metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

MEETING AGENDA

MetroPlan Orlando Board

DATE & TIME:	LOCATION:
Wednesday, November 18, 2026 9:00 a.m.	MetroPlan Orlando 250 South Orange Avenue, Suite 200 Orlando, Florida 32801
CLICK HERE TO JOIN VIRTUALLY	**MEMBERS OF THE PUBLIC ARE WELCOME!** Participate at the location above or online from your computer, smartphone or tablet. Zoom meeting ID and dial-in info available here on web calendar.

I.	CALL TO ORDER	Chairwoman Wilson
II.	CHAIR'S ANNOUNCEMENTS	Chairwoman Wilson
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS/AGENDA REVIEW	Mr. Gary Huttmann
IV.	AGENCY REPORTS: • FDOT	Secretary John Tyler
V.	ROLL CALL & CONFIRMATION OF QUORUM	Ms. Lisa Smith
VI.	COMMITTEE REPORTS: • Municipal Advisory Committee • Community Advisory Committee • Technical Advisory Committee • Transportation System Management & Operations Advisory Committee	 Commissioner Jordan Smith Ms. Judy Pizzo Mr. Myles O'Keefe Ms. Christina Colon

VII. PUBLIC COMMENTS ON ACTION ITEMS

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

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

How to comment:

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

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

VIII.	**CONSENT AGENDA**	**Section 1 Page #5**
A.	Minutes of the September 9, 2026 Board Meeting – page #6	
B.	Approval of Financial Report for August & September 2026 – page #13	
C.	Approval of the Travel Report for August & September 2026 – page #17	
D.	Approval to Extend Existing Contract with StreetLight Data, Inc. – page #19	
E.	Approval to Dispose of Fixed Assets – page #43	
F.	Approval of the 2027 Board & Committee Meeting Schedules - page #45	
G.	Approval of contribution to the UCF Foundation Distinguished Lecture Series– page #47	
H.	Approval of the 2027 Board & Committee Member Travel for MetroPlan Orlando Business – page #48	

IX.	**OTHER ACTION ITEMS**	**Section 2 Page #57**
A.	Ratification of an emergency amendment to the Transportation Improvement Program (TIP) FY 2025/26 - FY 2029/30 and TIP FY 2026/27 - FY 2030/31 **(Roll Call vote)** and approval of amendments to the FY 2026/27 - FY 2030/31 TIP **(Roll Call vote) –** page #58	Ms. Natalia Barbour PhD MetroPlan Orlando
B.	Approval of the Strategic Plan Refresh – page #70	Richard Denbow Cambridge Systematics
C.	Election of MetroPlan Orlando Board Officers for 2027- page #81	Chairwoman Wilson

X.	**INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM)**	**Section 3 Page #87**
A.	Executive Directors Report – page #88	
B.	FDOT Monthly Construction Status Report-September & October 2026 – page #90	
C.	Air Quality Report – page #120	
D.	Bike/Ped Report – page #123	
E.	Letter of Support – Osceola County PROTECT Grant Application for Regional Basin Study of the Reedy Creek and Shingle Creek Basins– page #125	

F.	Letter of Support – Altamonte Springs CraneRIDES Scaling Success & Connecting Communities, FY 2026 Low or No Emission Grant Program – page #126	
G.	Letter of Support – MetroPlan Orlando BUILD America 250 Act– page #128	
H.	Letter of Support – CFMPOA BUILD America 250 Act - page #142	
I.	AMPO Comments to U.S. Bureau of the Census – page #160	
J.	NARC Comments to U.S. Bureau of the Census – page #165	
K.	Teen Driver Challenge Update – page #172	

XI.	**OTHER BUSINESS & PRESENTATIONS**	**Sections 4-5** **Pages #173-198**
A.	Legislative Update	Mr. Ryan Matthews Ms. Angela Drzewiecki Gray Robinson
B.	Update on the Regional E-Mobility Safety Roundtable (Section 4) – page#173	Ms. Virginia Whittington MetroPlan Orlando
C.	Update on Orange County's Advanced Air Mobility Work (Section 5) – page #181	Ms. Alissa Torres Orange County

XII. PUBLIC COMMENTS (GENERAL)

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

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

How to comment:

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

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

XIII. BOARD MEMBER COMMENTS

XIV. NEXT MEETING: February 10, 2027 — Chairwoman Wilson

XV. ADJOURNMENT

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

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

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

Section 1

MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, September 9, 2026

TIME: 9:00 a.m.

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

Commissioner Nicole Wilson, Chair, Presided

Members in attendance were:

Hon. Nadia Anderson, City of Apopka
Hon. Pat Bates, City of Altamonte Springs
Hon. Lee Constantine, Seminole County
Hon. Maribel Gomez Cordero, Orange County
Hon. Bob Dallari, Seminole County
Hon. Mayor Jerry Demings, Orange County
Hon. Buddy Dyer, City of Orlando
Hon. Ken Gilbert, City of St. Cloud
Hon. Cheryl Grieb, Osceola County
Mr. Joe Nunziata for Hon. Stephanie Kopelousis, GOAA
Mr. Christopher "C.J." Maier, Central Florida Expressway Authority
Hon. Viviana Janer, LYNX/CFCRC
Hon. Tony Ortiz, City of Orlando
Hon. Kelly Semrad, Orange County
Hon. Jordan Smith, Municipal Advisory Committee
Mr. Stephen Smith, Sanford Airport Authority

Hon. Mayra Uribe, Orange County
Hon. Nicole Wilson, Orange County

Members/Advisors attending the meeting via the Zoom Platform:

Hon. Jackie Espinosa, City of Kissimmee
Hon. Sheena Britton for Mayor Art Woodruff, City of Sanford

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
Ms. Kellie Smith for Secretary John Tyler, FDOT District 5

Members/Advisors not in Attendance:
Hon. Michael Sott, Orange County
Vacant, Orange County

Others in Attendance:

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

Staff in Attendance:

Mr. Gary Huttmann
Mr. Jay Small, Dinsmore & Shohl
Mr. Jason Loschiavo
Ms. Virginia Whittington
Mr. Alex Trauger
Mr. Eric Hill
Ms. Taylor Laurent
Ms. Lara Bouck
Ms. Adriana Rodriguez
Mr. Slade Downs
Ms. Sarah Larsen
Ms. Natalia Barbour, Ph.D.
Ms. Jady Chen
Ms. Leilani Vaiaoga
Ms. Giselle Valadez Godinez
Ms. Lisa Smith
Ms. Rachel Frederick
Ms. Jamie McMillan

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairwoman Nicole Wilson opened the meeting at 9:00 a.m. Orange County Commissioner Mike Crabb led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Commissioner Wilson welcomed Orange County Commissioner Crabb to the MetroPlan Orlando Board. Chairwoman Wilson briefed Board members on the Regional Micromobility Roundtable that was held on August 27th which included 80 participants and 20 organizations. The discussion focused on the urgent need for a regional policy framework regarding e-bikes and scooters following reports of high-speed accidents and trauma. Commissioners Janer and Dallari emphasized the urgency of addressing traumatic injuries related to micro-mobility accidents. Board Members discussed the need for a regional framework and potential legislative action in Tallahassee for 2027. Chair Wilson thanked MetroPlan Orlando staff for coordinating the discussion. She acknowledged today's meeting is Osceola County Commissioner Cheryl Grieb's last meeting. Chair Wilson and Board members thanked Commissioner Grieb for her engagement during her time on the MetroPlan Orlando Board and her efforts to advance regional transportation initiatives. Commissioner Mayra Uribe reported on the July 30th MPOAC meeting. MetroPlan Orlando staff member Adriana Rodriguez provided the Safety Moment highlighting school bus safety and the Cameron Mayhew Act.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS & AGENDA REVIEW

Mr. Huttmann welcomed Board members back after the office refresh. He welcomed Orange County Commissioner Mike Crabb. He acknowledged alternates Mr. Joe Nunziata (alternate for Ms. Stephanie Kopelousos) present representing GOAA and Commissioner Sheena Britton (alternate for Mayor Art Woodruff) attending virtually representing City of Sanford and Ms. Kellie Smith representing FDOT in place of Secretary John Tyler. He introduced new MetroPlan Orlando employee Jady Chen, Sr. Transportation Planner and announced that Jamie McMillan's internship has been extended to continue the efforts on crash data. Mr. Huttmann announced the Blind Experience is scheduled for October 15th at the Winter Park Farmer's Market, 150 N. New York Avenue, Winter Park. He discussed insights gained from the Regional Micromobility Roundtable and thanked the participants. Mr. Huttmann noted that MetroPlan Orlando staff has been meeting one-on-one with each of the three counties on the Lake to Lake Trail to ensure that the scope for the master plan for that project meets each of the county's needs and expectations. He provided a strategic plan update and outlined the next steps. He noted there will be no CAC report at today's meeting.

IV. AGENCY REPORTS:

Ms. Kellie Smith, Director of Transportation Development, reported that on August 26th, the Transportation Management Center (TMC) posted tributes with safety messages on the dynamic messaging signs in honor of Dolly Parton. She provided an update on FDOT's efforts to maximize value in project delivery through innovative initiatives. Ms. Smith announced that Rail Safety Week is September 21-27.

V. ROLL CALL AND CONFIRMATION OF QUORUM

Ms. Lisa Smith called the roll and confirmed a 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 July 8, 2026 Board Meeting
B. Approval of Financial Report for June (unaudited) & July 2026
C. Approval of the Travel Report for June & July 2026
D. Approval of FY 2027 Budget Amendment #1
E. Approval of the Intergovernmental Coordination and Review (ICAR) Agreement with FDOT
F. Approval of the Personnel Committee Recommendation for the Executive Director's Annual Review
G. Approval of the Personnel Committee Recommended changes to the MetroPlan Orlando Employee Handbook & Travel Policy
H. Approval to Dispose of Fixed Assets

MOTION: Commissioner Viviana Janer moved to approve Consent Agenda Items A through H. Commissioner Bob Dallari seconded the motion. Motion carried unanimously.

IX. OTHER ACTION ITEMS

A. Approval of the Roll Forward Amendments to the FY 2026-27 – FY 2030-31 Transportation Improvement Program (TIP) (Roll Call Vote)

Dr. Natalia Barbour, MetroPlan Orlando, requested approval of the Roll-Forward Amendments to the FY 2026/27 - FY 2030/31 Transportation Improvement Program. A letter from FDOT explaining the amendment and a summary prepared by MetroPlan Orlando staff and the draft resolution were provided.

MOTION: Commissioner Cheryl Grieb moved approval of the Roll Forward amendments to the FY 2026/27--FY 2030/31 Transportation Improvement Program (TIP). Commissioner Mayra Uribe seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

B. Approval of amendment to the FY 2026-27 – FY 2030-31 Transportation Improvement Program (TIP) (Roll Call vote)

Dr. Natalia Barbour, MetroPlan Orlando, requested approval of amendments to the FY 2026/27 – FY 2030/31 TIP, including following item(s):

- 451939-1 LYNX FTA 5339 Bus and Bus Facilities
- 458582-1 Ocoee-Apopka Road (CR 437A) Widening
- 446493-5 Winter Park Dr. Complete St. Imp. Phase 1

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

MOTION: Commisioner Bob Dallari moved approval of amendments to the FY 2026/27–FY 2030/31 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 District 5 Safety Summit 2026 Special Edition Newsletter
C. FDOT Monthly Construction Status Report- June & July 2026 FDOT Monthly Construction Status Report- June & July 2026
D. Air Quality Report
E. Letter of Support - *The City of Orlando's FY26 Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Application "Downtown Orlando Transportation & Technology Initiative (DOTTI)"*
F. Letter of Support – the City of Altamonte Springs, CraneRIDES ASCEND, FY 2025 and 2026 Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program and Innovation (ATTAIN) Competitive Grant Program
G. Letter of Support – Seminole County FY 2025–2026 Advanced Transportation Technology and Innovation (ATTAIN) Competitive Grant Program
H. Letter of Support for Maintaining Transportation Investment for Florida – Senator Ashley Moody
I. Letter of Support for Maintaining Transportation Investment for Florida – Senator Rick Scott
J. Letter to U.S DOT Bureau of Transportation Statistics - Docket No. DOT–OST–2026–1387— Request for Information: Shaping the Future of the Bureau of Transportation Statistics
K. Letter of Support – LYNX FY 2026 Low or No Emission and Buses & Bus Facilities Competitive Grants – LYNX'S CNG Fleet Conversion
L. Letter from MetroPlan Orlando Board Chair Wilson to E-Mobility Regional Task Force
M. Email comments from Francis Jimenez re: Seven-Day Public Transportation Access in Central Florida
N. Email comments from Claudia Zuco re: Michigan Avenue Project

MOTION: Commissioner Cheryl Grieb moved approval of the Information Items for Acknowledgement: Items A through N. Commissioner Bob Dallari seconded the motion. Motion carried unanimously.

XI. OTHER BUSINESS/PRESENTATIONS

A. Update on Central Florida Vision Zero

Ms. Adriana Rodriguez, MetroPlan Orlando, provided an update on Vision Zero efforts. Ms. Rodriguez discussed the Annual Safety report and Regional Trends. She explained that MetroPlan Orlando completed its annual report analyzing crash data from 2018 through 2024 and gathering information from local partners about safety action plans and completed initiatives. She highlighted data for fatal and serious injury crashes and noted that Central Florida improved to number 25 in the latest Dangerous by Design report. She called attention to the 12 jurisdictions that reported zero fatalities. Ms. Rodriguez reported on the Road Safety Audits efforts, the Micromobility and e-bike safety education programs and other ongoing safety initiatives.

XII. PUBLIC COMMENTS (GENERAL)

Joanne Counelis, Lake Mary, submitted a virtual public comment complimenting SCOUT Transportation in Seminole County and requested 24/7 SunRail and LYNX bus service for the region.

Alessia Prenda, Sunrise Movement Orlando, addressed the Board members expressing the need for more public transit options in the Central Florida region and the need for better connectivity. She also expressed support for advancing the "STAR Plan" in Orange County to improve community access.

Nicholas Natale, Sunrise Movement Orlando, spoke in support of advancing the "STAR Plan" specifically proposing a rapid transit network throughout Orange County.

XIII. BOARD MEMBER COMMENTS

Commissioner Cheryl Grieb, Osceola County, and Mayor Pat Bates, Altamonte Springs, both noted this being their last Board meeting. Various Board members thanked them for their years and commitment to public service. Commissioner Wilson noted that September 9th is Fetal Alcohol Syndrome Disorder Day marked by wearing red shoes to raise awareness.

XIV. NEXT MEETING: Wednesday, November 18, 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 18th day of November 2026.

_____

Commissioner Nicole Wilson, Chairwoman

_____

Ms. Lisa Smith,
Board Services Coordinator/Recording Secretary

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

MetroPlan Orlando
Agencywide
Balance Sheet
For Period Ending 08/31/2026

ASSETS		
Operating Cash in Bank	$	1,456,655.11
Petty Cash	$	125.00
SBA Investment Account	$	1,419,637.50
FL CLASS Investment Account	$	1,674,514.36
Rent Deposit	$	20,000.00
Prepaid Expenses	$	2,110.76
Accounts Receivable - Grants	$	439,758.71
Capital Assets - Net	$	177,799.11
TOTAL ASSETS:	**$**	**5,190,600.55**
LIABILITIES		
Accounts Payable	$	239.10
Accrued Personal Leave	$	526,555.97
Leases Payable	$	106,610.09
TOTAL LIABILITIES:	**$**	**633,405.16**
EQUITY		
FUND BALANCE:		
Nonspendable:		
Prepaid Items	$	2,110.76
Deposits	$	20,000.00
Unassigned:	$	4,535,084.63
TOTAL EQUITY:	**$**	**4,557,195.39**
TOTAL LIABILITIES & EQUITY:	**$**	**5,190,600.55**
Net difference to be reconciled:	$	-

MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 08/31/2026

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	$ 9,094,871.00	$ 439,758.71	$ 649,062.63	$ 8,445,808.37	7.14%
State Revenue	$ 124,753.00	$ -	$ -	$ 124,753.00	0.00%
Local Revenue	$ 1,383,035.00	$ -	$ -	$ 1,383,035.00	0.00%
Interest Income	$ 147,500.00	$ 9,986.40	$ 21,337.28	$ 126,162.72	14.47%
Contributions	$ 25,000.00	$ -	$ -	$ 25,000.00	0.00%
Cash Carryforward	$ 846,297.00	$ -	$ -	$ 846,297.00	0.00%
Other	$ 136,307.00	$ (1,446.20)	$ 250.00	$ 136,057.00	0.18%
Other Financing Sources - Leases	$ 2,616,838.00	$ -	$ -	$ 2,616,838.00	0.00%
Local Funds Transfer	$ 274,000.00	$ -	$ -	$ 274,000.00	0.00%
Total Revenues	**$ 14,648,601.00**	**$ 448,298.91**	**$ 670,649.91**	**$ 13,977,951.09**	**4.58%**
Expenditures					
Audit Fees	$ 27,000.00	$ 20,000.00	$ 20,000.00	$ 7,000.00	74.07%
Books, publications, subscriptions & memberships	$ 19,470.00	$ -	$ 2,289.69	$ 17,180.31	11.76%
Capital Outlay	$ 2,616,838.00	$ -	$ -	$ 2,616,838.00	0.00%
Community relations & advertising	$ 33,350.00	$ -	$ 3,155.04	$ 30,194.96	9.46%
Computer Software	$ 2,500.00	$ -	$ -	$ 2,500.00	0.00%
Consultants	$ 6,449,800.00	$ 271,760.97	$ 345,673.18	$ 6,104,126.82	5.36%
Contingency	$ 250,000.00	$ -	$ -	$ 250,000.00	0.00%
Contractual/Temporary Services	$ 8,904.00	$ 524.00	$ 790.00	$ 8,114.00	8.87%
Depreciation/Amortization	$ -	$ 1,859.23	$ 3,790.86	$ (3,790.86)	0.00%
Equipment & Furniture	$ 87,000.00	$ -	$ -	$ 87,000.00	0.00%
Indirect Costs	$ 716,769.00	$ 49,352.66	$ 154,798.54	$ 561,970.46	21.60%
Legal Fees	$ 30,000.00	$ 10,575.00	$ 10,575.00	$ 19,425.00	35.25%
Office Supplies	$ 8,000.00	$ 682.21	$ 919.14	$ 7,080.86	11.49%
Operating Supplies	$ 65,533.00	$ 4,688.82	$ 5,933.74	$ 59,599.26	9.05%
Operating Transfers Out	$ 274,000.00	$ -	$ -	$ 274,000.00	0.00%
Other Misc. Expense	$ 3,770.00	$ 397.46	$ 738.01	$ 3,031.99	19.58%
Pass-Through Expenses	$ 480,000.00	$ -	$ -	$ 480,000.00	0.00%
Postage and Freight	$ 1,700.00	$ -	$ 30.08	$ 1,669.92	1.77%
Printing and Binding	$ 14,350.00	$ -	$ -	$ 14,350.00	0.00%
Repair and Maintenance	$ 7,500.00	$ -	$ 69.00	$ 7,431.00	0.92%
Salaries and benefits	$ 3,448,322.00	$ 195,318.62	$ 414,316.75	$ 3,034,005.25	12.02%
Training	$ 32,155.00	$ 5,500.00	$ 17,676.64	$ 14,478.36	54.97%
Travel and Per Diem	$ 71,640.00	$ 645.15	$ 1,863.32	$ 69,776.68	2.60%
Total Expenditures	**$ 14,648,601.00**	**$ 561,304.12**	**$ 982,618.99**	**$ 13,665,982.01**	**6.71%**
Agency Balance	**$ -**	**$ (113,005.21)**	**$ (311,969.08)**		

MetroPlan Orlando
Agencywide
Balance Sheet
For Period Ending 09/30/2026

ASSETS		
Operating Cash in Bank	$	1,401,630.81
Petty Cash	$	125.00
SBA Investment Account	$	1,424,219.94
FL CLASS Investment Account	$	1,679,825.09
Rent Deposit	$	20,000.00
Prepaid Expenses	$	2,083.39
Assessments Receivable	$	5,000.00
Accounts Receivable - General	$	10,995.77
Accounts Receivable - Grants	$	418,846.45
Capital Assets - Net	$	176,011.35
TOTAL ASSETS:	**$**	**5,138,737.80**
LIABILITIES		
Accrued Personal Leave	$	526,555.97
Leases Payable	$	106,610.09
TOTAL LIABILITIES:	**$**	**633,166.06**
EQUITY		
FUND BALANCE:		
Nonspendable:		
Prepaid Items	$	2,083.39
Deposits	$	20,000.00
Unassigned:	$	4,483,488.35
TOTAL EQUITY:	**$**	**4,505,571.74**
TOTAL LIABILITIES & EQUITY:	**$**	**5,138,737.80**
Net difference to be reconciled:	$	-

MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 09/30/2026

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	$ 9,094,871.00	$ 400,133.50	$ 1,049,196.13	$ 8,045,674.87	11.54%
State Revenue	$ 124,753.00	$ 18,712.95	$ 18,712.95	$ 106,040.05	15.00%
Local Revenue	$ 1,383,035.00	$ -	$ -	$ 1,383,035.00	0.00%
Interest Income	$ 147,500.00	$ 9,893.17	$ 31,230.45	$ 116,269.55	21.17%
Contributions	$ 25,000.00	$ 25,000.00	$ 25,000.00	$ -	100.00%
Cash Carryforward	$ 846,297.00	$ -	$ -	$ 846,297.00	0.00%
Other	$ 136,307.00	$ 11,005.58	$ 11,255.58	$ 125,051.42	8.26%
Other Financing Sources - Leases	$ 2,616,838.00	$ -	$ -	$ 2,616,838.00	0.00%
Local Funds Transfer	$ 274,000.00	$ 24,030.71	$ 24,030.71	$ 249,969.29	8.77%
Total Revenues	**$ 14,648,601.00**	**$ 488,775.91**	**$ 1,159,425.82**	**$ 13,489,175.18**	**7.91%**
Expenditures					
Audit Fees	$ 27,000.00	$ -	$ 20,000.00	$ 7,000.00	74.07%
Books, publications, subscriptions & memberships	$ 19,470.00	$ 360.00	$ 2,649.69	$ 16,820.31	13.61%
Capital Outlay	$ 2,616,838.00	$ -	$ -	$ 2,616,838.00	0.00%
Community relations & advertising	$ 33,350.00	$ 1,060.08	$ 4,215.12	$ 29,134.88	12.64%
Computer Software	$ 2,500.00	$ -	$ -	$ 2,500.00	0.00%
Consultants	$ 6,449,800.00	$ 191,993.68	$ 537,666.86	$ 5,912,133.14	8.34%
Contingency	$ 250,000.00	$ -	$ -	$ 250,000.00	0.00%
Contractual/Temporary Services	$ 8,904.00	$ 266.00	$ 1,056.00	$ 7,848.00	11.86%
Depreciation/Amortization	$ -	$ 1,787.76	$ 5,578.62	$ (5,578.62)	0.00%
Equipment & Furniture	$ 87,000.00	$ 31,844.04	$ 31,844.04	$ 55,155.96	36.60%
Indirect Costs	$ 716,769.00	$ 41,055.50	$ 195,854.04	$ 520,914.96	27.32%
Legal Fees	$ 30,000.00	$ 3,487.50	$ 14,062.50	$ 15,937.50	46.88%
Office Supplies	$ 8,000.00	$ 185.33	$ 1,104.47	$ 6,895.53	13.81%
Operating Supplies	$ 65,533.00	$ 11,421.75	$ 17,355.49	$ 48,177.51	26.48%
Operating Transfers Out	$ 274,000.00	$ 24,030.71	$ 24,030.71	$ 249,969.29	8.77%
Other Misc. Expense	$ 3,770.00	$ 2,618.77	$ 3,356.78	$ 413.22	89.04%
Pass-Through Expenses	$ 480,000.00	$ -	$ -	$ 480,000.00	0.00%
Postage and Freight	$ 1,700.00	$ 27.37	$ 57.45	$ 1,642.55	3.38%
Printing and Binding	$ 14,350.00	$ -	$ -	$ 14,350.00	0.00%
Repair and Maintenance	$ 7,500.00	$ 181.90	$ 250.90	$ 7,249.10	3.35%
Salaries and benefits	$ 3,448,322.00	$ 224,897.17	$ 639,213.92	$ 2,809,108.08	18.54%
Training	$ 32,155.00	$ 1,169.00	$ 18,845.64	$ 13,309.36	58.61%
Travel and Per Diem	$ 71,640.00	$ 4,013.00	$ 5,876.32	$ 65,763.68	8.20%
Total Expenditures	**$ 14,648,601.00**	**$ 540,399.56**	**$ 1,523,018.55**	**$ 13,125,582.45**	**10.40%**
Agency Balance	**$ -**	**$ (51,623.65)**	**$ (363,592.73)**		

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - August 2026

Traveler:	Hill, Eric
Dates:	July 25-29, 2026
Destination:	Washington, D.C.
Purpose of Trip:	COMTO 55th Annual Meeting
Cost:	$3,077.69
Paid By:	MetroPlan Orlando Funds

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A REGIONAL TRANSPORTATION PARTNERSHIP

Travel Summary - September 2026

Traveler:	Huttmann, Gary
Dates:	September 14-18, 2026
Destination:	Sacramento, CA
Purpose of Trip:	AMPO Annual Conference
Cost:	$ 3,141.71
Paid By:	MetroPlan Orlando Funds

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A REGIONAL TRANSPORTATION PARTNERSHIP

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: VIII.D. (Section 1)

Roll Call Vote: No

Action Requested: Approval is requested to extend the existing StreetLight Data, Inc. contract by six (6) months in the amount of $210,000.00 with an option to extend for an additional twelve (12) months, at the same rate.

