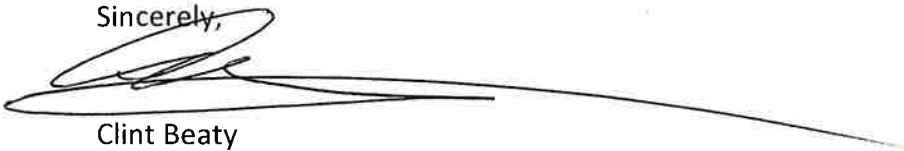
On behalf of Tavistock Development Company, we are pleased to express our strong support for the Lake-to-Lake (L2L) Regional Trail initiative and its inclusion on the Statewide Land Trail Opportunities and Priorities maps.

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,



Clint Beaty  
Senior Vice President of Operations  
Tavistock Development Company

**Board of Directors**

May 22, 2026

**Chair**

*JP Weesner, NCI, PLA*

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

**Vice-Chair**

*Douglas Crenshaw, MAOL,  
PGA*

**Secretary**

*Rich Maladecki*

**Treasurer**

*Greg Kern, MBA, AICP*

**Chair-Emeritus**

*Dr. Kelly Brock, PhD, PE*

**Board Members**

*Dr. Vincent Hsu, MD, MPH,  
FSHEA, FACP*

*Scott Toschlog, ASLA, LEED-  
AP*

*Brenda Urias*

*Mark Levy*

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

*Mark Suarez*

*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](mailto:info@bikewalkcf.org)  
407-542-6074

[bikewalkcentralflorida.org](http://bikewalkcentralflorida.org)

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 19<sup>th</sup> – early 20<sup>th</sup> 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.

June 17, 2026

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

**RE: Letter of Support for the Nationally Significant Multimodal Freight & Highway Projects (INFRA) Grant – Interstate 4 (I-4) North Capacity Improvements**

Dear Secretary Duffy,

On behalf of MetroPlan Orlando, I am pleased to offer our support for the Florida Department of Transportation's (FDOT) application for federal INFRA grant funding for the **I-4 North Capacity Improvements** in Seminole and Volusia Counties, Florida.

Interstate 4 (I-4) is one of Florida's most vital transportation corridors, serving as a primary east-west artery for regional commuters, interstate freight movement, and access to major economic centers throughout Central Florida. The project segment north of S.R. 434 represents a critical extension of the I-4 Ultimate improvements and is essential to preserving system continuity, enhancing travel time reliability, and supporting long-term regional growth.

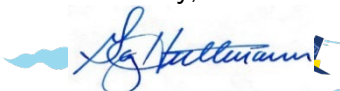
The proposed project will deliver substantial operational and safety benefits by adding capacity, improving traffic flow, and alleviating congestion along this heavily traveled corridor. These improvements are especially important as Central Florida continues to experience significant population and employment growth, placing increasing demand on an already constrained facility. By enhancing travel reliability and reducing delay, the project will provide tangible benefits to both daily commuters and commercial users.

Equally important, the project will strengthen freight efficiency by improving travel time reliability for the movement of goods across Central Florida. As a key component of both the regional and statewide freight network, I-4 supports major distribution activity and provides critical connectivity to ports, logistics hubs, and world-renowned tourism destinations that drive Florida's economy. The project will also enhance access to truck parking facilities, further reinforcing the corridor's role as a backbone of freight mobility.

The I-4 North Capacity Improvements Project is nationally significant in both scope and impact. It will generate long-term economic benefits, improve system performance, and enhance quality of life for residents, businesses, and visitors across the region and beyond. With broad-based community and stakeholder support, the I-4 North Project is FDOT's highest statewide priority, reflecting its essential role in reducing congestion, enhancing economic competitiveness, and improving regional connectivity.

For these reasons, MetroPlan Orlando respectfully urges your favorable consideration of FDOT's INFRA grant application. Thank you for your continued leadership and commitment to advancing critical infrastructure investments that strengthen our nation's transportation system.

Sincerely,



Gary Huttmann, AICP  
Executive Director



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:

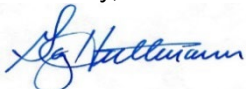
- Deployment of Leading Pedestrian Intervals (LPIs) and Automated Intersection Monitoring (AIM) to enhance real-time safety for pedestrians and improve coordination and monitoring of crashes with emergency responders.
- Behavioral strategies include public information and educational safety campaigns 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.