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 date 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 in the U.S. for 2019 – 2026), 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 project including separate analytics for passenger and commercial truck travel. The current MetroPlan Orlando subscription expires December 31, 2026. This six (6) month subscription extension provides continued access to the StreetLight Data platform from January 1, 2027 through June 30, 2027. The proposal also includes an option to extend the subscription for an additional twelve (12) months, at the same rate, securing current pricing for an optional renewal period in FY 2027/28. This contract was originally procured through a Sole Source agreement.

MetroPlan Budget Impact: No change to overall budget

Local Funding Impact: Funds are budgeted for this project.

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 Proposed for January 1, 2027

Proposed by:

StreetLight Data, Inc.
Roberta Loscalzo, Customer Success Account Manager
Roberta.Loscalzo@streetlightdata.com
201-658-7840

Monika Shepard, Customer Success Account Manager
Monika.Shepard@streetlightdata.com

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, Kentucky Transportation Cabinet, Tennessee DOT, Los Angeles DOT, and New York City DOT, have software-as-a-service subscriptions that allow them to run an unlimited number of analyses within their geography.



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

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

What sets StreetLight apart

Industry-leading Big Data Sources: With over 15 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:

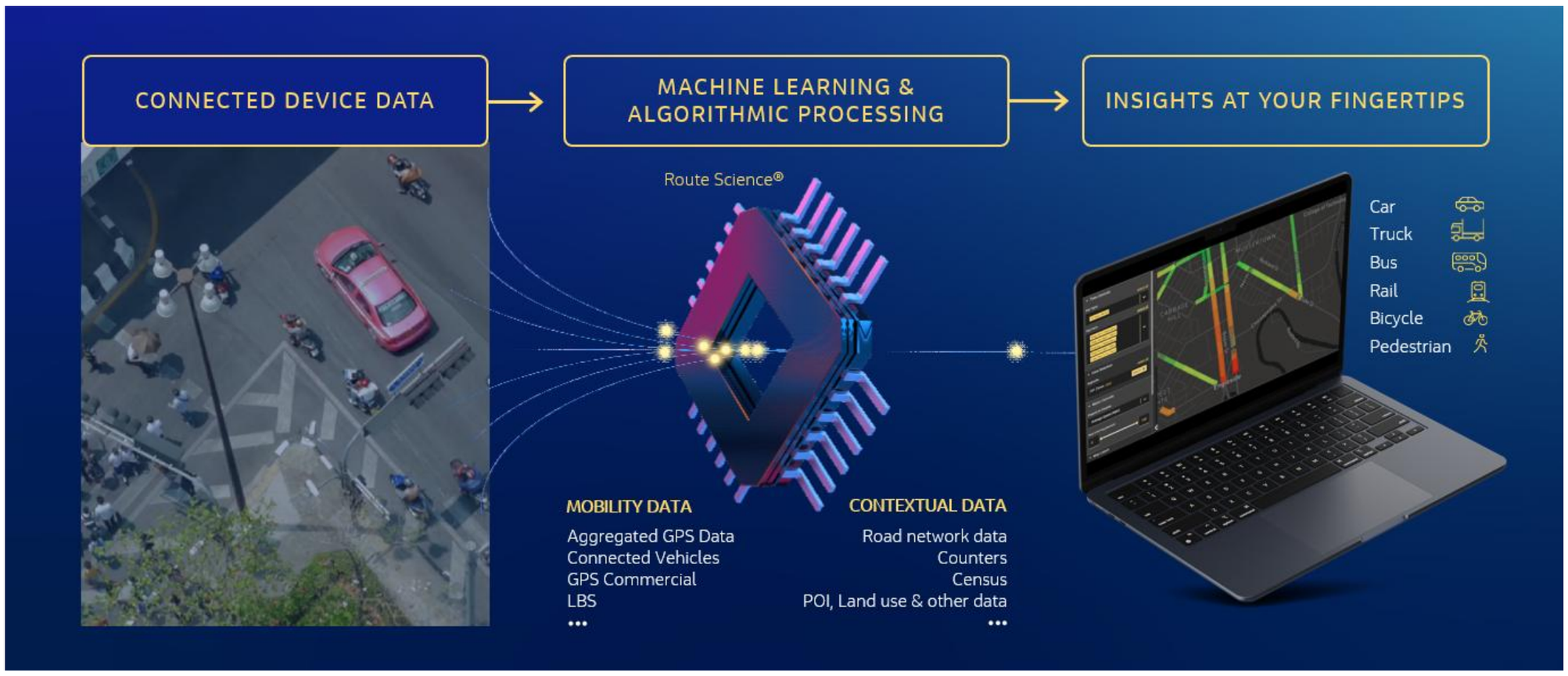
1. **Use the most widely adopted transportation platform, validated by agencies nationwide.**
2. **Measure transportation at any level of spatial and temporal granularity.**
3. **Access mission-specific tools, purpose-built by transportation experts and tailored to your team's biggest needs.**
4. **Leverage 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.**



Proprietary and Confidential

STREETLIGHT

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	OPERATIONS	CLIMATE	MOBILITY DATA	COMMERCIAL
Active Transportation	Traffic Monitor	VMT Analytics	Connected Vehicle Journeys	Advanced Traffic Counts
Traffic & Intersections	Real-Time Traffic Monitor	GHG Analytics	Hard Braking & Acceleration Events	Advanced Truck Counts
Transportation Modeling	Operations Analytics	Vehicle Electrification Analytics		Site Scope
Transportation Planning		Evacuation Analytics		Market Activity
Truck Traffic				
Truck Modeling				
Freight Planning				
Street Scanner				
Safety Indicators				
Multi-Trip Analytics				

Planning Solutions Subscription

This proposal details a 6 month subscription with one 12-month opt-in option for a contract extension for MetroPlan Orlando MPO to StreetLight InSight®. The Planning Solutions Subscription allows MetroPlan named users and consultants to run an unlimited number of StreetLight InSight® analyses during the 6 month period , January 1, 2027 – June 30, 2027, within the limited geographic region[1] around the MetroPlan Orlando region – Orange, Osceola & Seminole Counties. Use will be subject to a standard StreetLight End User License Agreement.

If MetroPlan Orlando wants to opt-in to the optional 12-month option, the term would be from July 1, 2027 to June 30, 2028 and either party delivers to the other, by April 1, 2027 (90-days) prior to the expiration of the then current term, written notice of such party's intent to not renew the extended Agreement.

The specific Planning Solution packages being included in this proposal are:

Planning Solutions	Key Features Included	Analyses Included	Modes Included
Transportation Planning	Volume, Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), Travel Time, Turning Movement Counts, Origin-Destination, Speed, Demographics, Trip Purpose, Trip Attributes, Travel Time, Travel Time Index and Reliability, Routing, Home and Work Locations	Zone Activity, Origin-Destination, Origin-Destination through Middle Filter, Trips to or from Pre-set Geography, Network Performance, Turning Movement Counts, Network Origin-Destination, Segment Analysis, Top Routes, Home and Work Locations, Roadway Volume QuickView, Congestion Management QuickView, Corridor Studies QuickView	All Vehicles
NEW: Street Scanner – *Included in the Transporation Planning Solution*	Vehicle Volume, Average Speed, Speed Percentiles, Speed Limits, Difference between Average or 85th Speed and Speed Limit, Percentage of Vehicles Speeding	Street Scanner	All Vehicles
NEW: Freight Planning	Truck Volume, Truck Sample Trip Counts, Truck Index, Congestion Metrics (speed, delay hours, truck travel time reliability), Industry, Vocation, intra-vs. out-of-state, Origin-Destination, Routing	Network Performance, Zone Activity, Origin-Destination, Origin-Destination through Middle Filter, Trips to or from Pre-set Geography, Top Routes, Segment Analysis, Top Routes	Truck

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

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 – Orlando County, Osceola County, Seminole County region is assumed to have a population of 2,496,309.

6 Month Subscription Fee (January 1, 2027 – June 30, 2027)		
	ITEMS	**COST**
SUBSCRIPTION		
Planning Solutions	Transportation Planning (*Including the new StreetSanner for All Vehicles)* Freight Planning	*$548,497*
ADDITIONAL ITEMS		
SUPPORT	Standard	*Included*
ACCESS		
MULTI-DOMAIN	No	Not Included
USER SEATS[2]	Up to 500	*Included*
API	No	Not Included
TOTAL PER 6-MONTHS		***Prorated to $210,000 for 6 months***
DISCOUNT APPLIED		*$338,497 or a 62% discount*
FINAL TOTAL		***$210,000***

[2] User seats include up to 500 users in total, consisting of MetroPlan Orlando staff, partner agency staff conducting studies or other work supported by MetroPlan Orlando, and MetroPlan Orlando's named consultants working on its behalf. These users may access the web application through their respective organizational email domains and are included in the subscription price.

12-month Opt-in 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 – Orlando County, Osceola County, Seminole County region is assumed to have a population of 2,496,309. This outlines the 12-month opt-in subscription fee.

12- Month Subscription Fee (July 1, 2027 to June 30, 2028)		
	ITEMS	**COST**
SUBSCRIPTION		
Planning Solutions	Transportation Planning (*Including the new StreetSanner for All Vehicles)* Freight Planning	*$1,096,994*
ADDITIONAL ITEMS		
SUPPORT	Standard	*Included*
ACCESS		
MULTI-DOMAIN	No	Not Included
USER SEATS[3]	Up to 500	*Included*
API	No	Not Included
TOTAL PER 12-MONTHS		***Prorated to $420,000 for 12 months***
DISCOUNT APPLIED		*$676,994or a 62% discount*
FINAL TOTAL		***$420,000***

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

This quote is valid until November 20, 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*

[3] User seats include up to 500 users in total, consisting of MetroPlan Orlando staff, partner agency staff conducting studies or other work supported by MetroPlan Orlando, and MetroPlan Orlando's named consultants working on its behalf. These users may access the web application through their respective organizational email domains and are included in the subscription price.

STREETLIGHT INSIGHT® PRODUCT & SERVICES HIGHLIGHTS

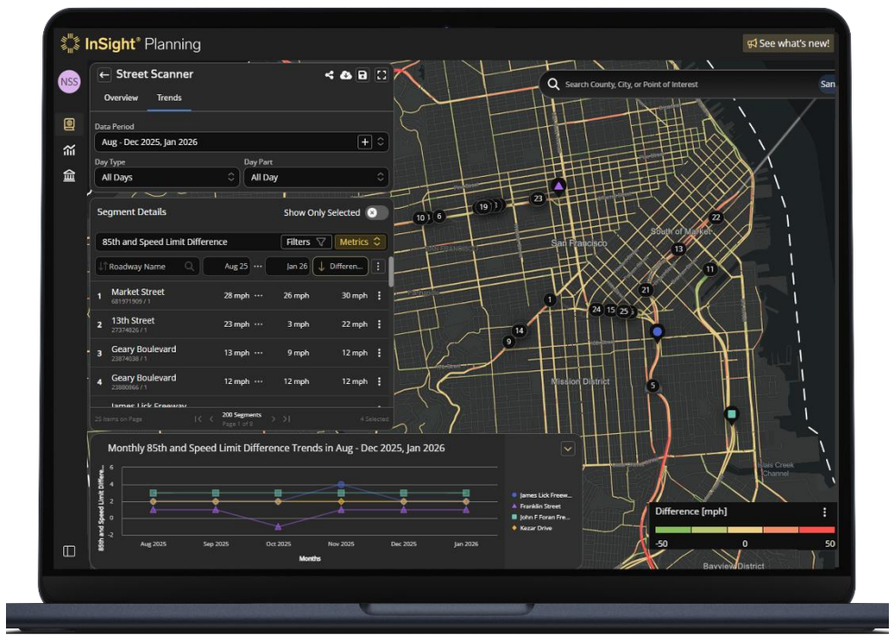
Planning Solutions

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**.



Street Scanner

Street Scanner is a network-wide dashboard product for agencies to quickly see how speed, volume, and speed-to–speed-limit comparisons are changing across their regions. It helps teams prioritize funding, evaluate safety programs, and share defensible insights, all in seconds, not months. Designed for teams with limited time, Street Scanner delivers fast, ready-to-use insights in a clear, visual format.



Freight Planning

Accelerate your freight planning decisions with the industry's most robust truck volume data, available in minutes. Build reliable and cost-effective statewide and regional freight plans. Measure the impacts of truck activity on freight corridors to promote the freight network's reliability, resiliency, and the region's economic growth.

Proprietary and Confidential

- **Save time with truck activity snapshots:** Easy-to-use platform with traffic activity, congestion metrics, origin-destination, and truck travel time reliability for all major roads — including urban and local routes.
- **Get rich analytics to understand the 'why':** Break down empirical truck activity by industry, in/out-of-state trips, weight, and route type.
- **Contextualize truck data with other modes:** Ability to compare truck data with vehicle data to understand the prevalence of commercial trips.



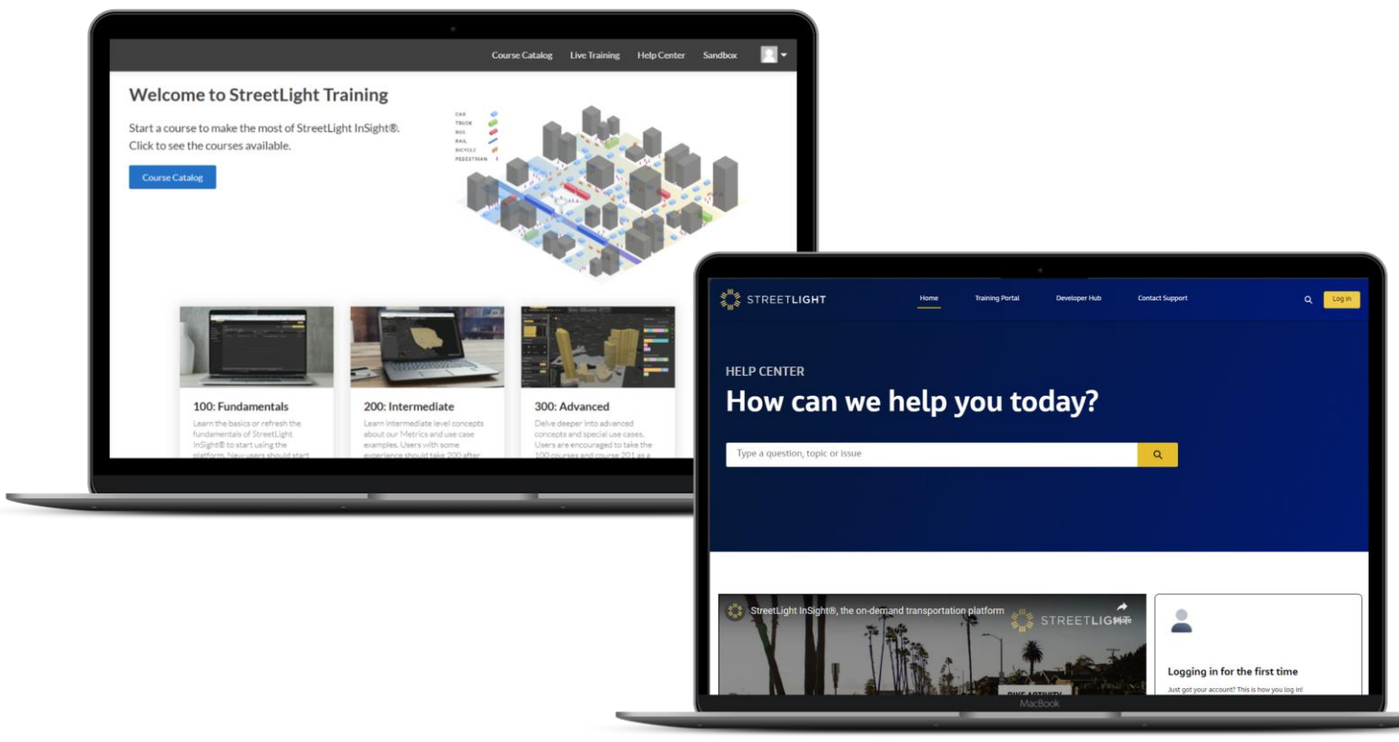
Proprietary and Confidential

CUSTOMER CARE

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

Self-Guided Resources

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



Training Offerings

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

Standard Offerings included for all customers

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

On-demand Support

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

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

Customer Success Program

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

Throughout the subscription, the Customer Success Manager(s) will engage with users and leadership to ensure they have necessarily 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 INSIGHT® PLANNING SOLUTIONS 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 fours "gates" that serve as zones. This is only available in the Turning Movement Counts analysis type.

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

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

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

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

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

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

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

StreetLight AADT: Estimate of average annual daily traffic in 2025 (U.S.). You can also access historic AADT from 2017-2024. (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 – 2025 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 circuity. Trip Attributes Metrics are provided as an average and as a distribution of values into customizable bins.

Trip Circuity: The average and distribution of circuity for trips between zones, or at a zone. Circuity 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/Congested Speed (Average Segment Speed) [MPH]) - (VMT / 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: GLOSSARY OF STREETLIGHT OPERATIONS SOLUTIONS

Definitions of Traffic Monitor Modules:

Closure Impacts Module: Predict highway closure impacts on local roads in minutes, compare scenarios, and choose the best detour plans and low-impact work windows to reduce cut-through traffic.

Queuing Module: Visualize where and when traffic queues form, how they evolve during peak periods or events, and identify exact start/end points—so you can target congestion hotspots with precision.

Route Monitoring Module: View all saved routes in one dashboard to instantly compare travel times, prioritize problem areas, and restore normal traffic conditions faster.

Speeds Module: Compare speeds throughout the day against typical and free-flow benchmarks to clearly measure and quantify traffic slowdowns.

Timeline Module: Visualize real-time and recent traffic with an interactive daily timeline to quickly spot typical vs. unusual—so you can pinpoint when and where issues arise and respond faster.

Travel Time Module: Analyze travel times throughout the day against typical conditions to detect slowdowns and evaluate the impact of signal timing improvements.

Volumes Module: Estimate the effect of lane closures on traffic volumes, enabling smarter construction scheduling and minimized disruption.

Definitions of Traffic Monitor Features:

Arithmetic mean: The **arithmetic mean** is the standard averaging method, calculated as the sum of all the values divided by the number of values.

Atypical Delay: Shows trip weighted congestion for your date compared to trip weighted congestion during the comparison month or date.

Atypical Slowdowns (Recent and Real-time only): Slowdowns are highlighted as a color representing the harmonic mean segment speed for the selected date as a percentage of typical speed, where typical speed is the harmonic mean speed on the segment during the comparison month or date you selected.

Atypical Speeds: Segment speeds are highlighted as a color representing the arithmetic mean segment speed for the selected date as a percentage of typical speed, where typical speed is the arithmetic mean speed on the segment during the comparison month you selected.

Atypical Volumes: Shows relative volume by measuring sample trip counts for your date compared to trip counts during the comparison month or date.

Average Travel Time: The sum of the average travel times for each segment in the route. Calculated using the harmonic mean speeds for each segment.

Capacity Threshold: The volume of traffic that can pass during a lane closure based on lanes left open and capacity of each lane, calculated as Capacity Threshold = Lane Capacity x Open Lanes.

Condition: Route status based on congestion for the selected period compared to typical congestion. Can be *Free Flow*, *Moderate*, or *Severe*.

Condition is *Moderate* for the selected date when:

- Average travel time > 1.4x average typical time, OR
- Highest travel time > 3.3x average typical time, OR
- Travel time is above the *Slowdown Threshold* for 20% - 50% of the day

Condition is *Severe* for the selected date when:

- Average travel time > 2x average typical time, AND
- Travel time is above the *Slowdown Threshold* for > 50% of the day

Congested: Traffic moving well below free-flow speed. Traffic is considered *Congested* if it does not meet the *Queued* criteria and either of the following is true:

- Harmonic mean speed is less than 12 MPH
- Harmonic mean speed is less than 24 MPH and less than 30% of free-flow speed

Current Travel Time (Real-time only): The amount of time it takes for vehicles to pass from the start to the end of the route based on real-time conditions. Calculated using the harmonic mean speeds for each segment.

Delay: The difference in travel time on the route between the selected date and the *Comparison* month.

Detoured Volumes: The volume of traffic rerouted from the closed segments onto detour routes. Shows the vehicle volume displaced by the closure compared to typical volume, scaled by the maximum disruption.

Freeflow Speed: The speed of vehicles with no congestion present, calculated as the arithmetic mean overnight speed from the available prior months within the year before your selected date.

Harmonic mean: The **harmonic mean** is the reciprocal of the average of the reciprocals of the values. Harmonic mean speed is used because it accounts for the time spent traveling at each speed. This is because time and speed have an inverse relationship (time = distance/speed). With the harmonic mean, more weight is given to lower speeds, which is relevant in modules highlighting slowed travel times.

Highest Travel Time: The sum of the highest travel times for each segment in the route. Calculated using the harmonic mean speeds for each segment.

Queue Length: The length of connected segments that are either queued or congested. Queues always start with a *Queued* segment.

Queued: Traffic that is "stop-and-go" or moving very slowly. Traffic is considered Queued if either of the following is true:

- Harmonic mean speed is less than 5 MPH
- Harmonic mean speed is less than 12 MPH and less than 15% of free-flow speed

Slowdowns (Recent and Real-time only): Slowdowns are highlighted as a color representing the harmonic mean segment speed for your date as a percentage of the real-time freeflow baseline speed. Due to data source differences, real-time freeflow baseline speeds and typical freeflow speeds may be similar, but not identical.

Slowdown Period: Total time any part of the route is congested during the selected period.

Slowdown Threshold: Highlights times on the chart when the selected date's speed is at or below the specified % of the average speed for the selected comparison month or date.

Speed: The average speed of vehicles passing through the corridor for the specified date or month. Average speed is the harmonic mean speed for *Recent* days, and the arithmetic mean speed for *Near-real-time* days.

Typical Volume: The average number of vehicles passing through a segment in the selected period.

Definitions of Traffic Monitor Time Frames:

Historical: 12 month rolling window, updated monthly. Users can select any month within the past 12 months as their 'typical' month to compare against.

Near-real-time: 30 days rolling window, updated every 48 hours. These are represented as yellow dates in the date picker.