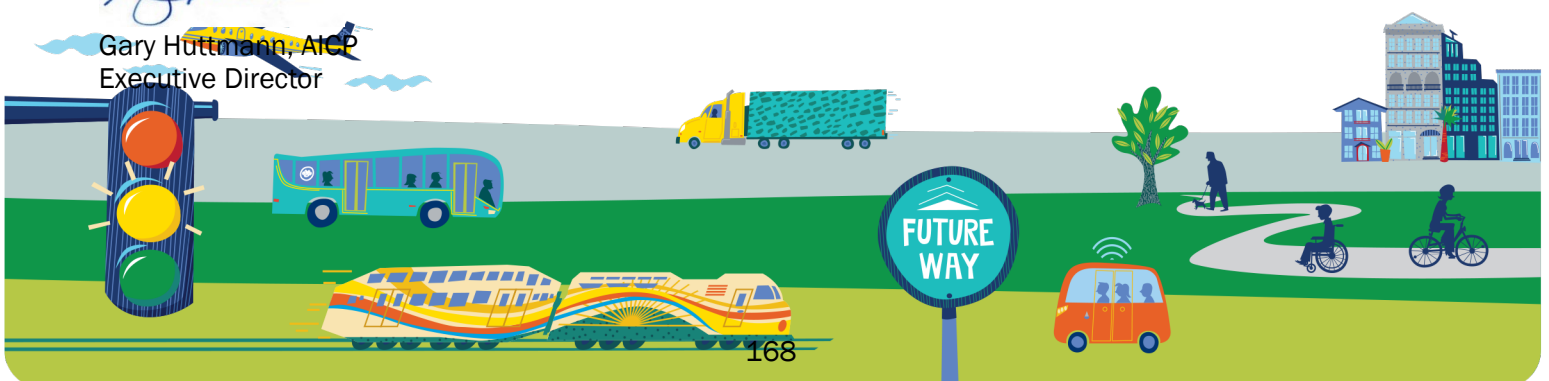
This initiative will also greatly assist Orlando with reaching their Vision Zero goal of zero traffic fatalities and serious injuries by 2040.

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,

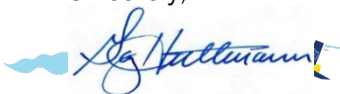
In 2024, Orange County Government, Florida published the *Orange County Vision Zero Action Plan (VZAP)* with the goal to reduce the number of fatalities and severe injuries on the transportation system to zero by 2040. With development of its High Injury Network (HIN), the VZAP identified corridors that 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.

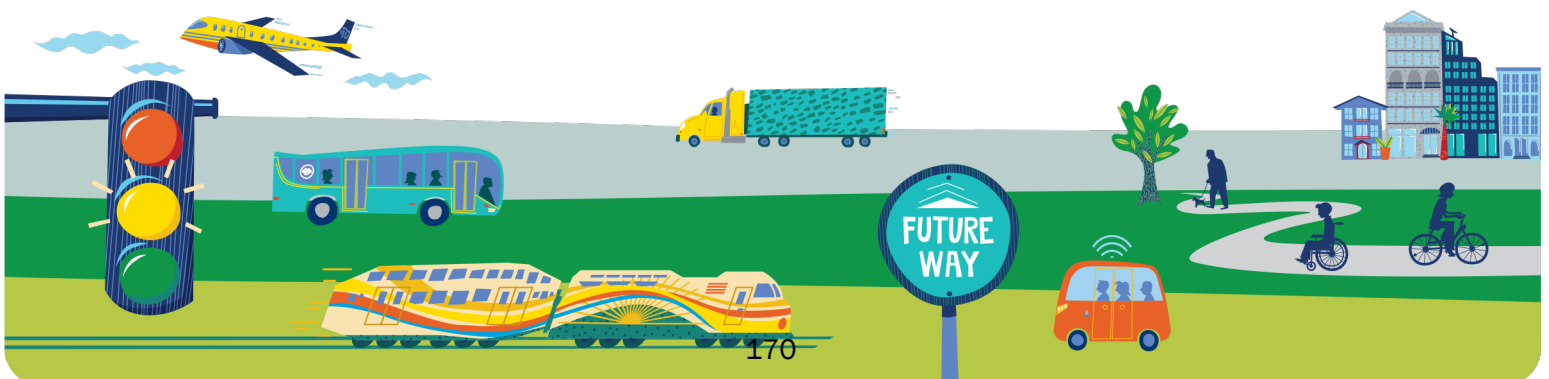
This effort is consistent with regional transportation planning priorities, including improving safety for all users and enhancing multimodal connectivity. The project supports the goals of the regional transportation plan and aligns with ongoing efforts to reduce traffic-related fatalities and serious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

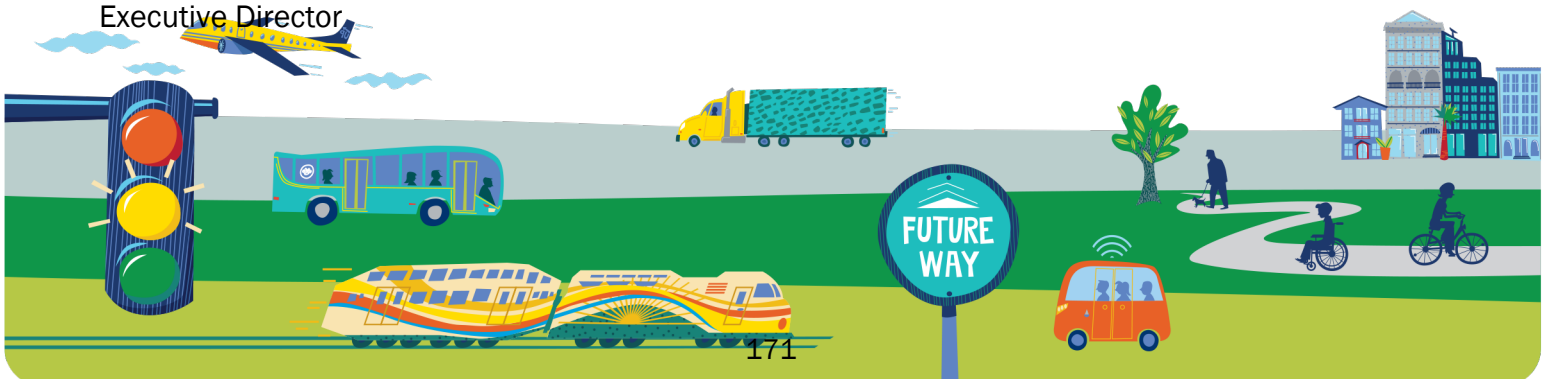
MetroPlan Orlando recognizes the growing need for efficient, data-driven, and responsive public transportation solutions. The User Experience Enhancement technology project offers substantial value to the communities served by LYNX by improving access, enhancing real-time information, and strengthening 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



June 25, 2026

APA Awards Jury  
American Planning Association  
200 E Randolph St, Ste 6900  
Chicago, IL 60601-6909

Dear APA Awards Jury:

It is my pleasure to write this letter in support of Orange County Public Works, Transportation Planning Division's nomination of the **International Drive and Sand Lake Road Pedestrian Bridge** for the APA's Planning Excellence Award.

The concept for this project originated through the 2040 I-Drive Visioning Plan led by Orange County. Through the leadership of Orange County Public Works, Transportation Planning Division, the vision was advanced from concept to reality with preliminary engineering, project oversight, and coordination among numerous public and private partners. The project represents a collaborative effort involving International Drive businesses, the Chamber of Commerce, the Orange County Convention Center, the Florida Department of Transportation, Orange County Fire Rescue, the Orange County Sheriff's Office, and many other stakeholders committed to improving safety and mobility within one of Central Florida's busiest activity centers.

From a regional planning perspective, this project exemplifies the type of investment envisioned in MetroPlan Orlando's long-range transportation plan. It advances our shared goals of creating a safer, more connected, and more multimodal transportation system by addressing one of the region's highest pedestrian activity areas with infrastructure that significantly improves safety, accessibility, and connectivity. The pedestrian bridge supports regional prosperity by enhancing access in the tourism district while encouraging walking as a safe and viable transportation option.

The project also demonstrates the value of strong interagency collaboration and long-term planning. By transforming a vision into a highly visible transportation improvement, Orange County has delivered a project that not only addresses immediate safety needs but also serves as a model for integrating land use, transportation, and placemaking to support sustainable regional growth.

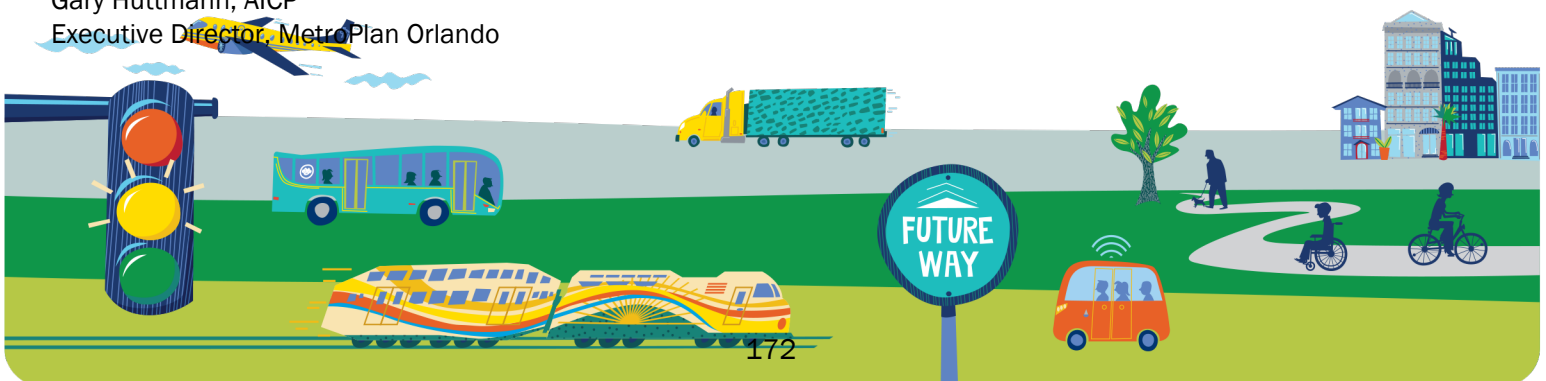
I am pleased to offer my support for Orange County Public Works, Transportation Planning Division's nomination. The International Drive and Sand Lake Road Pedestrian Bridge is an outstanding example of planning excellence, reflecting innovation, partnership, and a steadfast commitment to improving quality of life for workers, residents and visitors alike.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,