Real-time: Available within 2-5 minutes, updated every minute. These are represented as green dates in the date picker.

Proprietary and Confidential

Updated as of August 2026

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

	Key Metrics	Time Period Granularity	Geographic Granularity
AADT	Annual Average Daily Traffic Prediction Intervals	Annual Daily (2017-2025)	Road Segment Custom Gates
Active Transportation Monitor	Avg. Annual Daily Pedestrian Volume Avg. Annual Daily Bike Volume Pedestrian Activity Trend Bike Activity Trend Pedestrian Mode Share Bike Mode Share Vehicle Mode Share Avg. Daily Vehicle Volume Vehicle Activity Trend Vehicle Mode Share	Annual (2019-2023)	Census Tract
Active Transportation Snapshot	Avg. Annual Daily Pedestrian Volume Avg. Annual Daily Bike Volume	Annual (2024)	Road Segment
Congestion Management Quickview	Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Travel Time Index Planning Time Index Reliability Factor Segment Traffic Volume Avg. Segment Speed Level of Travel Time Reliability Free Flow Travel Typical Travel Atypical Travel Level of Travel Time Reliability	Day Part (e.g., Peak AM, Peak PM) Day of Week Annual (2019-2024)	Road Segment All Segments in a Selected Area

	Key Metrics	Time Period Granularity	Geographic Granularity
Corridor Studies QuickView	Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Travel Time Congestion Factor Segment Traffic Volume Avg. Segment Speed 85th Percentile Speed VHD per Mile Travel Time Index	Time of Day (Hourly) Day of Week Annual (2019-2024)	Road Segment Corridor (Multiple Road Segments) Multiple-Corridor Groups
Network Performance (for All Vehicles)	Avg. Daily Segment Traffic Avg. Segment Speed (5th-95th%) Avg. Daily Spot Traffic Avg. Spot Speed Avg. Segment Travel Time Vehicle Miles Traveled (VMT) Vehicle Hours of Delay (VHD) Congestion %	Time of Day (Hourly, 15-min) Day of Week Custom Data Month Selection Peak Hours	Road Segment Custom Gates Custom Road Segment
Network Performance (for Truck)	Truck Volume Truck Traffic Sample Trip Counts Avg. Segment Speed and Free Flow Speed Vehicle Miles Traveled (VMT) Travel Time Reliability Avg. Travel Time Congestion % Speed Percentiles (5th-95th)	Time of Day (Hourly) Day of Week Custom Month Selection Peak Hours	Road Segment Custom Road Segment
Network Origin-Destination	Origin-Destination Volume	Time of Day (Hourly) Day of Week Peak Hour Custom Data Period Selection	Road Segment
Origin-Destination	Zone Traffic Volume Origin Zone Traffic Volume Destination Zone Traffic Volume Middle Filter Traffic Volume O-D Traffic Volume O-MF-D Traffic Volume	Time of Day (Hourly, 15-Min) Day of Week Custom Date Period Selection	Standard Area Zone Custom Zone Polygon
Roadway Volume QuickView	Average Annual Daily Traffic	Annual (2019-2024)	Road Segment

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

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

	Trip Attributes	Commercial Vehicle Attributes		
Commercial Vehicle Attributes	Trip Travel Time Trip Length	**ROUTE TYPE** Local Regional Hub and Spoke Long Distance Door to Door Unknown	**INDUSTRY** Agriculture and Natural Resources Utilities Construction Manufacturing WholesAle Retail Transportation and Warehouse Other Unknown	**IN/OUT-OF-STATE TRIPS** In-State Out-of-State Through-State Unknown **FUEL TYPE** (Only available in Truck Zone Activity) Diesel Gasoline Flexible Electric Hybrid Other Unknown

APPENDIX: StreetLight InSight® Traffic Monitor Features (U.S.)

Modules	Key Metrics	Timeframes	Geographic Granularity
Timeline	Atypical Slowdowns Slowdowns Atypical Speeds Speeds Atypical Volumes Atypical Delay	Realtime Near-real-time Historical	segments
Volumes	Typical Volume Freeflow Speed	Historical	segments
Speeds	Speed Freeflow Speed	Realtime Near-real-time Historical	segments
Travel Time	Average Travel Time Freeflow Speed	Realtime Near-real-time Historical	segments
Queuing	Queued Congested Queue Length Delay Speed	Realtime Near-real-time Historical	segments
Route Monitoring	Average Travel TIme Highest Travel time Slowdown Period Condition Current Travel Time	Realtime Near-real-time Historical	segments
Closure Impacts	Detoured Volumes Atypical Volumes	Historical	segments

Note: Real-time data is only available with Traffic Monitor with Real-Time subscription

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: VIII.E. (Section 1)

Roll Call Vote: No

Action Requested:	Approval to Dispose of Fixed Assets and Other Non-capitalized Equipment
Reason:	To remove items from fixed assets and to dispose of the surplus items by auction.
Summary/Key Information:	The auction will be through George Gideon Auctioneers. Mr. Gideon follows all Florida Statutes requirements for advertising.
MetroPlan Budget Impact:	Negligible increase to revenue
Local Funding Impact:	None
Committee Action:	CAC: N/A TSMO: N/A TAC: N/A MAC: N/A
Staff Recommendation:	Recommends approval
Supporting Information:	List of surplus furniture and equipment for disposal.

METROPLAN ORLANDO
LIST OF SURPLUS EQUIPMENT FOR DISPOSAL
FY 2027

Asset No.	Asset Tag	Cat.	Description	Accum. Acquisition Price	Deprec. at 10/31/26	Book Value	Condition	Action
			CAPITALIZED EQUIPMENT:					
15418	1002	E	NCE 15 - Apple iPad Pro	$ 530.00	$ 530.00	$ -	Poor	Auction
15419	1003	E	NCE 16 - Apple iPad Pro	$ 530.00	$ 530.00	$ -	Poor	Auction
15425	1008	E	NCE 14 - Apple iPad Pro	$ 530.00	$ 530.00	$ -	Poor	Auction
15439	1021	E	475 - MSI Summit E16 Flip A11UCT-015 I7-1195(	$ 1,987.24	$ 1,987.24	$ -	Poor	Auction
15440	1022	E	476 - Microsoft Surface Laptop 5	$ 2,037.23	$ 2,037.23	$ -	Poor	Auction
15448	1030	E	484 - HP Zbook Firefly 16 G9 Laptop	$ 2,606.11	$ 2,606.11	$ -	Working	Auction
15506	1084	E	362 - HP DJ T790 44 EPRINT large format printer	$ 3,675.00	$ 3,675.00	$ -	Working	Auction
15540	1118	E	443 - SonicWALL TZ400 Firewall	$ 1,748.00	$ 1,748.00	$ -	Poor	Auction
15541	1119	E	444 - Ruckus WiFi System	$ 2,706.04	$ 2,706.04	$ -	Poor	Auction
15546	1124	E	453 - HP SB 800 G4 I7-8700 512/16 W10P	$ 1,250.00	$ 1,250.00	$ -	Working	Auction
15553	1131	E	469 - MSI Summit E16 Flip A11UCT-015 I7-1195(	$ 1,987.24	$ 1,987.24	$ -	Working	Auction
15449	1155	E	485 - HP Zbook Firefly 16 G9 Laptop	$ 2,573.01	$ 2,573.01	$ -	Working	Auction
			NonCapitalized Equipment:					
			VOIP Phones					Auction
			Conference Phones					Auction
			Computer Speakers					Auction
			Monitors (8)					Auction

	Acq. Price	Accum. Deprec.	Book Value
TOTAL CAPITALIZED ASSETS:	$ 22,159.87	$ 22,159.87	$ -

A=	Appliance	Trade-In Allow.	$ -
E=	Equipment (Computer/AV)	Adjusted Book Value	$ -
F=	Furniture		
S=	Software		

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A REGIONAL TRANSPORTATION PARTNERSHIP

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MetroPlan Orlando

2027 Board & Committee Meeting Schedule

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

	MetroPlan Orlando Board	Community Advisory Committee (CAC)	Technical Advisory Committee (TAC)	TSMO***	TDLCB****	Municipal Advisory Committee (MAC)	Vision Zero Task Force
	2nd Wednesday @ 9:00 a.m.	4th Wednesday @ 9:30 am.	4th Friday @ 10:00 a.m.	4th Friday @ 8:30 a.m.	2nd Thursday Quarterly @ 10:00 a.m.	Thursday prior to the Board meeting @ 9:30 a.m.	Quarterly Meetings @ 2 p.m.
January		January 27	January 22	January 22			
February	February 10	February 24	February 26	February 26	February 11	February 4	February 16
March	March 10					March 4	
April		April 28	April 23	April 23			
May	May 12	May 26	May 21*	May 21*	May 13	May 6	May 18
June	June 9	June 23	June 25	June 25		June 3	
July	July 14					July 8	
August		August 25	August 27	August 27	August 12		August 17
September	September 8					September 2	
October		October 27	October 22	October 22			
November	November 10				November 18*	November 4	November 9
December	December 8	December 1*	December 3*	December 3*		~~December 2~~ December 7	

No meeting * Holiday Adjustment

Note: Veterans Day falls on Thursday November 11 which would be TDLCB Public Meeting
Monday, July 5th is a holiday in observance of July 4th.
The December MAC meeting date changed to Tuesday, December 7th. December 2nd conflicts with the FLC Annual Legislative Conference
*** TSMO – Transportation Systems Management & Operations
****TDLCB – Transportation Disadvantaged Local Coordinating Board

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USA Federal Holidays for Year 2027 – MPO office closures

Holiday	Date	Day observed	Observed Date	Notes
New Year's Day	2027-01-01	Friday	**2027-01-01**	
Martin Luther King Jr. Day	2027-01-18	Monday	**2027-01-18**	Third Monday in January
Memorial Day	2027-05-31	Monday	**2027-05-31**	Last Monday in May
Juneteenth	2027-06-19	Friday	**2027-06-18**	
Independence Day	2027-07-04	Monday	**2027-07-05**	
Labor Day	2027-09-06	Monday	**2027-09-06**	First Monday in September
Veterans Day	2027-11-11	Thursday	**2027-11-11**	
Thanksgiving Day	2027-11-25	Thursday	**2027-11-25**	Fourth Thursday in November
Friday following Thanksgiving	2027-11-26	Friday	**2027-11-26**	
Christmas Day	2027-12-25	Friday	**2027-12-24**	

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A REGIONAL TRANSPORTATION PARTNERSHIP

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: VIII.G. (Section 1)

Roll Call Vote: No

Action Requested: To approve the annual contribution to the University of Central Florida Foundation to support the Distinguished Lecture Series sponsored by the Master's Program in Urban and Regional Planning.

Reason: To support our partnership with the University of Central Florida.

Summary/Key Information: This series has historically consisted of two lectures each academic year featuring prominent scholars, authors and industry leaders on topics being emphasized in the curriculum, including transportation. The target audience is students, faculty members and practitioners but events are open to the public as well.

This contribution will be the third annual payment of MetroPlan's third 5-year pledge, approved by the Board in December 2023.

MetroPlan Budget Impact: Funds have been provided in our approved FY 2026/2027 budget for this purpose.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Staff recommends Board approval.

Supporting Information: None

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: VIII.H. (Section 1)

Roll Call Vote: No

Action Requested: Approval of Board & Committee Member Travel for 2027

Reason: MetroPlan Orlando's Travel Policy requires Board approval of travel by Board members, Committee members or community representatives.

Summary/Key Information: It is sometimes necessary for Board & Committee members to travel to Washington, DC, Tallahassee, Florida and to other locations in or out- side of Florida for MetroPlan Orlando business and to represent MetroPlan Orlando's interests. Therefore, approval is requested for Board and/or Committee members to travel as determined necessary or advantageous for the organization between January 1 and December 31, 2027.

All travel by Board & Committee members is included in the monthly travel reports that are provided to the full Board.

MetroPlan Budget Impact: Travel will be in keeping with funding provided in our approved budget for FY2026/2027 and FY2027/2028.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval of this request.

Supporting Information: **MetroPlan Board Approved Travel Policy**

TRAVEL POLICES AND PROCEDURES

TRAVEL PROCEDURES
TO IMPLEMENT PURCHASING POLICY 7 D

TRAVEL AND TRAINING REGULATIONS

MetroPlan Orlando's travel policy applies to all board members, appointed officials, advisory board members, employees, interns, and other authorized officials traveling on official business paid for by MetroPlan Orlando.

Appointed officials, advisory board members, employees, and other authorized officials traveling on official business for MetroPlan Orlando are expected to use reasonably priced lodging accommodations and are required to use economy or tourist class air travel fares. Under no circumstances are travelers on MetroPlan Orlando business permitted to accept *gratuitous* upgrades to first class if the situation would conflict with the Code of Conduct Policy in Section 7.0 of the employee handbook. Meals, incidentals and lodging must be reasonable in relation to the area visited, and reimbursement will be limited to a reasonable allowance.

Preplanning by management to obtain advanced registration discount rates and minimizing the number of staff who will attend the same training session will contribute toward cost control.

Travel, whether by public transportation, privately-owned automobile, or a for-hire conveyance, shall be over the most direct, practicable route. Any deviations from a direct route must be explained on the travel form.

TRAVEL AUTHORIZATION

The Board Chairperson, or Vice Chair in his/her absence, must authorize travel of the Executive Director. The Board must authorize all travel by any board members, all committee members, and all community representatives, including but not limited to the Community Advisory Committee (CAC), Technical Advisory Committee (TAC), Municipal Advisory Committee (MAC), Transportation System Management & Operations Advisory Committee (TSMO), Transportation Disadvantaged Local Coordinating Board (TDLCB) members. The authorizing official for each employee traveling for the benefit of MetroPlan Orlando shall be the Executive Director. All travel will be authorized in advance by the appropriate authority. The number of individuals traveling to any one event shall be monitored and limited to provide for sufficient coverage of the event while maintaining continuing educational opportunities for staff and for benefit of the Organization. All such travel must comply with all policies stated herein.

> Out of state conferences – Attendance at an out of state conference may be limited to one (1) staff member. Preferences will be given to a staff member on a panel, committee, or providing a presentation. Exceptions may be made by the Executive Director for additional staff members to attend out-of-state conferences. Department directors may also consider seniority and request dates in their decision.
>
> In state conferences - Attendance at an in-state conference may or may not be limited to one (1) staff member. Preferences will be given to a staff member on a panel, committee, or providing a presentation; who has not attended a conference in the fiscal year; and/or needs

continuing professional education to maintain certification. Department directors may also consider seniority and request dates in their decision.

International conferences – Attendance at an international conference is strongly discouraged. Exceptions may be made by the Executive Director for unusual circumstances. Travel costs will be strongly scrutinized before approval and travel may be denied if costs greatly exceed the costs of attending a national conference. Per diem and lodging rates will be set at the lesser of the U.S. Department of State rates for the foreign country or the maximum rates of the U.S. General Services Administration (GSA). The traveler shall be mindful of foreign transaction fees and reduce or eliminate them when possible.

It is strongly encouraged that continuing professional education for certification maintenance be satisfied with local events and training.

Travel during work hours and/or at the Organization's expense outside of our service area (Orange, Seminole, and Osceola Counties) will be authorized in advance of travel. Specific expenses and/or conditions of travel must be authorized by the designated official as described below:

a. Car rental.
b. Use of privately-owned vehicle in-state.
c. Training to maintain professional certification or license, i.e., Continuing Professional Education (CPE).
d. To hold a position in a professional organization for which travel to meetings is required.
e. Technical training necessary to complete the job assignment.
f. General training for job performance enhancement.
g. Waiver of reimbursement agreement.
h. Entertainment expenses.

In the event of an emergency situation when the employee cannot obtain prior written authorization, verbal approval will be obtained, and travel documents shall be completed immediately upon the employee's return to work.

TRAVEL/TRAINING GUIDELINES

All travel covered by this policy must be for the direct benefit of MetroPlan Orlando. A direct benefit to the Organization will promote the purposes of the Organization or will provide for training opportunities through continuing professional education; new technological and management training; or represent the interest of the Organization at Board and committee meetings of an organization in which the employee was authorized to hold an office. Accordingly, all employees and Board members are required to attend applicable training sessions offered during normal business hours and adhere to all travel and rules of conduct policies. Travelers whose travel expense is to be reimbursed by an outside agency must so indicate on the Travel Reimbursement Form and initiate a billing through the Department of Finance and Administration to the agency immediately upon return to work. A copy of the billing must accompany the final reconciliation submitted to the Department of Finance and Administration, and collection is the responsibility of the traveler.

PRIOR/POST-TRAVEL ACCOUNTABILITY

Although travel costs have been included in MetroPlan Orlando's budget, officials and employees shall obtain written approval to perform the travel, attend meetings, etc., through the process of completion and approval of the Travel Request Form, before making any commitment to pay registration fees, to purchase a transportation ticket, or to incur any other cost. Each official or employee shall first prepare a Travel Request Form for individual expenses and submit it to the appropriate authorizing official. A meeting program or brochure shall be attached to the travel authorization request. In no event shall a travel form be submitted for approval unless funds for payment of the proposed travel are available in the proper line-item budget charge code.

When the travel form has been approved and funds certified as available, the official or employee is then authorized to be absent from work for the period specified to travel, to incur expense and to be reimbursed, to draw a travel advance and to initiate invoices for payment in advance for room deposits, registration or tuition fees, and tickets on common carriers. The traveler shall use the Travel Request and Travel Reimbursement Forms to account for all expenses. At the completion of travel, the traveler will sum each category of expense and transfer the total to the appropriate item of the Travel Reimbursement Form.

Receipts for hotels, public transportation, convention registration fees, car rental, tolls, and similar items must be attached to the completed Travel Reimbursement Form. All items for which a receipt cannot or was not obtained must be explained in writing. Any item without a receipt, other than straight per diem, is subject to denial. All items of a miscellaneous nature must be itemized.

Upon return to the office, the complete Travel Reimbursement Form must be prepared by the traveler, signed, and submitted to the authorizing official within seven working days of completing travel. The official should review the forms before approving and should obtain explanation on any questionable item, keeping in mind they are certifying that the expenses were incurred on MetroPlan Orlando's business and are a legal obligation of the Organization. If costs incurred exceed the amount of expense authorized by the appropriate official, and the traveler requests reimbursement for the additional amount, the authorizing official should provide a complete explanation and a recommendation to the Director of Finance and Administration. All forms must be submitted to the Department of Finance and Administration within ten working days of completing travel.

The Department of Finance and Administration shall review the expenses to make certain that all items of expense are properly charged and are not otherwise questionable. If additional information is needed for approval, the form shall be returned to the traveler for revision. If the charges are found to be correct and allowable, the voucher will be forwarded to the Department of Finance and Administration for final audit and payment.

All unused portions of money paid to the traveler or advanced by use of MetroPlan Orlando's credit cards for non-MetroPlan Orlando charges shall be repaid within ten (10) working days from time of return to work. The employee may request that a deduction be made from his/her next salary payment. If the traveler has not settled the cash advance(s) within 30 calendar days of return to work, the employee traveler shall be requested to authorize a deduction of the unused amount advanced, in full, from the employee traveler's next salary payment.

GOVERNING REGULATIONS

The following regulations are established and will be the basis upon which reimbursement of expenses will be approved. All reimbursements shall require proper receipts or other documentation. Without sufficient documentation, reimbursement may be denied.

(1) Transportation

a. Travelers are expected to use the mode of travel that is most advantageous to MetroPlan Orlando. This would include consideration of bus or airport van service to and from terminals or extended parking at terminals versus use of a common carrier. The traveler is permitted mileage from point of departure (home or work location), whichever is the shorter distance.

The use of a privately-owned vehicle for official travel in lieu of publicly owned vehicles or common carriers may be authorized by the Executive Director. Whenever travel is by privately-owned vehicle, the traveler shall be entitled to a mileage allowance at a fixed rate per mile, not to exceed the amount set by the Internal Revenue Service at the time of travel, or the air carrier rate for such travel, whichever is lower. Where two or more authorized persons travel in one private vehicle, only the person supplying the vehicle shall receive transportation reimbursement.

Employees deviating from the most direct route will have to bear the extra cost.

b. Taxicabs/Ride Share

Reimbursement for taxicabs or ride share services to and from airports, train stations, etc. will be made only when receipts are provided. A tip of up to 15% may be included in the reimbursement of a taxicab/ride share.

c. Car Rentals

Prior approval must be received from the Executive Director if the traveler must rent a car. Car rentals must be mid-size or smaller. Upgrades must be paid by the traveler.

All staff renting vehicles while on MetroPlan Orlando business shall purchase rental insurance unless the contracted rate with the rental car provider includes rental insurance.

d. Airline

Airline reservations may be acquired if approved by the appropriate official. Tickets may be purchased by the Organization, or the traveler may purchase the tickets and request reimbursement.

Air travel will be reimbursed for economy or similar level fares from an Orlando area airport. Cost comparisons should be made for similar fares to determine the most economical option in that class. If the traveler decides to

fly on a fare type above economy or from a more convenient airport, the traveler shall reimburse MetroPlan Orlando for the additional costs. A comparison of flights on the same day and same time shall be conducted to compare prices and determine the additional costs due from the traveler.

Air travelers shall attach their boarding passes and ticket stub or printout to the Travel Reimbursement Form for final accountability. If a digital ticket/boarding pass is used, the air traveler shall take a screen shot of the digital ticket/boarding pass and include a printout of the screen shot as proof of travel.

e. Reimbursable Local Travel

Travelers within the local service area (Orange, Seminole, Osceola Counties) shall not be reimbursed for lodging unless extenuating circumstances exist and then only when justifiable cause is documented in writing and pre-approved by the Executive Director.

Staff members may be reimbursed for mileage traveled in the local service area, for MetroPlan Orlando business, to the extent it exceeds the mileage the traveler would have traveled to commute to the office and home via automobile and only for the excess amount. Employees will not receive a reimbursement for the amount of miles that it takes to travel to the office and home via automobile. Exception: when traveling on a non-workday, all mileage from home and back will count for reimbursement.

For employees who live outside the three-county area, if the local travel is within the county in which the employee resides, the employee shall use the standard travel policy (e.) above as if the county were part of the service area.

Employees must complete the MetroPlan Orlando “Local Travel Reimbursement Form” to be reimbursed for local travel mileage. Facsimiles showing date, travel from point of origin and destination, purpose or reason, hour of departure and hour of return, per diem, map or actual mileage claimed, vicinity mileage claimed, and documented other charges such as tolls, parking, etc. may be accepted. Such reimbursement shall be at the rate specified by the Internal Revenue Service.

The use of taxis or ride share providers is an allowable, reimbursable expense for bona fide MetroPlan Orlando business for local (non-commute) travel based on one of the following:

1. An employee may receive local travel reimbursement up to the lesser of the cost of the taxi/ride share fare or the amount of mileage reimbursement that would be due to the employee if a personal vehicle was used instead.

2. Employees who do not have a MetroPlan Orlando paid parking benefit may receive full reimbursements for the cost of ride share services up to a monthly amount equivalent to the cost of a MetroPlan Orlando paid parking benefit.

(2) Lodging

a. Expenses may vary in different areas traveled to, but all expenditures must be reasonable; primary responsibility for the reasonableness of amounts charged rests with the official who authorized the voucher. Excessive charges will be questioned by the Department of Finance and Administration, and justification must be explained fully in a written memorandum by the Department Director. Excess is subject to denial for reimbursement at the discretion of the Executive Director for costs not pre-approved on the travel voucher.