Gary Huttman, AICP  
Executive Director, MetroPlan Orlando





**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](mailto: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](http://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



# East Colonial Drive (S.R. 50) Widening Avalon Park Boulevard to Chuluota Road Orange County

Financial Project Identification (FPID) Nos.: 456096-1 & 456096-2

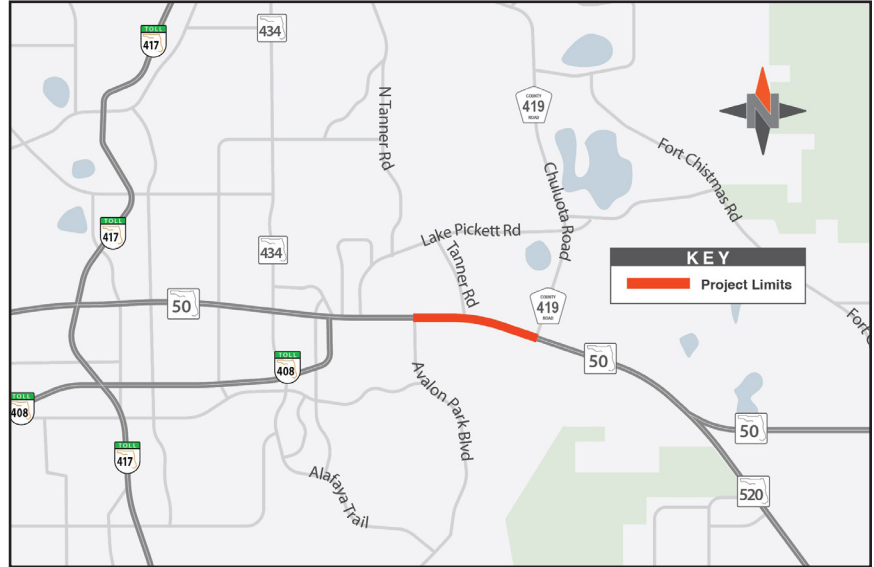


## Project Description

The Florida Department of Transportation (FDOT) plans to widen East Colonial Drive (State Road (S.R.) 50) from Avalon Park Boulevard to Chuluota Road (County Road 419) in east Orange County.

The projects will add one lane in each direction, resulting in three travel lanes in each direction separated by a raised median. Full and directional medians will be provided at several locations along the corridor.

Additionally, these projects will add shared-use paths on both sides of the roadway. New or enhanced pedestrian crosswalks will also be provided at signalized intersections, and pedestrian curb ramps will be upgraded to meet current Americans with Disabilities Act (ADA) standards. Landscaping is proposed along portions of the project corridor. Drainage improvements and modifications to the existing park-and-ride facility are also planned.



New traffic signals are being added at Sherman Street and Tanner Road. The existing directional medians will be improved at both locations. The project also will signalize the Grow Boulevard intersection and add a new crosswalk equipped with a Pedestrian Hybrid Beacon (PHB) at Sandy Creek Lane. After construction, Duke Energy will provide lighting along the entire project corridor.

These projects were originally developed under FPID No. 239203-7. The widening will now be constructed under FPID Nos. 456096-1 and 456096-2.

In addition, FDOT is designing and constructing a new two-lane bus access road from East River High School to East Colonial Drive at the Corner School Drive intersection. This work is being done under project 239203-7. Please see more information on the reverse side.

### Contact:

Will Isidort  
FDOT Project Manager  
386-943-5415  
[Will.Isidort@dot.state.fl.us](mailto:Will.Isidort@dot.state.fl.us)

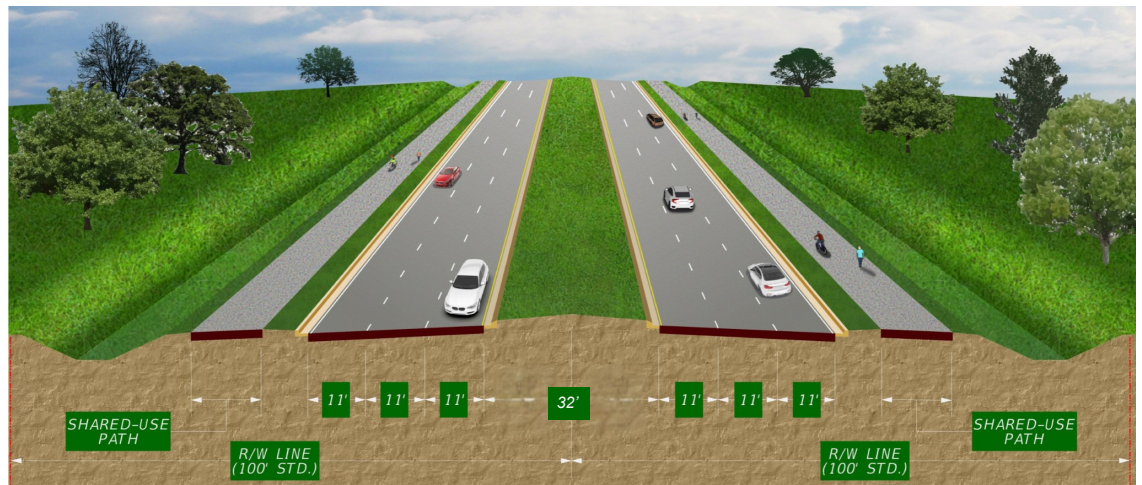
[www.CFLRoads.com/project/456096-1](http://www.CFLRoads.com/project/456096-1)  
[www.CFLRoads.com/project/456096-2](http://www.CFLRoads.com/project/456096-2)

### Project Status & Cost\*

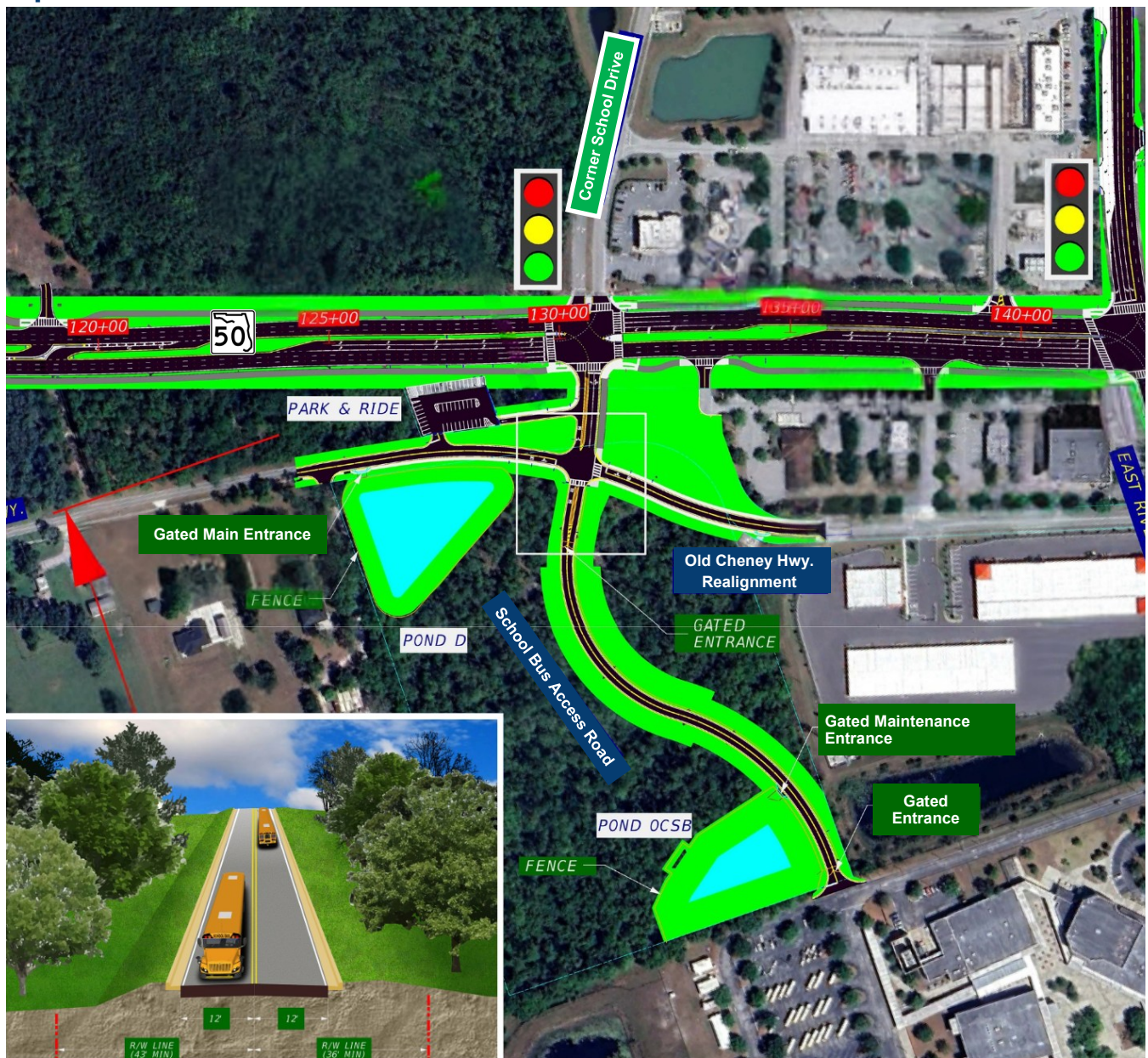
|                  |                        |    |              |
|------------------|------------------------|----|--------------|
| **Design:        | Completion spring 2027 | \$ | 7.6 Million  |
| Right of Way:    | Within existing        |    | n/a          |
| ***Construction: | Funded fall 2027       | \$ | 81.4 Million |