When additional nights of lodging and subsistence or per diems are charged to the Organization based on more economical air fares for weekend stays, a cost comparison prepared by an independent party with third-party verification (i.e., travel agent, airline rate schedule) must be approved and attached to the completed Travel Request and Reimbursement Form.

b. When traveling in the State of Florida, the advance check should be made payable to the hotel, motel, lodge, etc., to ensure exemption of sales tax. The Department of Finance & Administration will include the tax-exempt number on the check stub and submit a copy of the tax-exempt certificate to the vendor with the payment check. When lodging is not paid in advance, the traveler must seek exemption from payment of tax on rental of hotel rooms. All travelers will be provided a tax-exempt certificate. If the hotel does not honor the tax exemption, please indicate in your travel form that the certificate was presented to the hotel but was denied. Sales tax reimbursement may be denied to the employee if exemption was available.

c. Employees or any official travelling on MetroPlan business who live outside the three-county area shall not be reimbursed for lodging for events that take place within the county in which their home resides unless under extenuating circumstances and only with prior approval in writing by the Executive Director.

(3) Meals and Incidental Expenses

a. Reimbursement for meals and incidentals is based on the U.S. General Services Administration (GSA) per diem rate schedule at the time of the trip and at the destination location.

https://www.gsa.gov/travel/plan-book/per-diem-rates

b. Same day travel out of the area (that is beyond Orange, Seminole and Osceola Counties) by employees or elected officials, for MetroPlan Orlando business, is reimbursable for reasonable meal expenses, provided that the employee or official does not reside in the county where the business occurred. In cases where the traveler did not find it necessary to spend the night out of town but was unable to return home by 8:00 p.m. in time for dinner, reimbursement will be allowed for the evening meal. Similarly, when the traveler finds it necessary to leave home before 6:00 a.m.,

reimbursement for breakfast is permitted. Employees engaged in constant, daily, routine travel are not reimbursed for meals. Meals are not reimbursed in the tri-county area unless part of a formal program registration fee. Same day out of area travel may be reimbursed using the local travel reimbursement form in place of the out of area travel form.

c. Reimbursement of $100.00 per day, in lieu of the meals, incidentals, and lodging costs, may be authorized by the Executive Director, provided that the $100.00 per day does not exceed the amount permitted in paragraph (3) for meals and incidentals, plus the estimated average daily cost of lodging for the individual reimbursed.

d. Meals provided as part of registration or by an airline should be reported on the Travel Reimbursement Form as meals furnished. Similarly, meals provided by a vendor should be reported as meals furnished, however, meals provided by a vendor must not exceed the limit stipulated in Employee Handbook Section 7.5(A). Snacks, hors d'oeuvres, or other items provided for consumption that do not constitute a meal will not be considered a furnished meal and per diem will still be available for that time period.

(4) Other

a. Registration fees for functions related to MetroPlan Orlando business may be reimbursed when an employee is expected to attend due to the nature of the position.

b. Telephone calls related to official business and paid for by the traveler may be claimed on the reimbursement voucher. The traveler must explain toll calls shown on the hotel bill or personal phone bill including the location, parties, and purpose. One three-minute personal call home per day is allowable for reimbursement. No other personal calls are reimbursable.

c. While entertainment on behalf of MetroPlan Orlando, under certain circumstances and conditions, clearly meets a public purpose, these instances are subject to planning and preparation and, thus, it is a specific policy of MetroPlan Orlando to require approval by the Board Chairperson or the Executive Director of the nature, purpose, and anticipated cost of entertainment to be undertaken with public funds. For purposes of this policy, “entertainment” means meals or social activities. When approval is granted, it is specifically required that the nature of the entertainment, those present, and a brief summary of the business discussed, be provided for inclusion in the Organization’s records. These expenses shall be reasonable and shall not include alcoholic beverages. The following exceptions/classification to this policy are stated and made a part hereof:

(1) When MetroPlan Orlando agrees to reimburse a job applicant for expenses to come to an interview (airfare, lodging, and meals), the meal allowances applied will be consistent with the existing travel policy.

(2) While MetroPlan Orlando acknowledges that attendance and participation in professional association meetings constitutes a public purpose in relation to the training and education of its professionals, MetroPlan Orlando will reimburse the cost of meals and attendance to such meetings only if it is established that the meeting has a *professional* and not social purpose, and the fee for the meal is at a standard rate per attendee.

d. Out-of-state travel by personal or rental vehicle, in excess of 1,000 miles for the round trip, requires prior written approval by the Executive Director. Approval to use a personal or rented vehicle provides the traveler(s) a substitute for an airline ticket; therefore, “en-route” expenses other than gasoline/vehicle expense will not be reimbursed, and mileage cost beyond the cost of economy or coach air fare will not be reimbursed. Travel time in excess of the most advantageous mode of travel to MetroPlan Orlando will be chargeable as personal leave to the employee(s).

Section 2

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: IX.A (Section 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of an **emergency** amendment to the FY 2025/26 - 2029/30 and FY 2026/27 - 2030/31 Transportation Improvement Programs.

Reason: Funding to a new project is being added in FY 2027 and FY 2028.

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

- FM #458824-1: Installation of ten new electrical stations at the Orange County Truck Parking Area. Funding is for the planning (PD&E), design (PE), and installation (CST & CEI) of these stations in FY 2027 and FY 2028 and consists of $30,845,849 in National Electric Vehicle Infrastructure grant (GFEV) and $1,138,115 DIOH funds.
- The additional funds are available through the National Electric Vehicle Infrastructure (NEVI) grant.
- FDOT requested that this TIP amendment be processed on an emergency basis to allocate federal funds for the project in a timely manner to reflect the project additions and funding updates for consistency with FDOT's Adopted Five-Year Work Program and the State Transportation Improvement Program (STIP). Therefore, the MetroPlan Orlando Board Chairwoman, as authorized by Board policy, signed the resolution approving the amendment on September 22, 2026, and the approval will be reviewed by the advisory committees and ratified by the Board at the October/November round of meetings.
- This amendment is for both the FY 2025/26 - 2029/30 and FY 2026/27 - 2030/31 TIPs since federal funding is involved and the funds must be allocated for the project prior to October 1, 2026, which is FY 2025/26 based on the federal fiscal year and FY 2026/27 based on the state fiscal year.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

TSMO:	To be taken up on October 23, 2026
TAC:	To be taken up on October 23, 2026
CAC:	To be taken up on October 28, 2026
MAC:	To be taken up on November 5, 2026

Staff Recommendation: Recommends approval

Supporting Information: These documents are provided at Section 2:

FDOT letter dated September 17, 2026

Signed Board Resolution No. 26-10

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

09/21/2026 | 3:12 PM EDT

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

RE: Request to Amend Fiscal Year (FY) 2025/26-2029/30 and the Fiscal Year (FY) 2026/27-2030/31 Transportation Improvement Program (TIP)

Dear Mr. Huttmann:

The Florida Department of Transportation (FDOT) respectfully requests that MetroPlan Orlando amend its Fiscal Year (FY) 2025/26–2029/30 and 2026/27-2030/31 Transportation Improvement Programs (TIP) to reflect the following project additions and funding updates for consistency with FDOT's Adopted Five-Year Work Program and the State Transportation Improvement Program (STIP).

This amendment must be completed before the end of the 2026 Federal Fiscal Year, which concludes on September 30, 2026. Therefore, FDOT requests that you use your Emergency Amendment authority to complete and immediately incorporate the programming updates into your FY 2026–2030 and FY 2027–2031 TIP planning documents.

Please complete the requested amendment with your MPO Chair, as outlined in the MetroPlan Orlando Public Participation Plan to officially confirm the amendment has been completed.

Available funding to install 10 Electrical stations within the Orange County Truck Parking Area have been made available through the National Electric Vehicle Infrastructure (NEVI) grant.

Project and funding details are provided in the following table:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
458824-1	Orange County Truck Parking	N/A	N/A	PD&E			
				21	GFEV	$56,342	2027
				22	GFEV	$1,126,833	2027
				29	DIOH	$76,461	2027
					Sub Total	**$1,259,636**	
				Design			
				31	GFEV	$169,025	2028
				32	GFEV	$3,380,499	2028
				39	DIOH	$229,384	2028
					Sub Total	**$3,778,908**	
				Construct			
				52	GFEV	$16,303,143	2028
				56	GFEV	$7,500,000	2028
				59	DIOH	$787,884	2028
					Sub total	**$24,591,027**	
				Const Sup			
				61	GFEV	$56,341	2028
				62	GFEV	$2,253,666	2028
				69	DIOH	$44,386	2028
					Sub Total	**$2,354,393**	
					GRAND TOTAL	**$31,983,964**	

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

Sincerely,

DocuSigned by:
Jonathan Scarfe
9DBC1D0E3EB04EE...

Jonathan Scarfe
Planning Manager, FDOT

c: Alex Trauger, MetroPlan Orlando
Taylor Laurent, MetroPlan Orlando
Steven Buck, FDOT
FDOT D5 Work Program

APPROVED BY
METROPLAN ORLANDO
H. Smith 9/22/2026

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Resolution No. 26-10

Emergency Amendment to the FY 2025/26 – FY 2029/30 & FY 2026/27 – FY 2030/31 Transportation Improvement Programs

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

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2025/26 – FY 2029/30 & FY 2026/27 – 2030/31 Transportation Improvement Programs (TIPs) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, FDOT is requesting that this TIP amendment by approved by the MetroPlan Orlando Board on an emergency basis in order that the federal funds for the project can be authorized in a timely manner; and

WHEREAS, the requested amendment is described as follows:

- FM #458824-1 – Installation of ten new electrical stations at the Orange County Truck Parking Area. Funding is for the planning (PD&E), design (PE), and installation (CST & CEI) of these stations in FY 2027 and FY 2028, and consists of $30,845,849 in National Electric Vehicle Infrastructure grant (GFEV) and $1,138,115 DIOH funds; and

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

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2025/26 – FY 2029/30 & FY 2026/27 – 2030/31 TIPs be approved as requested.

BE IT FURTHER RESOLVED that the aforementioned amendment shall be ratified by the full MetroPlan Orlando Board at its regular scheduled meeting on November 18, 2026.

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: 22nd day of September 2026

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: IX.A. (Section 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of amendments to the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP).

Reason: FDOT is requesting the addition of one (1) project and amending two (2) projects.

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

- FM #458762-1: 5339 Central Florida Regional Transportation Authority DBA LYNX. This amendment adds a new project which is intended for Grants in Fiscal Year (FY) 2027 and consists of $366,705 in state funds (DU);

- FM #450409-1: LYNX Southern Operations Base. This amendment is to an existing project for Grants and adds $10,000,000 in federal funds (FTA) and $2,500,000 in local funds (LF) in FY 2027, $30,000,000 in federal funds (FTA) and $7,500,000 in local funds (LF) in FY 2028, and $40,000,000 in federal funds (FTA) and $10,000,000 in local funds (LF) in FY 2029;

- FM #437472-2: Connect Kissimmee Complete Streets. This amendment is to an existing project for construction (CST) and adds $218,158 in state funds (DIOH) in FY 2027 and $5,903,903 in local funds (LF) in FY 2027;

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

TSMO:	To be taken up on October 23, 2026
TAC:	To be taken up on October 23, 2026
CAC:	To be taken up on October 28, 2026
MAC:	To be taken up on November 5, 2026

Staff Recommendation: Recommends approval.

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

- FDOT amendment letter dated September 14, 2026
- FDOT amendment letter dated October 13, 2026
- Proposed Board Resolution No. 26-11

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

09/14/2026 | 2:50 PM EDT

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

RE: Request to Modify Fiscal Year (FY) 2026/27-2030/31 Transportation Improvement Program (TIP)

Dear Mr. Huttmann,

The Florida Department of Transportation (FDOT) respectfully requests that MetroPlan Orlando amend its Fiscal Year (FY) 2026/27–2030/31 Transportation Improvement Program (TIP) to incorporate the following project additions and funding updates. These changes are needed to ensure consistency with FDOT's Adopted Five-Year Work Program and the State Transportation Improvement Program (STIP).

Two updates in the STIP require inclusion in MetroPlan Orlando's FY 2027–2031 TIP through an amendment:

• Project 450409-1 has been updated to reflect full FTA funding, and the outer-year programming has been added.

• Project 458762-1 is a new project to be included in the TIP. It reflects an award of rural Section 5339 funds managed by FDOT.

Please refer to the table below for the detailed project information and incorporate the updates accordingly.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
450409-1	Lynx Southern Operations Base	N/A	N/A	Grants and Misc	FTA LF FTA LF FTA LF **TOTAL**	$15,300,000 $ 3,825,000 $30,000,000 $ 7,500,000 $40,000,000 $10,000,000 **$106,625,000**	2027 2028 2029
458762-1	5339 Central Florida Regional Transportation Authority DBA Lynx	N/A	N/A	Grants and Misc.	DU **TOTAL**	$366,705 **$366,705**	2027

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

Sincerely,

DocuSigned by:
Jonathan Scarfe
9DBC1D0E3EB04EE...

Jon Scarfe
Planning Manager, FDOT District Five

c: Alex Trauger, MetroPlan Orlando
Taylor Laurent, MetroPlan Orlando
FDOT D5 Work Program

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

10/13/2026 | 8:02 AM EDT

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

RE: Request to Amend Fiscal Year (FY) 2026/27-2030/31 Transportation Improvement Program (TIP)

Dear Mr. Huttmann,

The Florida Department of Transportation (FDOT) respectfully requests that MetroPlan Orlando amend its Fiscal Year (FY) 2026/27–2030/31 Transportation Improvement Program (TIP) to incorporate the following project additions and funding updates. These changes are needed to ensure consistency with FDOT's Adopted Five-Year Work Program and the State Transportation Improvement Program (STIP).

Project 437472-2, which is a LAP project in the current TIP, has received a funding increase for the construction phase that has met the criteria requiring an amendment.

Please refer to the table below for the detailed project information and incorporate the updates accordingly.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
437472-2	Connect Kissimmee Complete Streets (LAP) **Managed by:** City of Kissimmee	John Young Parkway to Main St	1.452	CST	ACSU DIOH LF **TOTAL**	$ 6,582,000 $ 218,158 $ 8,487,745 $ **15,287,903**	2027

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

Sincerely,

DocuSigned by:
Jonathan Scarfe
9DBC1D0E3EB04EE...

Jon Scarfe
Planning Manager, FDOT District Five

c: Alex Trauger, MetroPlan Orlando
Taylor Laurent, MetroPlan Orlando
FDOT D5 Work Program

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Resolution No. 26-11

Amendment to the FY 2026/27 – 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, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendments are described as follows:

- FM #458762-1: 5339 Central Florida Regional Transportation Authority DBA LYNX. This amendment adds a new project to the TIP. The funding is for Grants in FY 2027 and consists of $366,705 in state funds (DU);
- FM #450409-1: LYNX Southern Operations Base. This amendment adjusts an existing project funding for Grants and adds $10,000,000 in federal funds (FTA) and $2,500,000 in local funds (LF) in Fiscal Year (FY) 2027, $30,000,000 in federal funds (FTA) and $7,500,000 in local funds (LF) in FY 2028, and $40,000,000 in federal funds (FTA) and $10,000,000 in local funds (LF) in FY 2029;
- FM #437472-2: Connect Kissimmee Complete Streets. This amendment adjusts an existing project funding for construction (CST) and adds $218,158 in state funds (DIOH) in FY 2027 and $5,903,903 in local funds (LF) in FY 2027; and

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Metropolitan Transportation Plan (MTP).

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendment to the FY 2026/27 – FY 2030/31 TIP be approved as requested.

CERTIFICATE

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

_____

Commissioner Nicole Wilson, Chair

Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
18th day of November 2026

ATTEST: _____

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

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A REGIONAL TRANSPORTATION PARTNERSHIP

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: IX.B. (Section 2)

Roll Call Vote: No

Action Requested: Approval of Strategic Plan Refresh

Reason: Many of the goals & strategies included in MetroPlan Orlando's current Strategic Plan, approved by the Board in December 2019 remain valid; however, it's time to review and refresh to account for changes in staff make-up and significant changes in technology and the way we operate.

Summary/Key Information: With the MetroPlan Orlando Board approval in May to engage the Board's Executive Committee, we initiated work on the Strategic Plan Refresh. Our consultants interviewed the Executive Committee members as well as all current staff members, three former staff members, several past and current advisory committee chairs, and agency stakeholders. In addition, the consultants presented the draft plan to each of our advisory committees as well as members of the Board's Executive Committee and/or key staff members in advance of the MetroPlan Orlando Board meeting.

MetroPlan Budget Impact: The Strategic Plan Refresh was included in the funding provided in our approved budget for FY2025/2026 and FY2026/2027.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval of this request.

Supporting Information: MetroPlan Orlando Strategic Plan Draft Document

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A REGIONAL TRANSPORTATION PARTNERSHIP

STRATEGIC PLAN 2027-2031



NOVEMBER 2026



It's my pleasure to share the MetroPlan Orlando **Strategic Plan for 2027-2031.**

This Strategic Plan was developed by the MetroPlan Orlando staff with input from past and present Board and committee members, as well as our key external partners. It reaffirms our organization's mission, vision, and values. It establishes four strategic priorities to guide our work over the next five years: **planning leadership**, **meaningful engagement**, **regional partnerships**, and **organizational excellence**.

The plan reflects the continued growth and change facing the Central Florida region. It recognizes the evolving role of MetroPlan Orlando as we seek to support a larger, more diverse region, respond to emerging technologies and changing federal and state policies, and strengthen our leadership and partnerships to address new challenges and opportunities.

The plan is intended to provide strategic direction and help focus our staff, technical, and financial resources where they can provide the greatest value to the Central Florida region. It is designed as a high-level blueprint, with the expectation that specific actions will be identified each year to address evolving opportunities and challenges.

I appreciate the time, commitment, and contributions of our staff, Board and committee members, and partners in developing this plan.

As we prepare to celebrate the 50th anniversary of the creation of our predecessor organization and the 30th anniversary of our current name, we remain steadfastly committed to meeting the mobility needs of Central Florida's communities. I look forward to working with all of you to implement this plan and advance our shared vision of a transportation system that safely and efficiently moves people and goods through a variety of options that support Central Florida's vitality.

Gary Huttmann
Executive Director

DRAFT

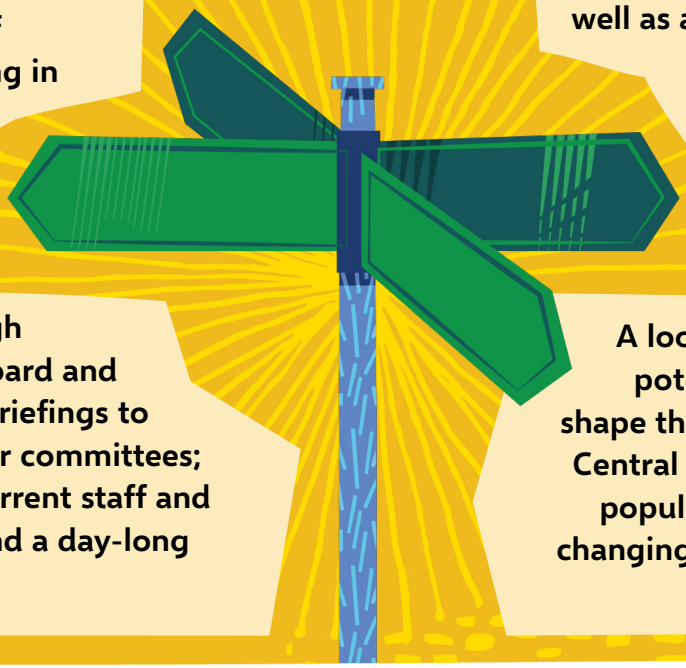
INTRODUCTION

The document presents the 2027-2031 Strategic Plan for MetroPlan Orlando, the metropolitan planning organization (MPO) serving three counties, 21 municipalities, and 2.5 million residents in Central Florida.

This strategic plan was developed from four perspectives. We took:

A look back at our current strategic plan as well as the 50-year legacy of metropolitan planning in Central Florida.

A look outward through interviews with five key external partners, as well as a review of strategic planning practices and organizational structures at 18 peer MPOs in Florida and other states.



A look inward through interviews with 12 Board and committee leaders; briefings to the Board and all four committees; interviews with 18 current staff and three former staff; and a day-long staff workshop.

A look forward to the trends and potential disruptions that could shape the future of transportation in Central Florida, including continued population and economic growth, changing development patterns, and emerging technologies.

The strategic plan reaffirms our vision, mission, and values, and defines four strategic priorities with associated strategies to guide MetroPlan Orlando during the next five years. The strategies were developed with three key principles:

Preserve and enhance MetroPlan Orlando's existing strengths – notably the quality of its staff and its ability to convene regional partners and engage the public – building on the strategies in the existing strategic plan.

Address challenges MetroPlan Orlando has faced in recent years, particularly the staff capacity to manage a growing workload and the need to adapt practices and processes to changing business needs and public expectations.

Envision and begin to position MetroPlan Orlando as an "MPO of the future," taking on a stronger regional leadership role over the next decade and beyond, consistent with emerging policy guidance and national best practices.

VISION, MISSION, & VALUES

Vision | *What We Seek to Achieve*



A transportation system that safely and efficiently moves people and goods through a variety of options that support Central Florida's vitality.

Mission | *Why We Exist*



Advance Central Florida's transportation vision through thoughtful plans, data-informed decision-making, meaningful public engagement, and collaborative partnerships.

Values | *How We Work Together*



Strategic

We are thoughtful and intentional about where we focus our efforts and resources.



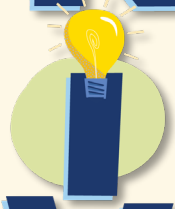
Transparent

We communicate openly and honestly with one another, our partners, and the public, including how we collect, share, and use data.



Reliable

We are consistent and dependable, and we follow through on our commitments.



Innovative

We seek new ideas, approaches, and tools to address evolving needs and opportunities.



Vested

We take pride in our work and are invested in fostering a vibrant workplace and a thriving Central Florida region.



Engaged

We listen, participate, and work together to achieve shared goals.

DRAFT

STRATEGIC PRIORITIES | *What Matters Most*



PLAN
Planning Leadership

Develop implementable plans that reflect best practices and inform decisions by MetroPlan Orlando and its partners.



CONNECT
Meaningful Engagement

Build understanding, trust, and participation by listening to diverse perspectives from across the community.



CONVENE
Regional Partnerships

Bring partners together and strengthen relationships to advance regional transportation priorities.



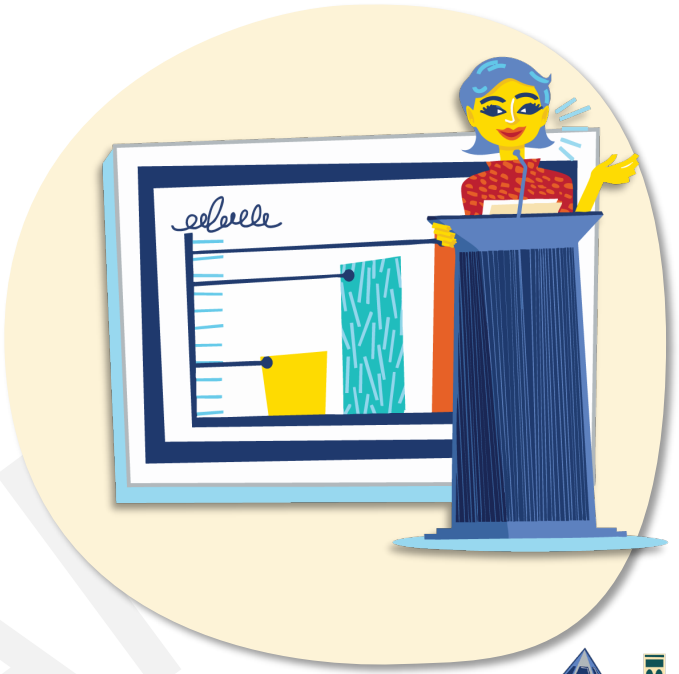
EXCEL
Organizational Excellence

Invest in people and processes to sustain a high-performing MPO.

DRAFT

STRATEGIES | *How We Will Get There*

Planning Leadership (Plan)



Deliver **high-quality core planning products** that work together to advance the region's transportation vision.

Use planning studies, research, and other initiatives strategically to strengthen MetroPlan Orlando's core planning products and advance regional priorities.