\*Subject to change \*\* Under FPID No. 239203-7 \*\*\*Combined costs

## Proposed Typical Section for S.R. 50



## Proposed School Bus Access Road



# Section 4

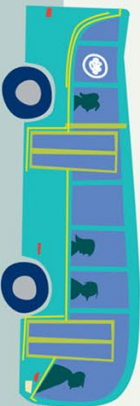
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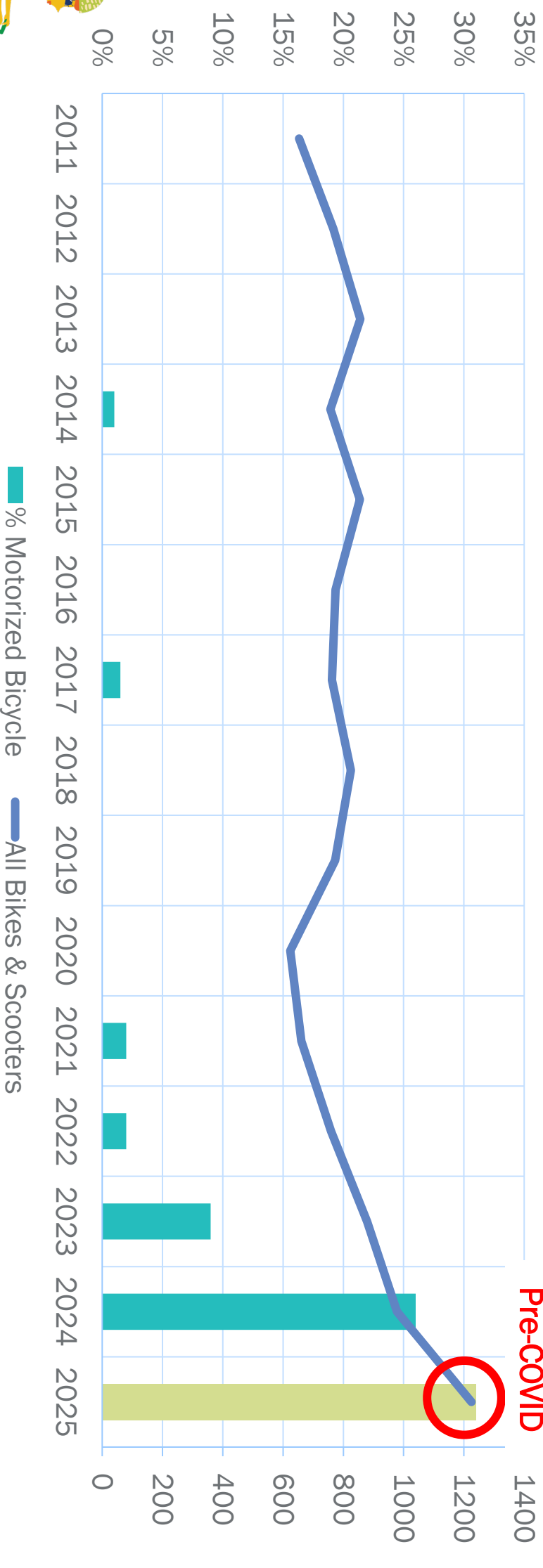
metropolitan orlando  
A REGIONAL TRANSPORTATION PARTNERSHIP

# E-Bike Education Pilot Program Progress Update

July 2026



# Percent Motorized Bicycle Crash Trend



~31% of 2025 crashes involve e-bikes or e-scooters





# Micromobility Crashes by Age Grouping

(of 1,368 crash reports from 2025)