Focus MetroPlan Orlando's planning leadership where it can add the **greatest regional value**.

Pursue a strategic planning approach that **connects transportation with broader community, economic, and environmental needs.**

Strengthen the connection between MetroPlan Orlando's planning recommendations and **implementation**.







Meaningful Engagement (Connect)



Coordinate engagement and communications to support MetroPlan Orlando's **planning priorities** and work program.

Integrate public engagement into planning activities at the beginning and throughout key decisions.

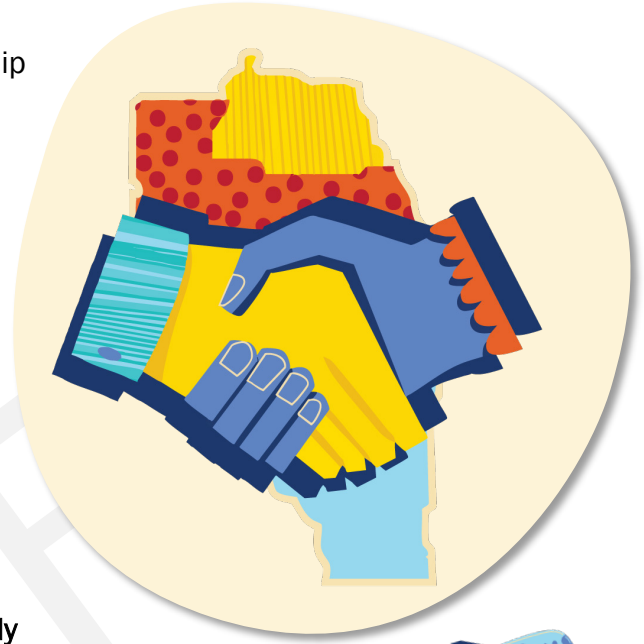
Continue to evolve and tailor MetroPlan Orlando's engagement and communications activities to **connect with the changing needs and interests of different audiences.**

Create new and deepen existing community relationships to support sustained participation in transportation planning.

Build public awareness and understanding of transportation planning, MetroPlan Orlando's role, and the choices facing the region.

STRATEGIES | *How We Will Get There*

Regional Partnership (Convene)



Sustain a strong Board of Directors to provide overall leadership and direction for the MPO.

Enhance committee roles, structures, and agendas to support effectiveness and regional decision-making.

Continue to advance regional priorities through coordinated advocacy, shared responses to emerging regional transportation issues, and pursuit of funding opportunities.

Strengthen collaboration with other MPOs at the regional/superregional level.

Continue to engage with peer MPOs and professional organizations **to share MetroPlan Orlando's expertise and apply lessons learned from others.**





Organizational Excellence (Excel)



Operate as a unified organization by strengthening communication, collaboration, and shared ownership across staff.

Adjust the organizational structure and staffing roles to support Strategic Plan implementation.

Strengthen staff capacity to better support existing responsibilities and anticipated future needs.

Strengthen staff **recruitment, retention, and development.**

Improve consistency and continuity of work processes including succession planning.

Integrate the Strategic Plan into day-to-day operations.

DRAFT

IMPLEMENTATION

This Strategic Plan is designed as a high-level framework and a living document that will guide MetroPlan Orlando during the next five years. Specific implementation activities may include the following:



Integrate the Strategic Plan into day-to-day operations, including onboarding of new staff, Board members, and committee members, and developing annual staff work plans and performance objectives.



Develop an annual action plan that highlights key implementation activities MetroPlan Orlando will undertake each year consistent with this Strategic Plan.



Review and refine organizational structures, staff roles, and committee structures consistent with the Strategic Plan.



Define key metrics to track implementation of the Strategic Plan and report on progress annually.



Continue to explore the future role of MPOs and identify medium- to long-term strategies MetroPlan Orlando should consider to evolve its role and strengthen its regional leadership.

DRAFT

ABOUT METROPLAN ORLANDO

Agencies Represented on the Board of Directors

Seminole County
(unincorporated areas)

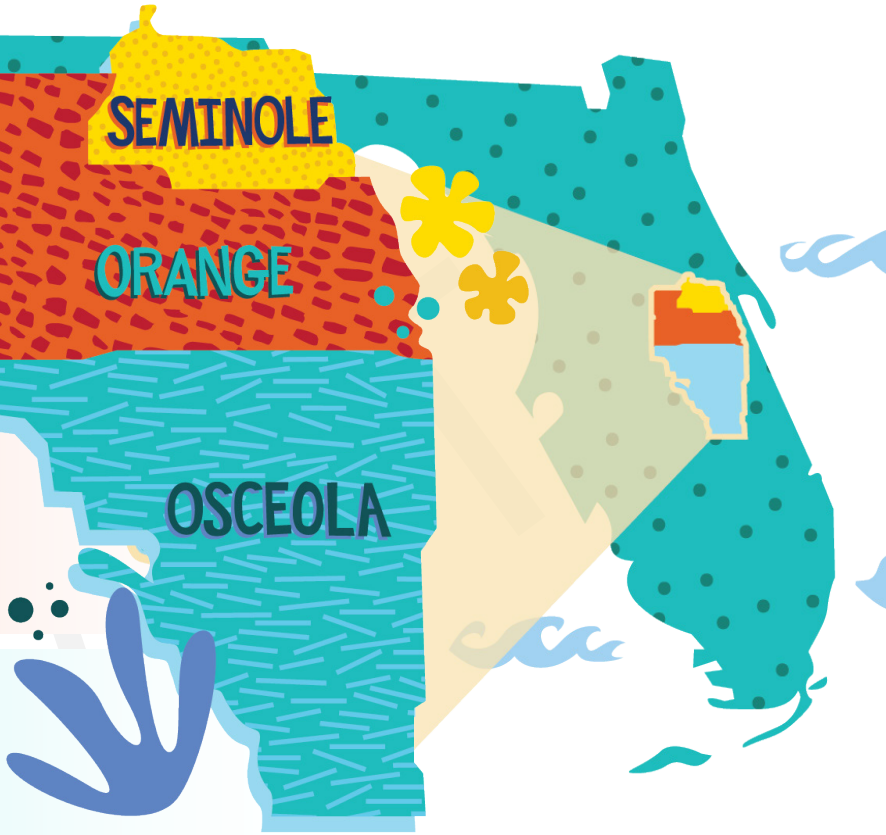
- City of Altamonte Springs
- City of Sanford

Orange County
(unincorporated areas)

- City of Apopka
- City of Orlando

Osceola County
(unincorporated areas)

- City of Kissimmee
- City of St. Cloud



Central Florida Expressway Authority (CFX)

Central Florida Regional Transportation Authority (LYNX)/
Commuter Rail Commission (SunRail)

Florida Department of Transportation District 5

Greater Orlando Aviation Authority (GOAA)

Kissimmee Gateway Airport

Orlando Executive Airport

Sanford Airport Authority





MetroPlanOrlando.gov
250 S. Orange Ave., Suite 200
Orlando, FL 32801

info@MetroPlanOrlando.gov

(407) 481-5672

DRAFT

Board Action Fact Sheet

Meeting Date: November 18, 2026

Agenda Item: IX.C (Section 2)

Roll Call Vote: No

Action Requested: To elect the Board Chair, Vice Chair and Secretary-Treasurer for the period November 18, 2026, through December 8, 2027.

Reason: MetroPlan Orlando's Internal Operating Procedures, as amended September 2023, stipulate that new officers shall be elected at the last scheduled meeting of each calendar year and take effect immediately after the meeting in which they were elected.

Summary/Key Information: The Board's 2026 Officers are as follows:

Chair:	Commissioner Nicole Wilson
Vice Chair:	Commissioner Viviana Janer
Secretary/Treasurer	Commissioner Bob Dallari

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Election of Officers is the MetroPlan Board's decision and is to be consistent with the Board's Internal Operating Procedures.

Supporting Information: Provided at Section 2:

Internal Operating Procedures – Section V. – Board Officers, Board Officer Elections, Election Process, and Board Officer Vacancies- Adopted September 13, 2023

History of Past Chairs Report – 1996-2026

Excerpt from Internal Operating Procedures Approved by the MetroPlan Orlando Board at the September 13, 2023, Meeting

V. Board Officers, Board Officer Elections, Election Process, and Board Officer Vacancies

(1) Board Officers and Officer Duties

(a) The officers of the MetroPlan Orlando Board are the Chairperson, Vice-Chairperson, and Secretary-Treasurer. Each MetroPlan Orlando Board officer shall be from a different local government and shall serve for one (1) year or until he/she is reelected or until his/her successor is elected.

(b) The Chairperson shall preside at all MetroPlan Orlando Board meetings, appoint all board committee members, and shall sign, on behalf of the MPO, all board meeting minutes, resolutions, agreements, and other documents approved by action of the MetroPlan Orlando Board. The Chairperson shall have the authority to call special meetings of the MetroPlan Orlando Board and Board Committees, and/or may cancel any regularly scheduled meeting. The Chairperson shall also preside over the board officer election process.

(c) The Vice-Chairperson shall assume the duties and responsibilities of the Chairperson in his/her absence, including having signatory authority where applicable.

(d) The Secretary-Treasurer shall be responsible for ensuring the minutes and records of MetroPlan Orlando are kept in proper order and shall assume the duties and responsibilities of the Chairperson in the absence of both, the Chairperson and Vice-Chairperson.

(e) In the absence of all three board officers, the Immediate-Past Chairperson may preside over the meeting where a quorum is established. A temporary chairperson may also be elected by majority vote at said meeting to serve as Chairperson for the purpose of conducting the business of the MetroPlan Orlando Board.

(2) **Board Officer Elections**

(1) The last scheduled meeting of each calendar year shall be known as the Annual Meeting of MetroPlan Orlando and shall be for the purpose of electing new board officers and conducting such other business as may come before the members. MetroPlan Orlando shall elect from its voting membership a Chairperson, Vice-Chairperson and Secretary-Treasurer.

(2) Each officer shall be from a different local government or transportation agency.

(3) Each member so elected shall serve for one (1) year or until he/she is reelected or until his/her successor is elected. The Chairperson, Vice Chairperson and Secretary-Treasurer's terms of office shall be limited to two (2) consecutive one (1) year terms and neither shall be eligible again until two (2) additional years have elapsed, nor shall either be succeeded by a member from the same local government or agency for his/her respective office.

(4) The Chairperson of the MetroPlan Orlando Board shall preside over and facilitate the election of officers for the ensuing year.

(5) The newly elected officers shall be declared installed and shall assume the duties of office upon adjournment of the meeting where the board officer elections are held, or as designated by the board.

(3) **Election Process**

The election of board officers shall take place in the following order:

- The nomination process shall begin with the current Chairperson accepting nominations for the office of incoming Chairperson.
- When nominations are complete, the Chairperson shall accept a motion to close the nominations.
- Should only one person be nominated, that nominee shall be declared elected to the office by acclamation.
- When more than one person is nominated, a roll call vote shall be conducted by the Agency Clerk.
- If a candidate receives the majority of voice votes, he or she shall be declared elected to the office.

- Upon completion of the election of the incoming Chairperson, the election of Vice-Chairperson, followed by the election of Secretary-Treasurer, shall take place in the same manner described above.

(4) Board Officer Vacancies

If the Chairperson is unable to complete his/her term, the Vice-Chairperson shall serve as Chairperson until the next regular election. Vice-Chairperson or Secretary-Treasurer vacancies shall be filled by majority vote of the MetroPlan Orlando Board for the term balance remaining for said office. Officers elected to fill a term balance must be from the same jurisdiction as the previous office holder.

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

History of Past Chairs Report

Feb 1996 – Jan 1997	Orange County Commissioner Bill Donegan
Feb 1997 – Jun 1997	Orange County Commissioner Mary I. Johnson
Jul 1997 – Jun 1998	Seminole County Commissioner Randy Morris
Jul 1998 – Jun 1999	Osceola County Commissioner Mary Jane Arrington
Jul 1999 – Jun 2000	Osceola County Commissioner Mary Jane Arrington
Jul 2000 – Jun 2001	Orange County Commissioner Ted Edwards
Jul 2001 – Jun 2002	Seminole County Commissioner Dick Van Der Weide
Jul 2002 – Jun 2003	City of Kissimmee Commissioner Wendell J. McKinnon
Jul 2003 – Jun 2004	Orange County Commissioner Ted Edwards
Jul 2004 – Nov 2004	Seminole County Commissioner Daryl McLain
Dec 2004 – Dec 2005	Seminole County Commissioner Randall C. Morris
Jan 2006 – Dec 2006	City of Kissimmee Commissioner Wendell J. McKinnon
Jan 2007 – Dec 2007	Orange County Commissioner Linda Stewart
Jan 2008 – Dec 2008	Seminole County Commissioner Carlton Henley
Jan 2009 – Dec 2009	Osceola County Commissioner John Quinones
Jan 2010 – Dec 2010	Orange County Commissioner Bill Segal
Jan 2011 – Dec 2011	Seminole County Commissioner Bob Dallari
Jan 2012 – Dec 2012	Osceola County Commissioner Brandon Arrington
Jan 2013 – Dec 2013	City of Orlando Commissioner Daisy W. Lynum
Jan 2014 – Dec 2014	Seminole County Commissioner Bob Dallari
Jan 2014 – Dec 2015	City of Kissimmee Mayor Jim Swan
Jan 2016 – Dec 2016	Orange County Commissioner Scott Boyd
Jan 2017 – Dec 2017	Seminole County Commissioner Bob Dallari
Jan 2018 – Dec 2018	Osceola County Commissioner Cheryl Grieb

Jan 2019 – Dec 2019	Orange County Commissioner Betsy VanderLey
Jan 2020 – Dec 2020	Seminole County Commissioner Bob Dallari
Jan 2021 – Dec 2021	Osceola County Commissioner Viviana Janer
Jan 2022 – Dec 2022	Orange County Commissioner Mayra Uribe
Dec 2023 – Dec 2023	Orange County Commissioner Mayra Uribe
Dec 2023 – Dec 2024	Osceola County Commissioner Cheryl Grieb
Dec 2024 – Dec 2025	Seminole County Commissioner Bob Dallari
Dec 2025 – Mar 2026	*Orange County Commissioner Christine Moore*
Mar 2026 – Nov 2026	*Orange County Commissioner Nicole Wilson*

Section 3

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

November 18, 2026

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

From: Gary Huttmann, Executive Director

Subject: Executive Director's Report for September 9

- Staff attended the Healthy Seminole Collaborative Meeting on September 10
- I met with former Senator Linda Stewart on September 11
- I met with a representative of the Florida Greenways & Trails Foundation on September 11
- I attended the AMPO Conference beginning September 14 through the 18th
- I met with Cambridge Systematics on September 16th to discuss progress on the Strategic Plan Refresh
- I moderated a Vision Zero Safety Panel at the AMPO Conference on September 17th
- I met with Osceola County Staff members on September 21st to discuss a potential Lake-to-Lake Regional Trail Master Plan
- I met with Dale Allen on September 22nd to discuss the Lake-to-Lake Regional Trail
- I began my one-on-one meetings on September 23rd with staff following the Strategic Plan Refresh staff workshop
- I met with the Corbin Group on September 23rd to discuss Alex Trauger's Executive Leadership Training
- I participated in the CFMPOA Director's meeting on September 23rd
- I met with the Strategic Plan Refresh Team on September 25th
- Staff attended the FDOT Safety Steering Committee Meeting on September 25th
- I participated in a series of meetings during the week of September 28th on Strategic Plan Priorities
- I attended the Osceola County State of the County Event on September 30
- Virginia, Lara and I met with Commissioner Dallari on October 6th to discuss the Regional Micromobility Safety Initiative
- I met with Apopka Mayor Nesta and Commissioners Velazquez and Baron on October 7th for a MetroPlan Board Orientation
- I attended the CFMPOA meeting on October 9th
- I met with our State Lobbyists on October 14th to discuss Legislative Priorities
- I participated in the Blind Experience on October 15th
- I met with Commissioner Dallari and other Seminole County staff on October 16th to discuss their SCOUT program

- I attended the NARC Executive Director's Conference beginning October 18th and through the 21st
- I attended the UCF SPA 50th Anniversary Event on October 22nd
- I met with Secretary Tyler on October 23rd to discuss MetroPlan priorities and the LAP program
- I met with Nancy Clutts from the Corbin Group on October 27th as part of Alex Traugers Executive Leadership program
- I attended the CAC meeting on October 28th
- I chaired the UCF Planning Advisory Board Meeting on October 28th
- I attended the MPOAC Staff Directors meeting on October 29th
- I attended the MPOAC Governing Board Meeting on October 29th
- I attended the MPOAC Policy & Technical Committee Meeting on October 30th
- I attended the WTS Scholarship & Awards Event on November 5th
- Staff (Jady Chen) attended the Florida Greenways & Trails Summit from November 8 through the 10th representing MetroPlan Orlando on my behalf
- I met with Commissioner Dallari on November 12th for a MetroPlan Orlando agenda review
- I attended the TDLCB Meeting on November 12th
- I met with Board Member Koupelousos on November 12th for a MetroPlan Orlando agenda review
- I met with Commissioner Semrad on November 12th for a MetroPlan Orlando agenda review
- I met with Commissioner Uribe on November 12th for a MetroPlan Orlando agenda review
- I met with Commissioner Wilson on November 12th for a MetroPlan Orlando agenda review
- I attended the TAKEOFF 2026 Event on November 13th at OIA
- I met with Mayor Espinosa on November 16th for a MetroPlan Orlando agenda review
- I met with Deputy Mayor Gilbert on November 16th for a MetroPlan Orlando agenda review
- I met with Commissioner Janer on November 17th for a MetroPlan Orlando agenda review

<u>FDOT</u>

- I continue regular monthly meetings with FDOT leadership
- Currently focused on working with the newly appointed Planning Director for District 5
- Have regular meetings with FDOT to discuss the Lake-to-Lake Regional Trail

<u>Association of Metropolitan Planning Organizations</u>

- 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

<u>National Association of Regional Councils</u>

- I continue to participate in regularly scheduled meetings of the NARC Executive Directors Council
- I attended the NARC Executive Director's Council meeting from October 18th through the 21st

Florida Department of Transportation
RON DESANTIS
GOVERNOR
605 Suwannee Street
Tallahassee, FL 32399-0450
JARED W. PERDUE, P.E.
SECRETARY

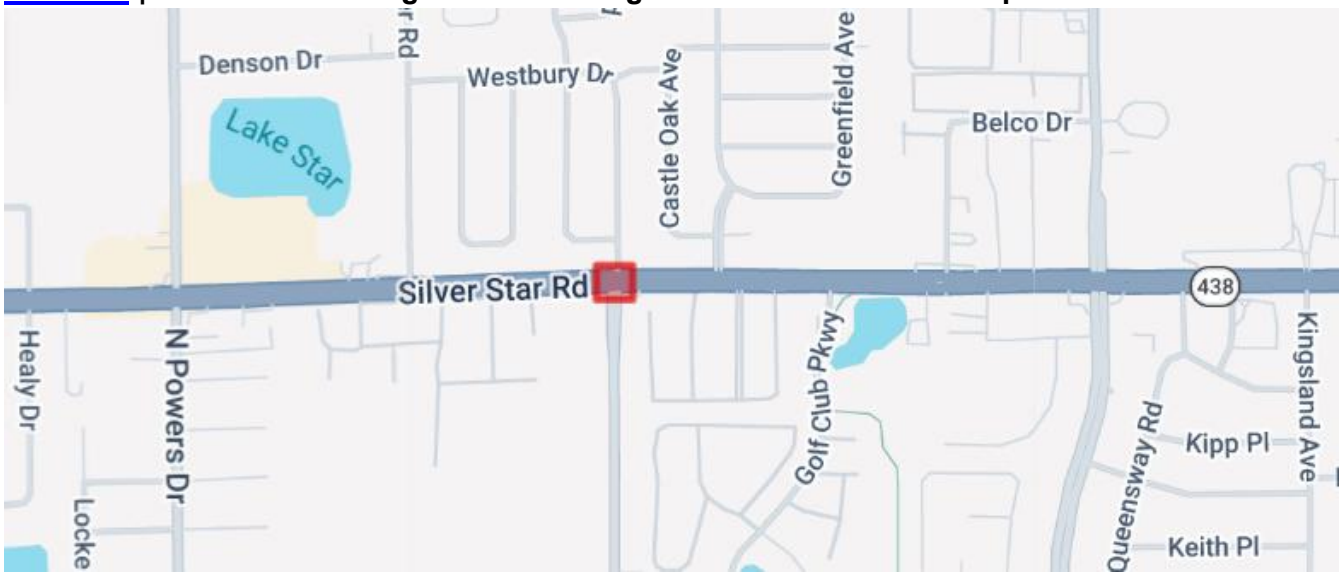
Orange, Osceola, and Seminole Counties
Project Status Update as of September 4, 2026

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

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

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

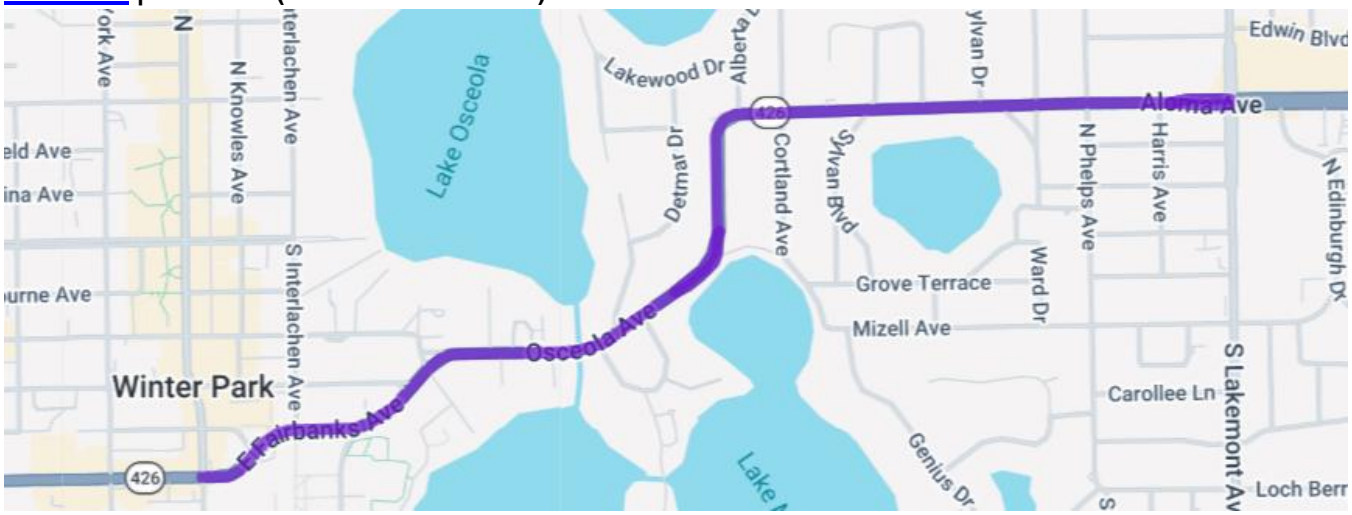


- Contract: T5878
- Contractor: Traffic Control Devices, LLC.
- Project Cost: $1.1 million
- Project Start: September 2026
- Estimated Completion: Early 2027

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:

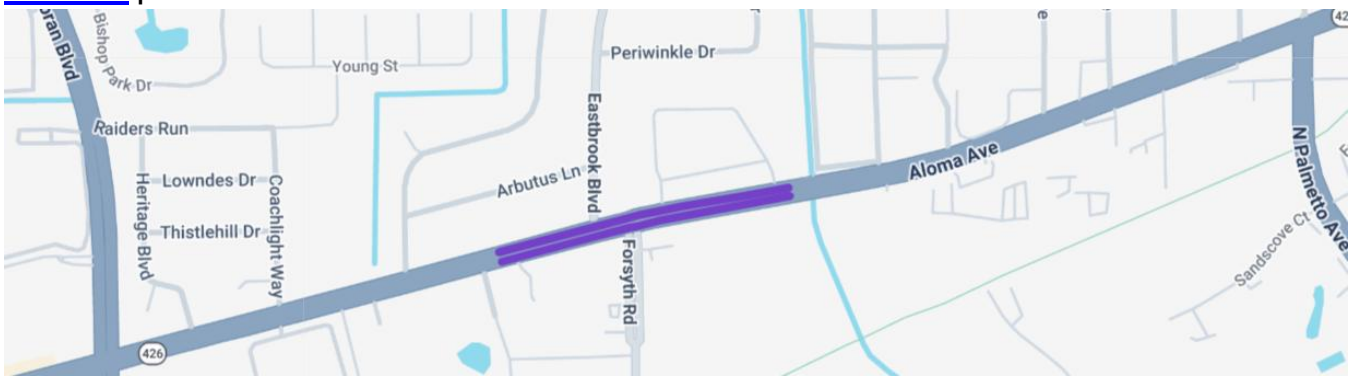
451282-2 | S.R. 426 (Fairbanks Avenue) from South Park Avenue to North Lakemont Avenue



- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: $8.88 million
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The goal of this project is to enhance safety along a segment of Fairbanks Avenue (State Road (S.R.) 426) from South Park Avenue to North Lakemont Avenue in Winter Park, near Rollins College. In addition to resurfacing the roadway, the project will introduce several features designed to encourage safer driving speeds and heighten driver awareness near the curve at Brewer Avenue. The project also aims to improve pedestrian connectivity. Planned improvements include raised intersections, speed tables, upgraded pavement markings and signage, and reconstruction of an existing wall. Three new midblock crossings equipped with Pedestrian Hybrid Beacons will also be installed near Henkel Circle, Trismen Park, and Fletcher Place. These design features were developed with input from a 2019 coalition project that invited participation from local property owners, residents, businesses, government partners, and other interested individuals. The project will be constructed with FPID No. 450775-1.

Update: The contractor is performing concrete and signal work at the raised midblock crossings.

450775-1 | S.R. 426 from west of Eastbrook Boulevard to east of Oak Reserve Lane

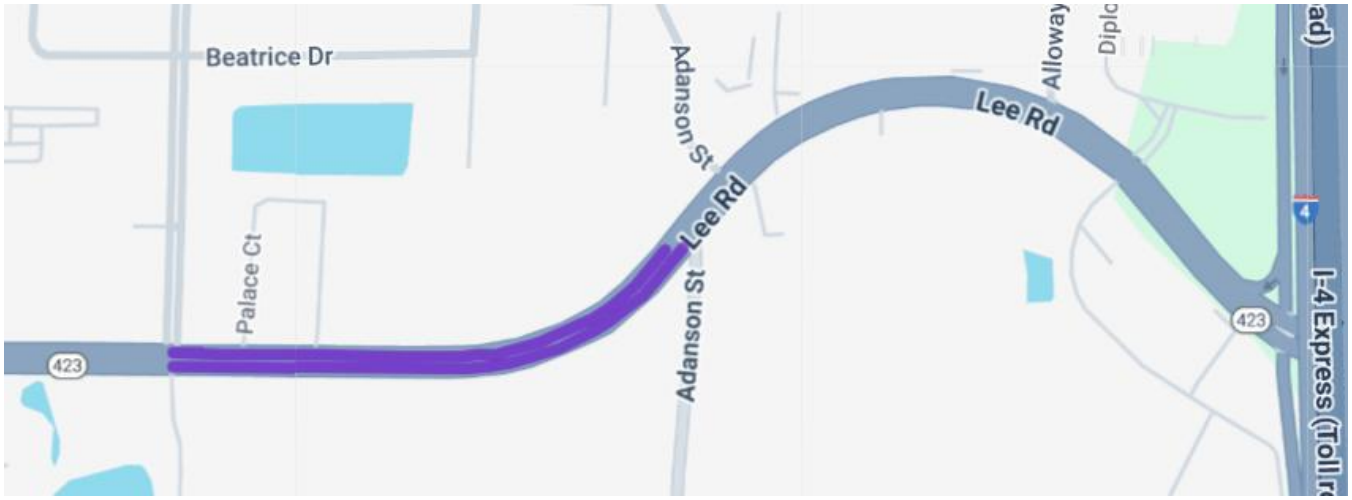


- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: $643,000

- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The purpose of this project is to resurface Aloma Avenue (State Road (S.R.) 426) from west of Eastbrook Boulevard to east of Oak Reserve Lane. The project will also upgrade pedestrian curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. The project will be constructed with FPID No. 451282-2.

Update: Milling and resurfacing are expected to begin in late 2026 and run concurrently with resurfacing on 451282-2.

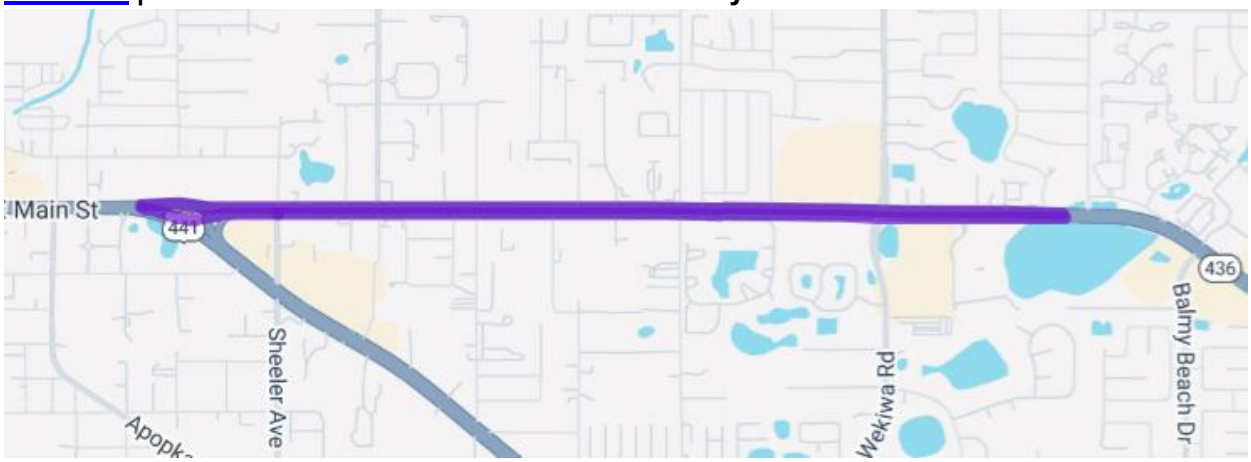
449214-1 | S.R. 423 from Kingswood Drive to Adanson Street



- 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 installing drainage structures, repairing manholes, and performing concrete work. During the first week of September, the contractor plans to install the remaining three strain poles along the corridor, after which they will install span wires.

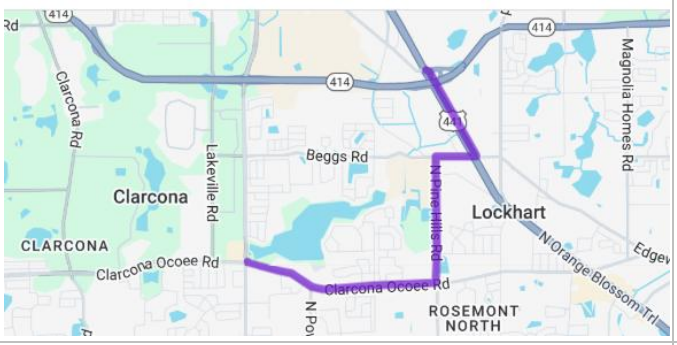
450640-1 | S.R. 436 from U.S. 441 to Seminole County Line



- 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 installing thermoplastic pavement markings along the corridor, with final acceptance expected in mid-September.

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

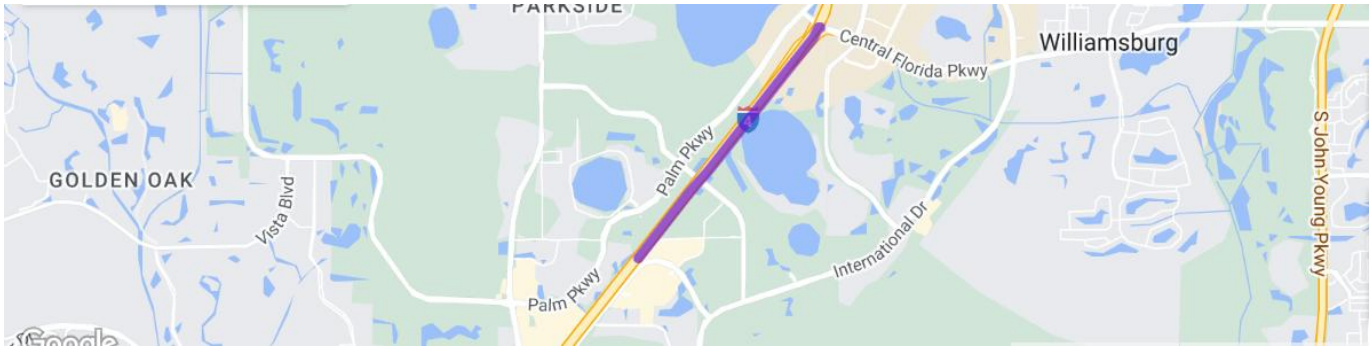
436433-1 Coast to Coast Trail - Orange County Gap Trail Segment 2	**447104-1 U.S. 441 from S.R. 50 to S.R. 414 Ramps**
	
The purpose of this project is to construct a multi-use trail facility that will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiva Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.	The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety. Other improvements include the installation of bike lanes in select locations, filling sidewalk gaps, and reconstructing pedestrian curb ramps

	to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow. Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

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

Update: Work continues on roadway paving and sidewalk reconstruction throughout the project. On U.S. 441, crews are continuing to work on the S.R. 414 on-ramp. The contractor continues work on sidewalks, bike separators, electrical work, signage, and medians. On the Coast-to-Coast Trail, crews are finalizing utility work.

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 is cleaning up the worksite and finalizing punch list items for the installation period before going into the two-year establishment period.

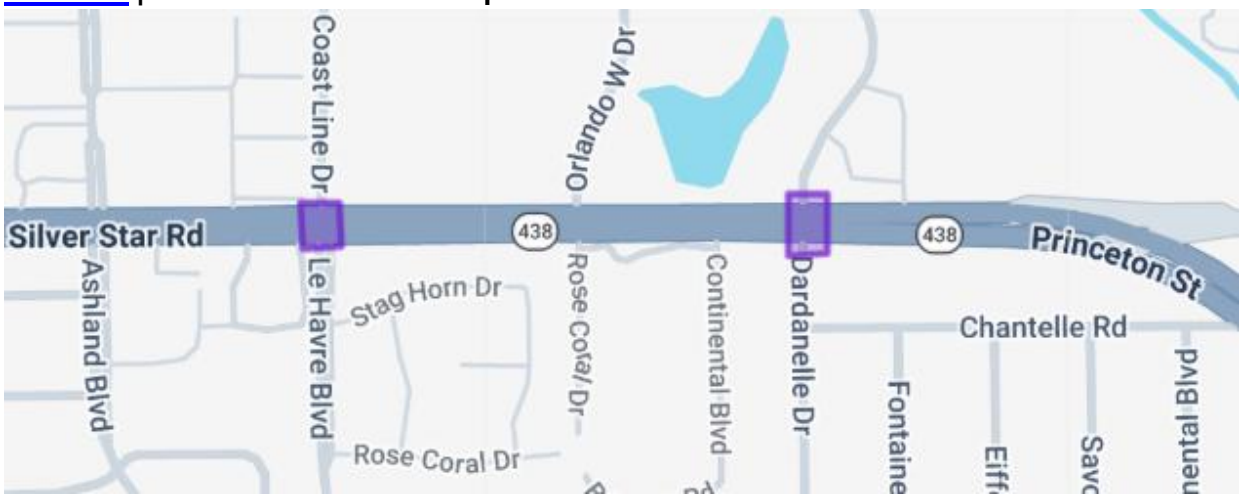
444315-3 | S.R. 400 from west of S.R. 536 to west of S.R. 528	444315-1 | I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435
	
The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction course and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536 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.	This project will convert the Sand Lake Road and I-4 interchange into a Diverging Diamond Interchange (DDI). Unlike a conventional interchange, the lanes in a DDI cross over to the left side of the roadway at a traffic signal. That limits the number of traffic signal phases and allows drivers to make left turns without crossing oncoming traffic. The lanes then change back to the right side of the road at another traffic signal. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency. In a variation of the typical DDI design, the reconfigured interchange will include a new loop ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling westbound on Sand Lake Road who want to access Turkey Lake Road south of the interchange will no longer turn left across traffic. Instead, they will enter the loop ramp on the right and pass over Sand Lake Road. At the end of the ramp, they can choose to travel north or south on Turkey Lake Road. Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. 444315-3. The combined construction cost is $219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.

- Contract: E59A6

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

Update: Crews shifted traffic onto a new eastbound I-4 exit ramp on Tuesday, August 18. Crews are now excavating for a new retention pond in that area. Crews are setting bridge beams for eastbound I-4 general use lanes. Crews completed the first span on August 25 and have set three beams so far this week for the second span, with four to go. Other work includes Turkey Lake Road curb/sidewalk work and future I-4 Express Lane paving.

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 is awaiting transformer installation at the new signals.

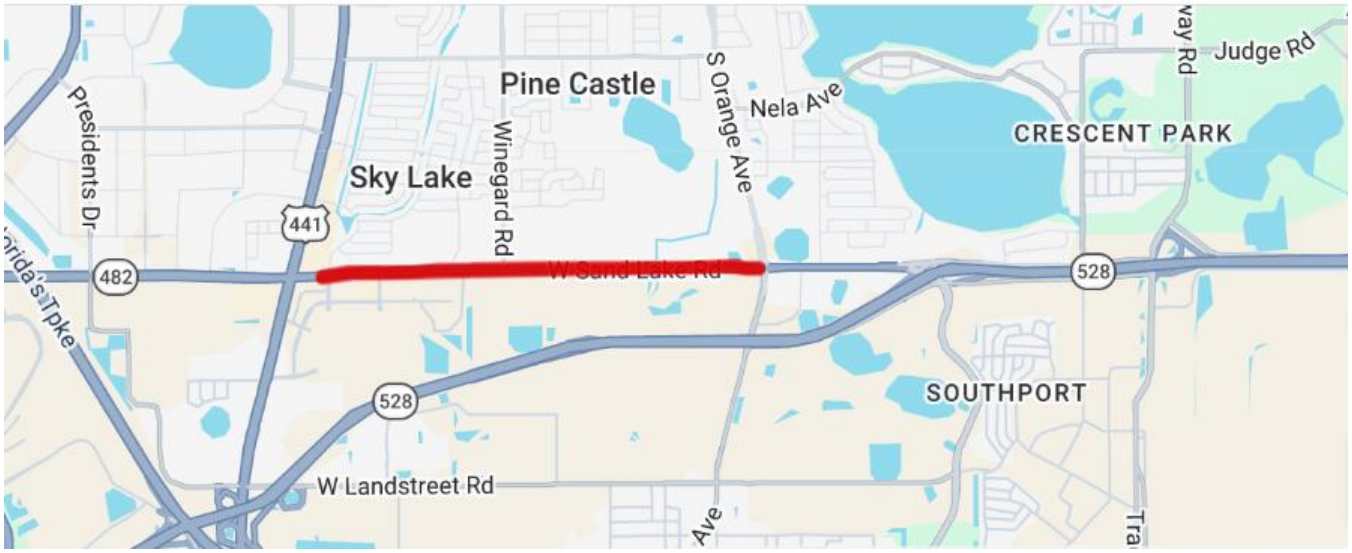
445772-1 | U.S. 441 at Clarcona-Ocoee Road



- 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 sidewalk, signalization work, sodding, and curb and gutter work.

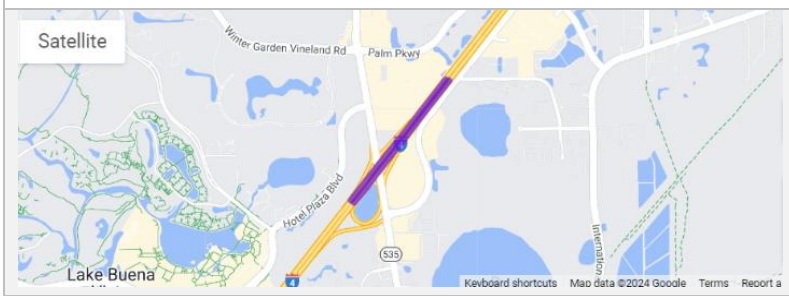
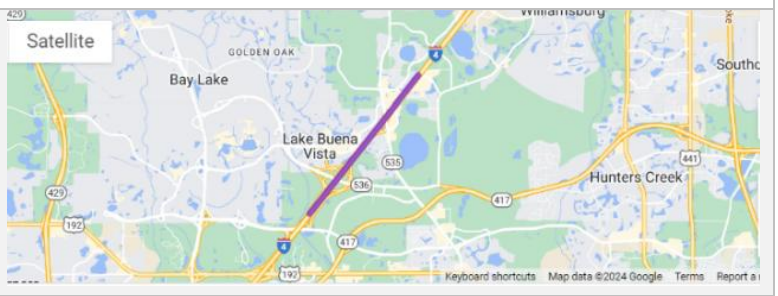
450638-1 | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue



- 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 continues to work on curb ramps, paving, shoulder grading, and cleanup.

448914-1 & 449771-1 | I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
	
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.	**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.

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

Update: Crews completed a westbound I-4 traffic shift closer to the median on Monday, August 24. With the shift complete, crews will install drainage, relocate the barrier wall, and place asphalt along westbound I-4 and the westbound I-4 entrance ramp. Crews are also preparing to shift westbound I-4 entrance ramp traffic to new asphalt in late September or early October. Other activities include drainage, utility, and barrier wall installation, including 4-inch force main installation in the median of Apopka-Vineland Road.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

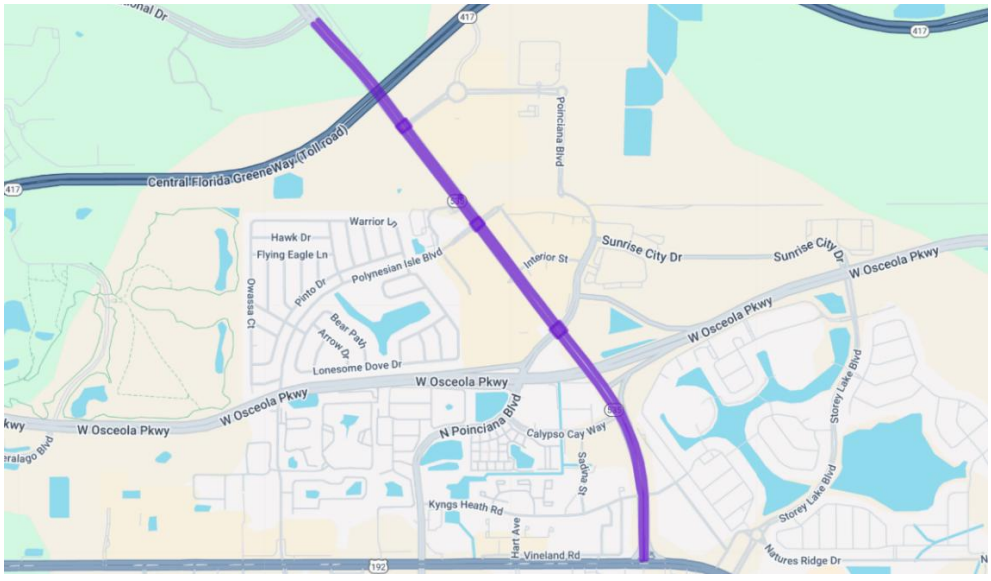
443702-1 | S.R. 60 EB & WB Passing Lanes from Blanket Bay Slough to Peavine Road



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

Update: The contractor continues to work on drainage.

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: Fall 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

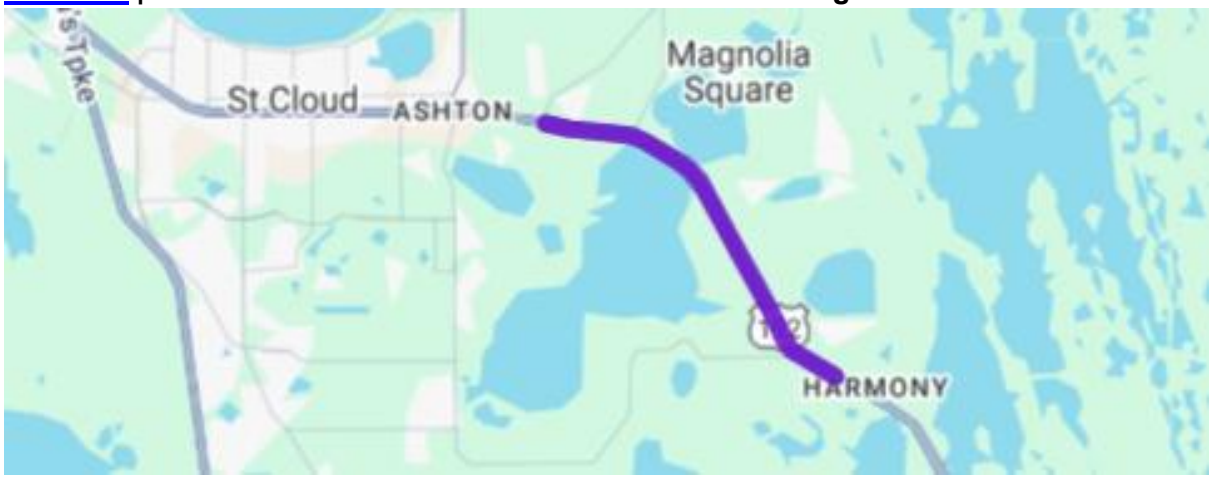


- Contract: T5843
- Contractor: Hubbard Construction Co.
- Construction Cost: $26 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. 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 continues working on erosion control, maintenance, and milling and resurfacing.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

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 project received final acceptance on 8/3/26.

Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

439040-1 | S.R. 434 at C.R. 427 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: $4.8 million
- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to improve operations at the intersection of State Road (S.R.) 434 and County Road (C.R.) 427 (S. Ronald Reagan Boulevard) by including additional turn lanes. The project begins at South Milwee Street and extends to just west of South Oleander Street. The proposed improvements will create dual left turns for the east and westbound traffic on S.R. 434 to C.R. 427. A new exclusive right-turn lane will be added for the eastbound S.R. 434 traffic turning onto C.R. 427. The project will also include bike lanes on S.R. 434 from South Milwee Street to C.R. 427, as well as minor drainage, sidewalk, and signalization improvements. This project was designed by Seminole County. Right of way was purchased by FDOT. The project will be constructed with the State Road 434 safety improvements project (443838-1).