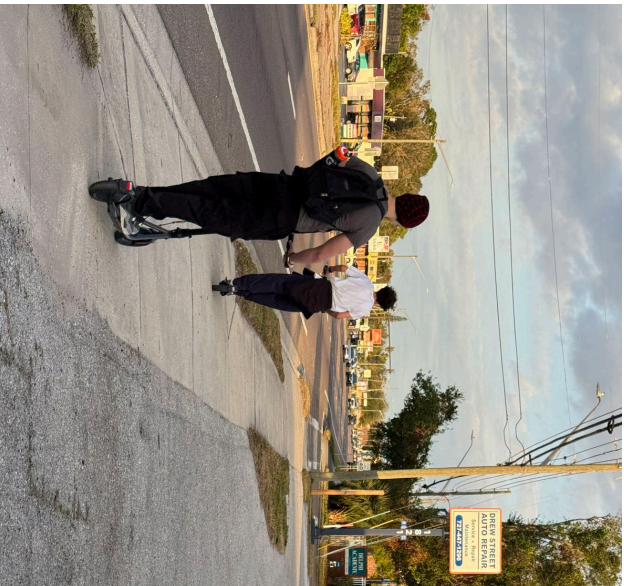
| Age Grouping | Bicycle    | Powered or<br>Power-Assisted<br>Pedalcycle | Powered<br>Stand-up<br>Scooter | All Pedalcycles<br>& Scooters |
|--------------|------------|--|--------------------------------|-------------------------------|
| Under 15     | 12%        | 13%  | <b>22%</b>                     | 14%                           |
| 15 to 18     | 10%        | <b>19%</b>                                 | <b>19%</b>                     | 13%                           |
| 19 to 29     | 18%        | <b>22%</b>                                 | 18%                            | 19%                           |
| 30 to 64     | <b>41%</b> | 37%  | 29%                            | 38%                           |
| 65+          | <b>7%</b>  | 3%   | 0%                             | 5%                            |

Percent of All  
Ages

Over-represented Age Grouping in Red

# Purpose for Pilot

E-bikes are increasingly popular with teens...



...but most young riders have no formal training on traffic laws, safe riding, and equipment.



There has been a corresponding increase in e-bike related crashes in Central Florida and beyond.

**JOHNS HOPKINS ALL CHILDREN'S HOSPITAL**

**E-bike**  
2023 – none admitted to hospital with severe injuries  
2024 – 20 severe injuries  
6 months of 2025 – 18 severe injuries