443838-1 | S.R. 434 Intersection Improvements

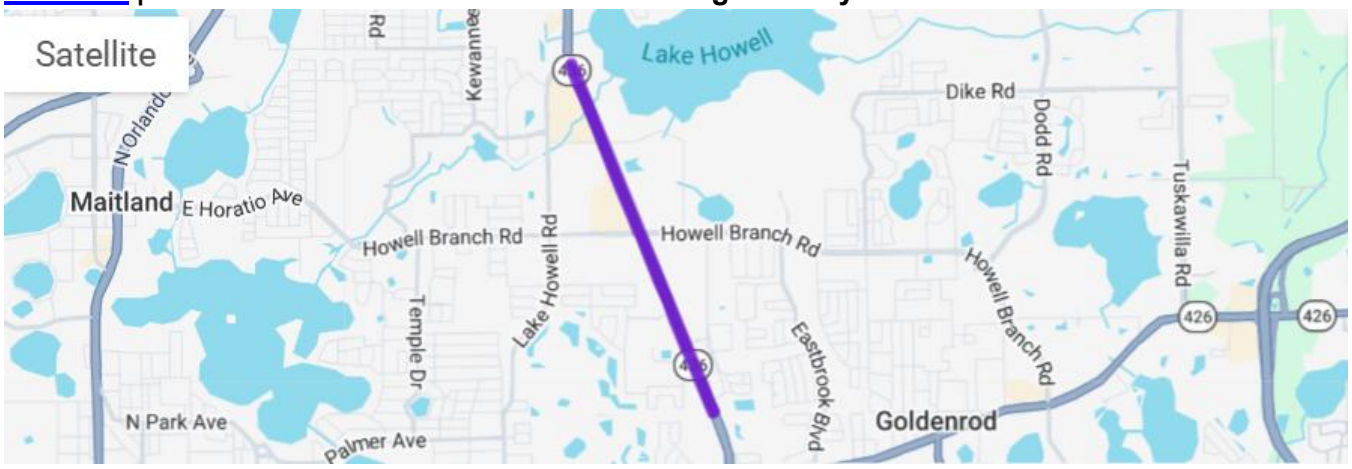


- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: $1.8 million

- Project Start: November 2026
- Estimated Completion: Early 2028
- **Description:** The purpose of this project is to make safety improvements on State Road (S.R.) 434 at five signalized intersections: Rangeline Road, Florida Central Parkway, Grant Street, Wayman Street and U.S. 17-92. Planned improvements include sidewalk repairs and enhancements, reconstruction of curb ramps to meet current Americans with Disabilities Act (ADA) standards, and upgrades to pedestrian signals for improved accessibility and visibility. Additionally, the project plans improvements to make U-turns safer at the Wayman Street and Grant Street intersections. The project will be constructed with the County Road 427 intersection improvements project (439040-1).

SEMINOLE COUNTY CURRENT 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 contractor is currently constructing the concrete channelizing islands while continuing milling and resurfacing operations.

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

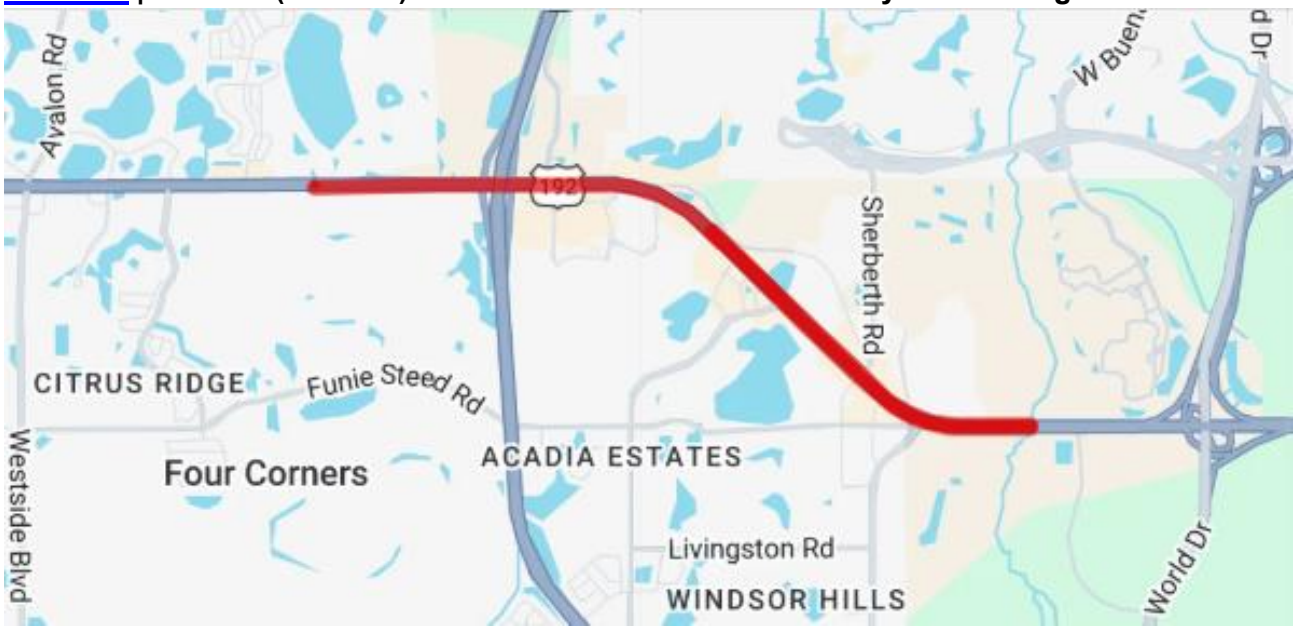
Orange, Osceola, and Seminole Counties
Project Status Update as of October 2, 2026

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

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

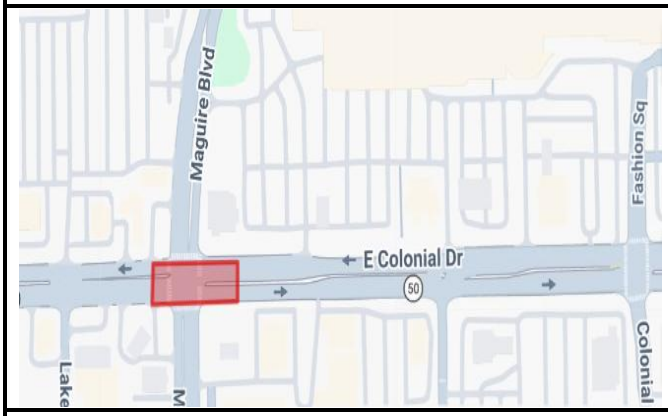
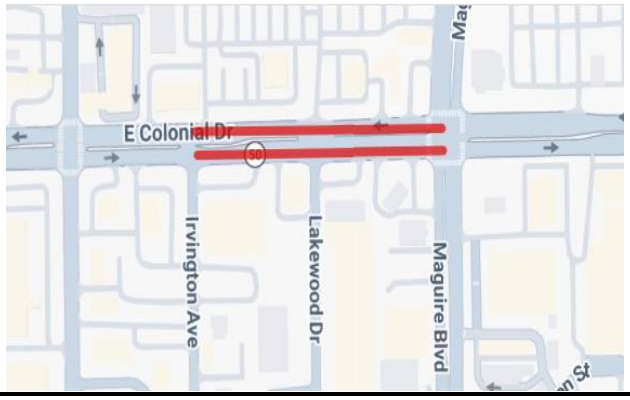
450953-1 | U.S. 192 (S.R. 530) from west of S.R. 429 to the Reedy Creek Bridge



- Contract: E50G2
- Contractor: Hubbard Construction
- Project Cost: $5.7 million
- Project Start: October 2026
- Estimated Completion: Spring 2027

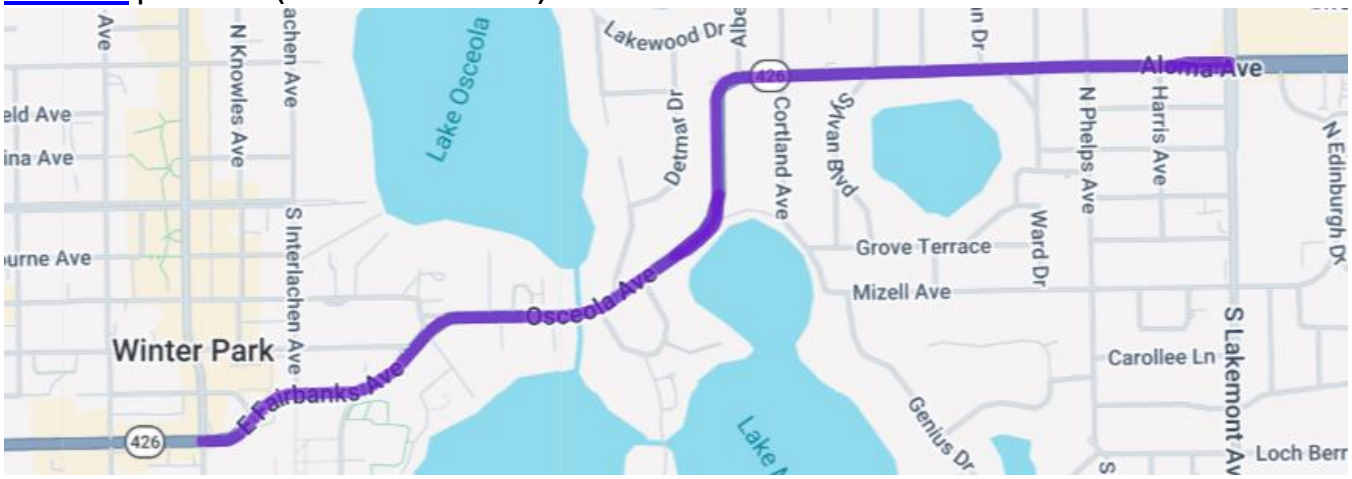
Description: This project -will repave a section of U.S. 192 (State Road (S.R.) 530/West Irlo Bronson memorial Highway) from west of S.R. 429 to the Reedy Creek Bridge. The purpose of the project is to maintain a safe and reliable driving surface and extend the life of the roadway. Other planned improvements include upgrading pedestrian curb ramps where feasible in accordance with current Americans with Disabilities Act (ADA) standards and refreshing signs and pavement markings.

447593-1 & 437131-1 | S.R. 50 Drainage and Intersection Improvements

447593-1 | S.R. 50 at Maguire Boulevard	437131-1 | S.R. 50 from Irvington Avenue to Maguire Boulevard
	
• Contract: T5890 • Contractor: Watson Civil Construction Inc. • Project Cost: $2 million • Project Start: October 2026 • Estimated Completion: Late 2027 • **Description:** The purpose of this project is to provide crash reduction countermeasures at the intersection of State Road (S.R.) 50 (East Colonial Drive) and Maguire Boulevard. Improvements will include reconstructing the traffic signal with mast arms, replacing curb ramps at all four corners, and installing new pedestrian features.	• Contract: T5890 • Contractor: Watson Civil Construction Inc. • Project Cost: $3.4 million • Project Start: October 2026 • Estimated Completion: Late 2027 • **Description:** The purpose of this project is to alleviate localized flooding at the intersection and adjacent properties along State Road (S.R.) 50 (East Colonial Drive) at Maguire Boulevard in Orlando. The project will increase drainage capacity by adding two pipes on Lakewood Drive and Maguire Boulevard and adding inlets to collect the stormwater. Minor improvements during reconstruction of the roadway are also included. S.R. 50 within the project limits is a six-lane divided highway. Maguire Boulevard is a City of Orlando facility with two through lanes in each direction at the intersection, plus dedicated turn lanes. Lakewood Drive is a City of Orlando facility with one lane in each direction. Open trench excavation will be required to replace the pipes.

ORANGE COUNTY CURRENT PROJECTS:

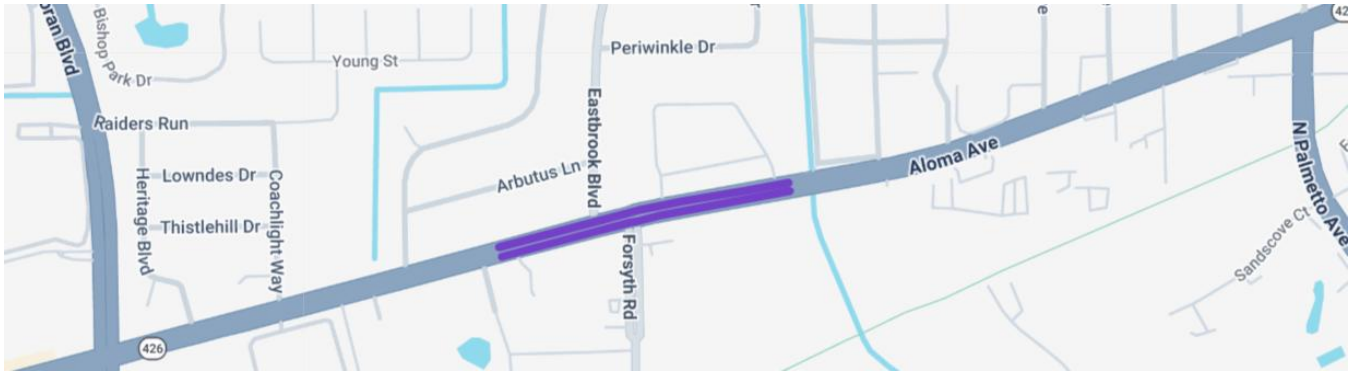
451282-2 | S.R. 426 (Fairbanks Avenue) from South Park Avenue to North Lakemont Avenue



- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: $8.88 million
- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The purpose of this project is to enhance safety along a segment of Fairbanks Avenue (State Road (S.R.) 426) from South Park Avenue to North Lakemont Avenue in Winter Park, near Rollins College. In addition to resurfacing the roadway, the project will include several features designed to encourage safer driving speeds and heighten driver awareness near the curve at Brewer Avenue. The project also aims to improve pedestrian connectivity. Planned improvements include raised intersections, speed tables, upgraded pavement markings and signage, and reconstruction of an existing wall. Three new midblock crossings equipped with Pedestrian Hybrid Beacons will also be installed near Henkel Circle, Trismen Park, and Fletcher Place. These design features were developed with input from a 2019 coalition project that invited participation from local property owners, residents, businesses, government partners, and other interested individuals. The project will be constructed with FPID No. 450775-1.

Update: The contractor continues to perform concrete and signal work at the raised crossings.

450775-1 | S.R. 426 from west of Eastbrook Boulevard to east of Oak Reserve Lane

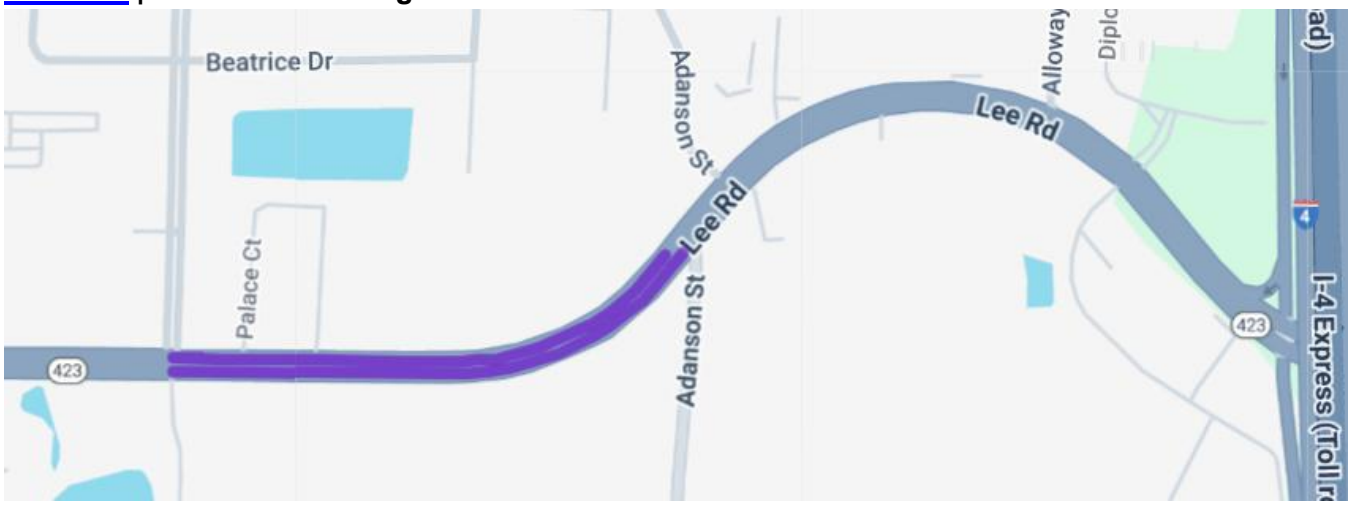


- Contract: T5874
- Contractor: Masci General Contractors Inc.
- Project Cost: $643,000

- Project Start: August 2026
- Estimated Completion: Fall 2027
- **Description:** The purpose of this project is to resurface Aloma Avenue (State Road (S.R.) 426) from west of Eastbrook Boulevard to east of Oak Reserve Lane. The project will also upgrade pedestrian curb ramps as needed in accordance with current Americans with Disabilities Act (ADA) standards. The project will be constructed with FPID No. 451282-2.

Update: Milling and resurfacing are expected to begin in late 2026 and run concurrently with resurfacing on 451282-2.

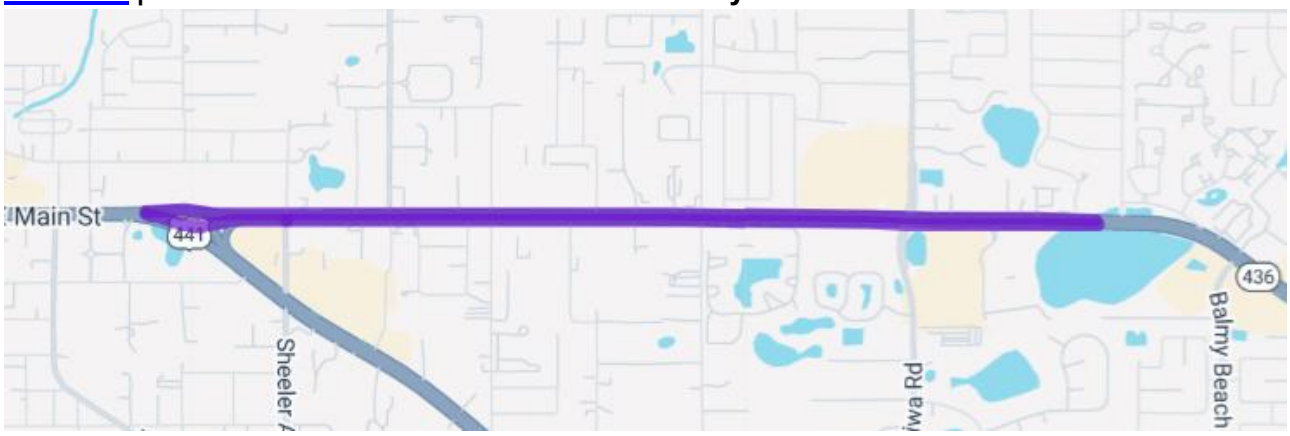
449214-1 | S.R. 423 from Kingswood Drive to Adanson Street



- 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 continues to focus on drainage structure installation, traffic separator construction, and concrete curb work. The remaining three strain poles along the corridor have been erected, with span wire installation currently pending.

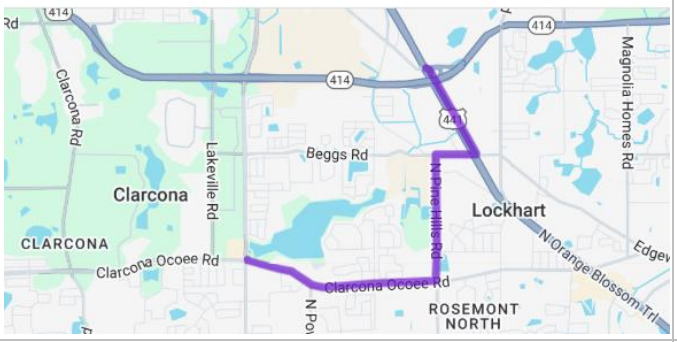
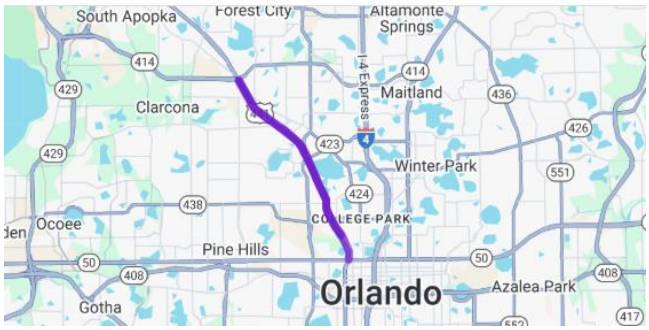
450640-1 | S.R. 436 from U.S. 441 to Seminole County Line



- 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 work on final punch list items, with final acceptance now expected for mid-October.

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

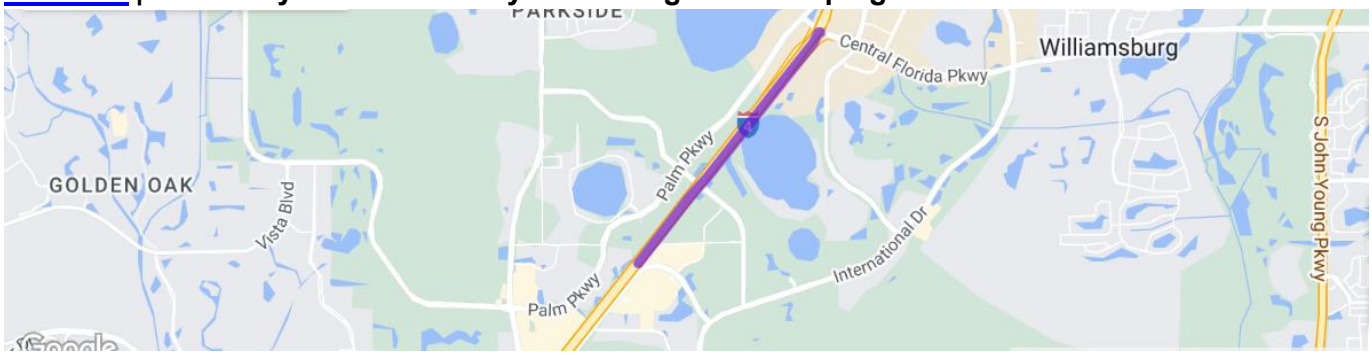
436433-1 Coast to Coast Trail - Orange County Gap Trail Segment 2	**447104-1 U.S. 441 from S.R. 50 to S.R. 414 Ramps**
	
The purpose of this project is to construct a multi-use trail facility that will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiva Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.	The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety. Other improvements include the installation of bike lanes in select locations, filling sidewalk gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act

	(ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow. Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

- Contract: T5851
- Contractor: Jr. Davis Construction Co. Inc.
- Project Cost: $35.2 million
- Project Start: October 2025
- Estimated Completion: Early 2027

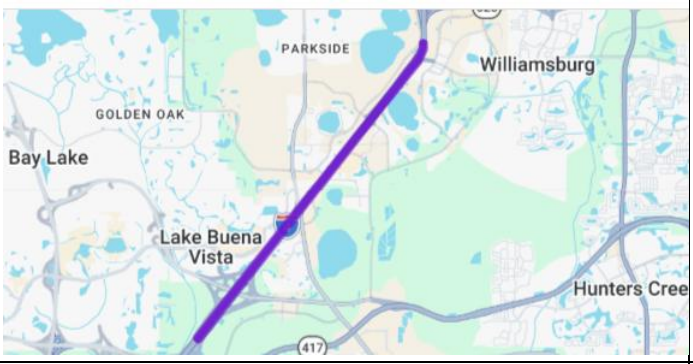
Update: Work continues on roadway paving and sidewalk reconstruction throughout the project. On U.S. 441, crews continue work on the S.R. 414 on-ramp. The contractor continues work on sidewalks, bike separators, electrical work, signage, and medians. On the Coast-to-Coast Trail, crews are finalizing utility work.

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 is cleaning up the worksite and finalizing punch list items for the installation period before going into the two-year establishment period.