**E-scooter**  
2023 – 11 severe injuries  
2024 – 3 severe injuries  
6 months of 2025 – 15 severe injuries

**abc ACTION NEWS** LAUREN ST. GERMAIN REPORTS

**RISE IN E-BIKE AND E-SCOOTER INJURIES**

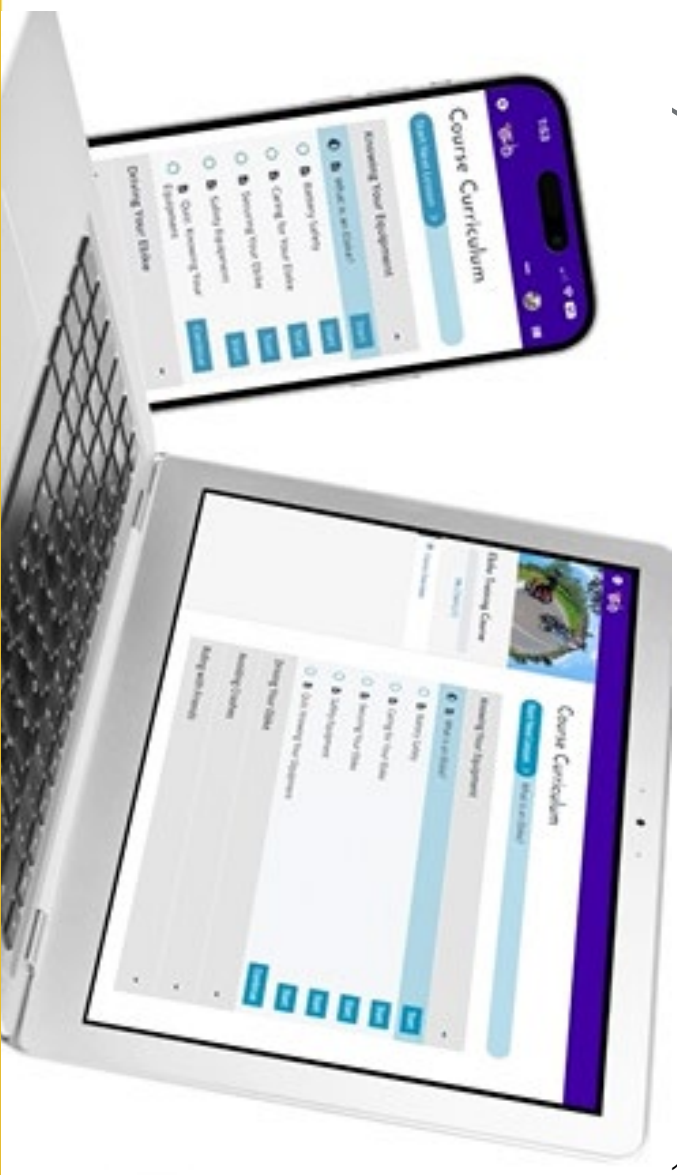
Source: ABC Action News, Tampa Bay 28





# Online E-Bike Training Opportunity

- Course developed and administered by the American Bicycling Education Association
- 21 Video Modules (60 Min.)
- Includes Quizzes and Pre- and Post-Course Surveys





# Program Snapshot

An online e-bike safety course for middle and high school students across Orange, Osceola, and Seminole Counties.



## Now on Canvas

Self-paced, online course, now built into district Canvas; can be delivered in class or self-paced



## 3 Counties

Orange, Osceola and Seminole School Districts



## Up to 500

Pilot goal:  
9 schools (3/County)



## Grades 7 – 10

Target audience:  
Teen e-bike riders

# Outreach Approach

## Direct outreach to all three county school districts

- Email outreach, complimentary preview codes
- Engaged districts first, then individual schools and principals.

## Partnered with ABEA to configure the online course, tracking dashboard, and coupon codes

- Purchased 500 course seats (up to 1,000 authorized).

## Courses deployed in coordination with:

- Orange County Public Schools (OCPS)
- School District of Osceola County (SDOC)
- Luminary Middle School (Orange County)
- Timber Springs Middle School (Orange County)

### KEY MILESTONES

- **Jan 2026**  
Project kickoff; district outreach begins
- **Feb 2026**  
District meetings; MetroPlan Board & CAC briefings
- **Mar–Apr 2026**  
Osceola County after-school sessions (Celebration K-8/HS, Discovery MS)
- **May 2026**  
Luminary MS deployment in Orange: 268 students
- **Jun 2026**  
Task extended through December 2026



# Orange County (OCPS): Pilot Success

Luminary Middle School: Strongest deployment with high completion and scores

**268**

students completed  
at Luminary Middle School  
(grades 6-7)

**96.11%**

average grade  
strong quiz performance across the  
course

## WHAT WORKED

- ✓ Delivered during the school day through social studies classes, not voluntary after-school sessions.
- ✓ OCPS Canvas live: data-privacy agreement and single sign-on resolved.
- ✓ Strong engagement: feedback received from the school that students enjoyed the videos and the clear, specific content.
- ✓ A second school, Timber Springs Middle, was configured in Canvas; year-end rollout paused in OCPS review and is queued for fall 2026.
- ✓ District identified high-ridership schools (Water Spring MS, Horizon HS) to scale.



# Lessons Learned

## How to improve engagement?

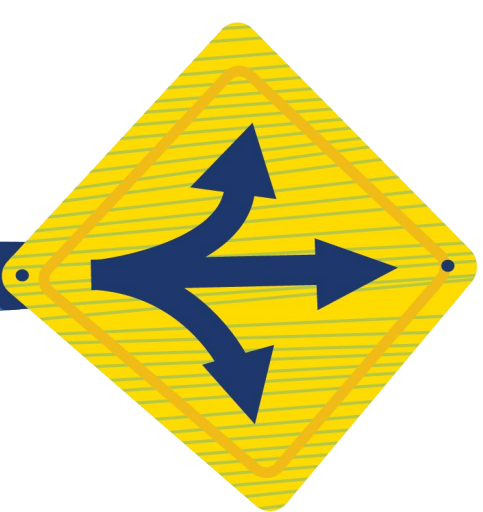
- An internal school or district champion is essential to launch.
- Launch earlier in the year; end-of-year device collection compresses the window.
- Incentives are helpful but do not guarantee participation.



# Lessons Learned

How to scale or grow the program?

- Self-paced, in-class Canvas delivery far outperforms voluntary in-person sessions (268 students vs. 3).
- Data-privacy, single sign-on, and Canvas setup is critical. Now solved for OCPs and replicable.
- Embedding the course in existing class time (e.g., social studies) drives completion.



# Next Steps

## Building on early successes

- Pursue opportunities to engage Florida Virtual School.
- Repeat the in-class, self-paced Canvas model.
- Target Luminary MS and Timber Springs MS (already configured in Canvas), with potential to add other OCPS schools.
- Re-engage Osceola and Seminole Public Schools to attempt to offer the self-paced Canvas approach.
- Course and survey completion cutoff around October 30<sup>th</sup> to protect the pilot evaluation window.





# Questions? Thank you!

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