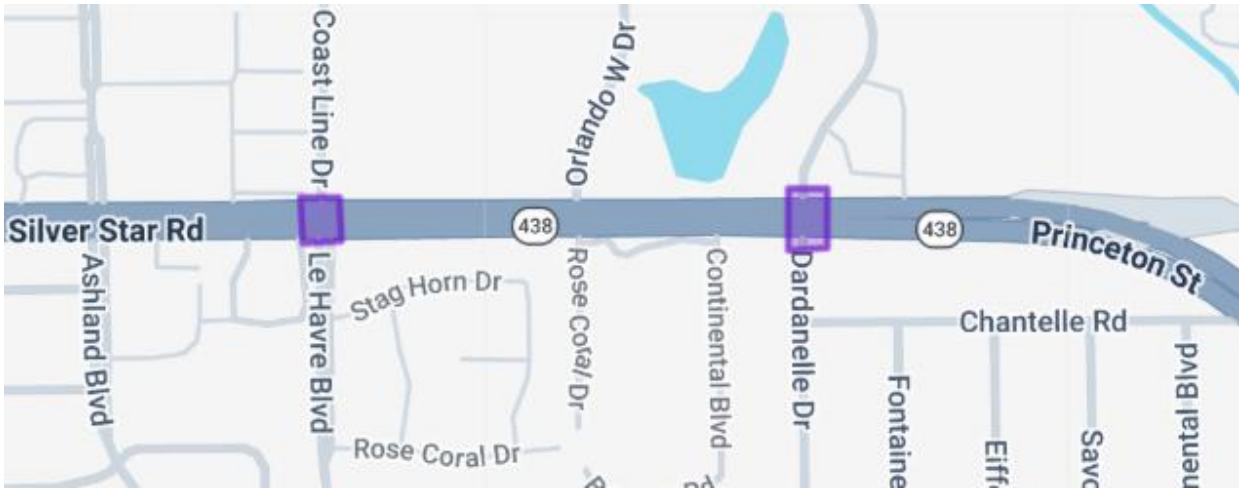
444315-3 | S.R. 400 from west of S.R. 536 to west of S.R. 528	444315-1 | I-4 at Sand Lake Road Interchange from east of S.R. 528 to west of S.R. 435
	
The project will construct a single buffer separated express lane on I-4 in the westbound direction from west of State Road (S.R.) 528 to west of Central Florida Parkway. The project will also add the final striping, friction course and tubular markers for the full length of the single buffer express lane on I-4 in the westbound direction from west of S.R. 528 to west of S.R. 536 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.	This project will convert the Sand Lake Road and I-4 interchange into a Diverging Diamond Interchange (DDI). Unlike a conventional interchange, the lanes in a DDI cross over to the left side of the roadway at a traffic signal. That limits the number of traffic signal phases and allows drivers to make left turns without crossing oncoming traffic. The lanes then change back to the right side of the road at another traffic signal. These improvements will help to accommodate future projected traffic demand and improve driver safety and efficiency. In a variation of the typical DDI design, the reconfigured interchange will include a new loop ramp from westbound Sand Lake Road to Turkey Lake Road. Motorists traveling westbound on Sand Lake Road who want to access Turkey Lake Road south of the interchange will no longer turn left across traffic. Instead, they will enter the loop ramp on the right and pass over Sand Lake Road. At the end of the ramp, they can choose to travel north or south on Turkey Lake Road. Construction began Spring 2023 and is anticipated to reach completion in 2027. This project is being constructed in conjunction with FPID No. 444315-3. The combined construction cost is $219,342,910.12. For the most up-to-date information and status on this project, please visit I4Beyond.com/SandLake.

- Contract: E59A6
- Contractor: Lane Construction Corporation

- Project Cost: $219.3 million
- Project Start: Spring 2023
- Estimated Completion: December 2027

Update: Crews set the final two of 14 beams for the reconstruction of the eastbound I-4 bridge overnight on Tuesday, September 8. With the beams in place, crews have begun placing steel forms to support the future concrete deck. Other work includes installing overhead sign structures on westbound I-4 Express near Kirkman Road, curb and gravity wall work along Turkey Lake Road, installing overhead sign structures along Sand Lake Road, and force main pipe testing.

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 is awaiting power installation at the new signals.

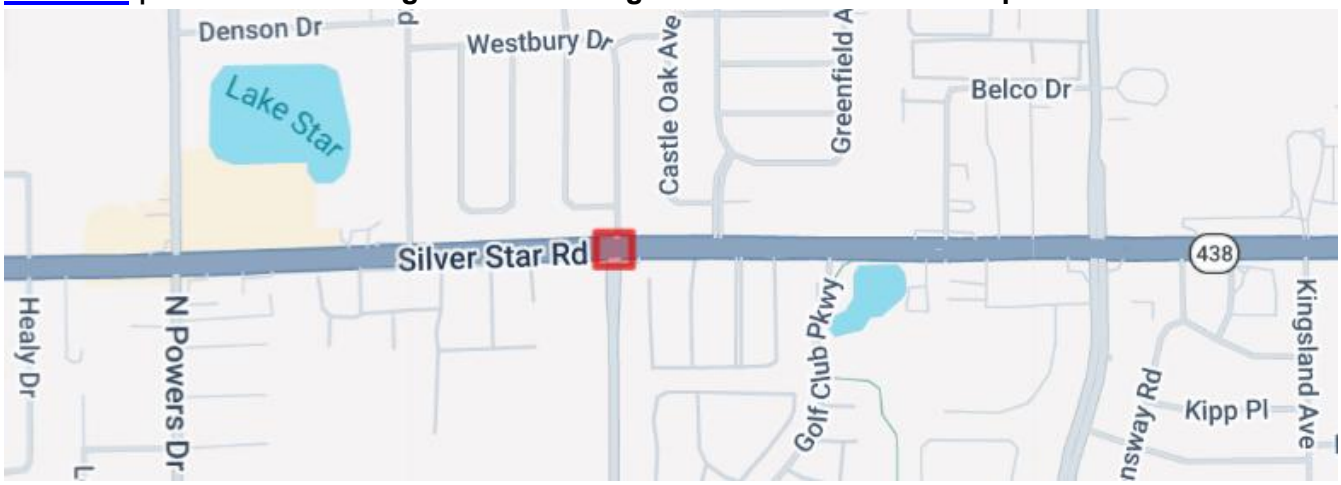
445772-1 | U.S. 441 at Clarcona-Ocoee Road



- 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 sidewalk, signalization work, sodding, and curb and gutter work.

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

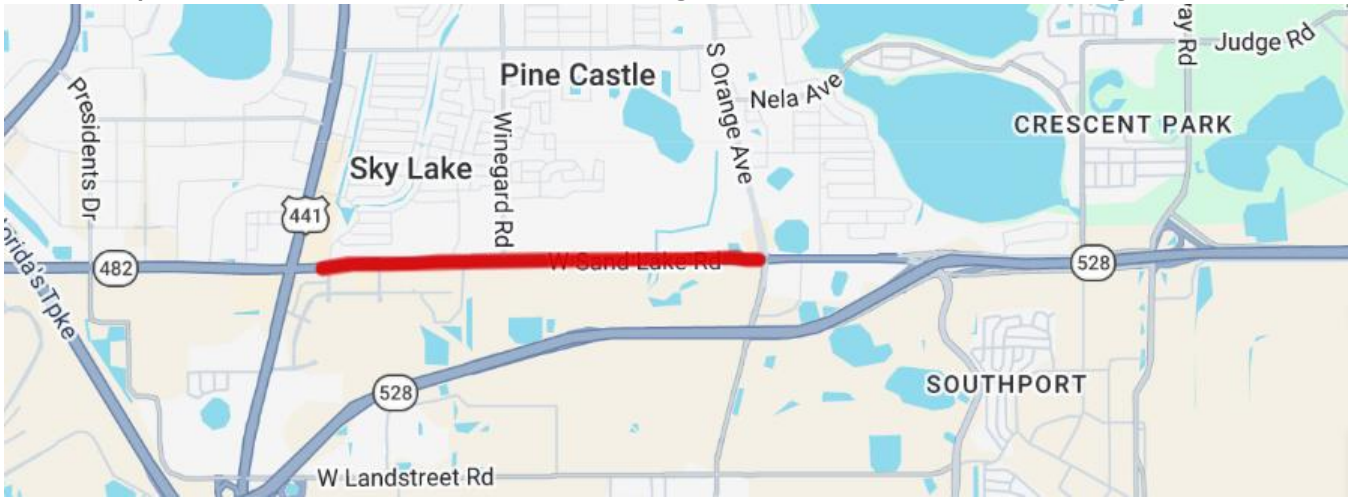


- Contract: T5878
- Contractor: Traffic Control Devices, LLC.
- Project Cost: $1.1 million
- Project Start: September 2026
- Estimated Completion: Early 2027

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.

Update: The project began on 9/27/26. The contractor is coordinating utilities, doing soft digs for strain poles, and mowing.

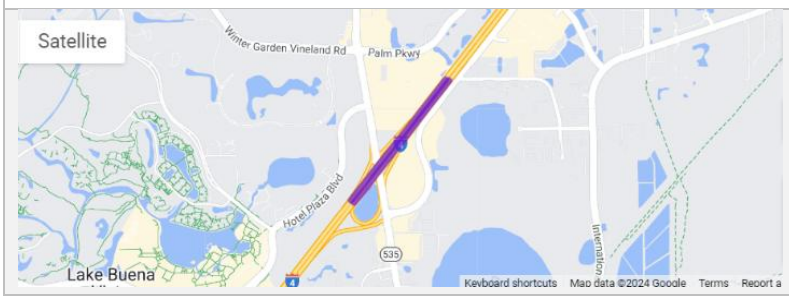
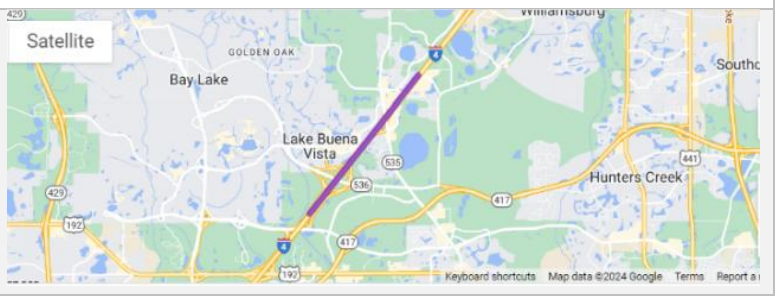
450638-1 | Sand Lake Road (S.R. 482) from Orange Blossom Trail to South Orange Avenue



- 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 continues to work on curb ramps, paving, shoulder grading, and cleanup.

448914-1 & 449771-1 | I-4 at S.R. 535 Interchange Improvements

448914-1	449771-1
	

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**.**	**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.

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

Update: This past week, crews constructed the foundation for the loop ramp bridge end bent on the south side of the I-4 and Apopka-Vineland Road interchange. With this step complete, crews poured concrete for the end bent caps on Friday, September 25, to support the future bridge beams. Other project activities include force main installation in the median of Apopka-Vineland Road, asphalt paving for the westbound I-4 Express tube lane and a new westbound I-4 entrance ramp, and relocating the concrete barrier wall. Crews are preparing to shift traffic onto a new westbound I-4 entrance ramp tentatively on October 8.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

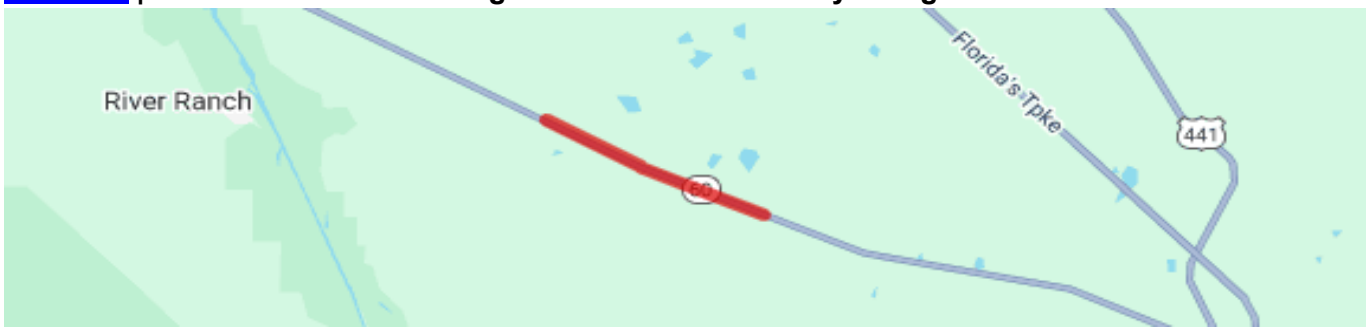
OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

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



- Contract T5836
- Contractor: C.W. Roberts Contracting Inc.
- Project Cost: $18.3 million
- Project Start: July 2025
- Estimated Completion: Fall 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, paving, and structural bases on all widened portions.

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



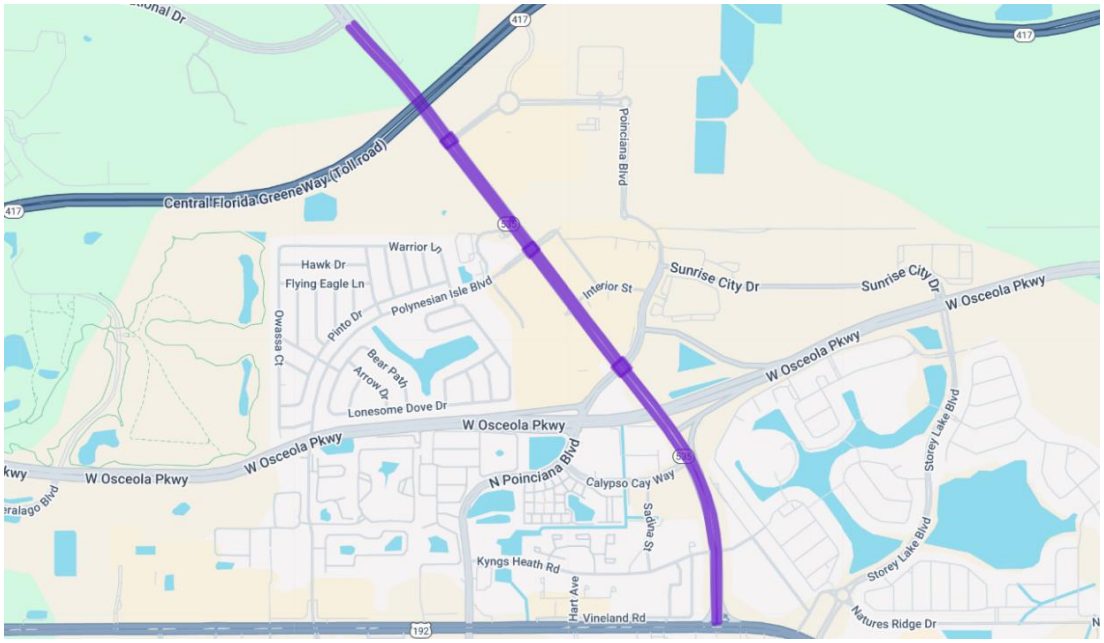
- Contract: T5843
- Contractor: Hubbard Construction Co.
- Construction Cost: $26 million
- Project Start: July 2025
- Estimated Completion: Fall 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. 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 punch list items and cleanup.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

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
- Completion: Fall 2026
- **Description:** This project will 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 received final acceptance on 9/18/26.

Seminole County

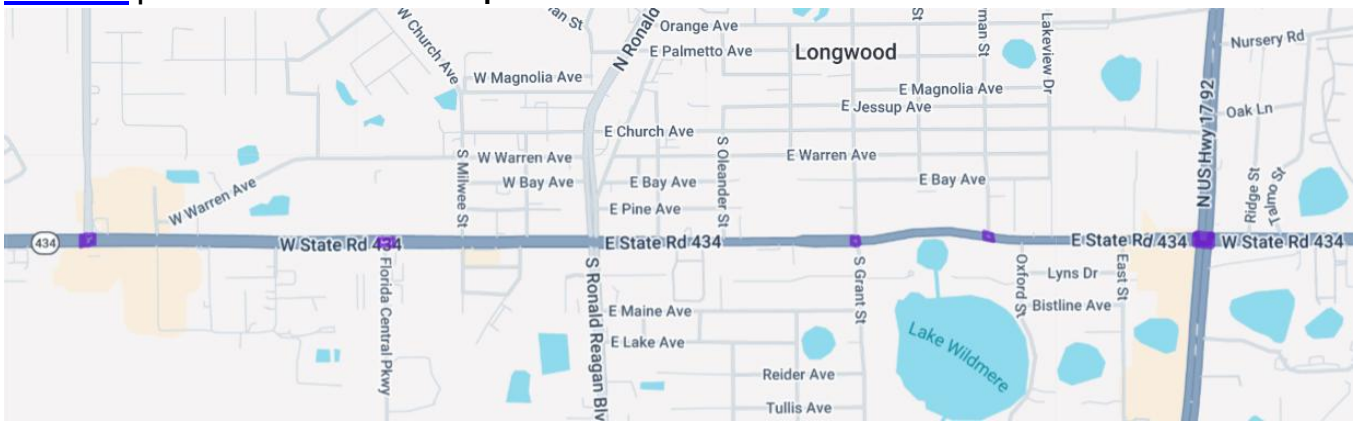
SEMINOLE COUNTY UPCOMING PROJECTS:

439040-1 | S.R. 434 at C.R. 427 Intersection Improvements



- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: $4.8 million
- Project Start: November 2026
- Estimated Completion: Summer 2028
- **Description:** The purpose of this project is to improve operations at the intersection of State Road (S.R.) 434 and County Road (C.R.) 427 (S. Ronald Reagan Boulevard) by including additional turn lanes. The project begins at South Milwee Street and extends to just west of South Oleander Street. The proposed improvements will create dual left turns for the east and westbound traffic on S.R. 434 to C.R. 427. A new exclusive right-turn lane will be added for the eastbound S.R. 434 traffic turning onto C.R. 427. The project will also include bike lanes on S.R. 434 from South Milwee Street to C.R. 427, as well as minor drainage, sidewalk, and signalization improvements. This project was designed by Seminole County. Right of way was purchased by FDOT. The project will be constructed with the State Road 434 safety improvements project (443838-1).

443838-1 | S.R. 434 Intersection Improvements

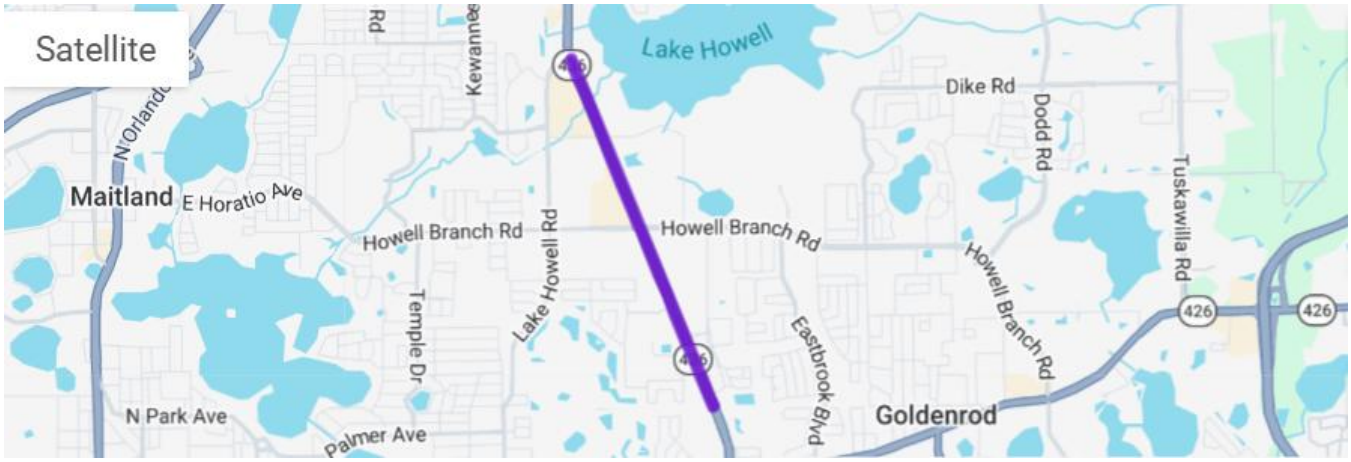


- Contract: T5863
- Contractor: Masci General Contractors Inc.
- Project Cost: $1.8 million
- Project Start: November 2026

- Estimated Completion: Summer 2028
- **Description:** The purpose of this project is to make safety improvements on State Road (S.R.) 434 at five signalized intersections: Rangeline Road, Florida Central Parkway, Grant Street, Wayman Street and U.S. 17-92. Planned improvements include sidewalk repairs and enhancements, reconstruction of curb ramps to meet current Americans with Disabilities Act (ADA) standards, and upgrades to pedestrian signals for improved accessibility and visibility. Additionally, the project plans improvements to make U-turns safer at the Wayman Street and Grant Street intersections. The project will be constructed with the County Road 427 intersection improvements project (439040-1).

SEMINOLE COUNTY CURRENT PROJECTS:

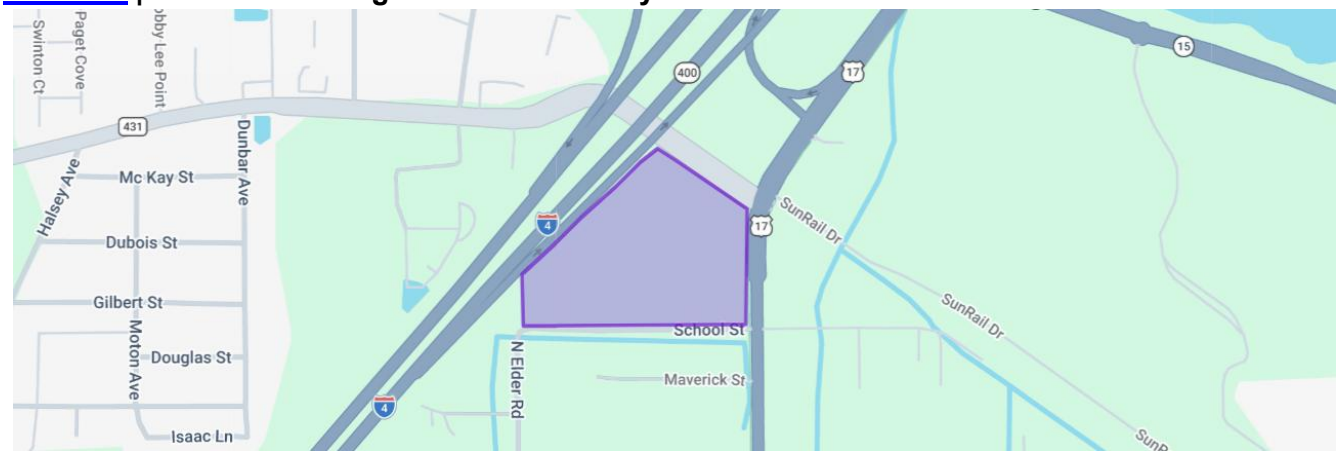
450583-1 | S.R. 436 from Lake Howell Road to Orange County Line



- 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 contractor is constructing concrete channelizing islands while continuing milling and resurfacing operations.

446445-1 | I-4 Truck Parking - Seminole County



- Contract: T5883
- Contractor: Masci General Contractors Inc.
- Project Cost: $19.82 million
- Project Start: October 2026
- Estimated Completion: Early 2028
- **Description:** The Florida Department of Transportation (FDOT) is constructing a new truck and freight parking facility near the southeast quadrant of the Interstate 4 (I-4) and U.S. 17-92 interchange in Seminole County. Located along a key regional freight corridor, the project is intended to expand access to safe, reliable truck parking and support the growing demand for freight infrastructure in Central Florida. The approximately 17.3-acre facility will include an estimated 132 truck parking spaces, along with a shore power yard, naturalistic landscaping, security lighting, and an electronic truck parking availability system, among other features. At the center of the site, a 5,000-square-foot Comfort Station will provide restroom facilities, vending machines, a fenced pet area, and other amenities for drivers. The facility will be accessible from I-4 via two routes: Exit 101 to S.R. 46 and Exit 104 to U.S. 17-92. The primary entrance will be located on School Street, west of U.S. 17-92. At this location, regulatory signage and a concrete median will help guide trucks exiting the facility and facilitate their return to I-4.

Update: The preconstruction meeting for this project was held on September 24. Construction is anticipated to begin on October 5.

RECENTLY COMPLETED:

None to report.

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Air Quality Monitoring: Ozone Attainment Status

January - October

As of October 14, 2026

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (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 (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)	

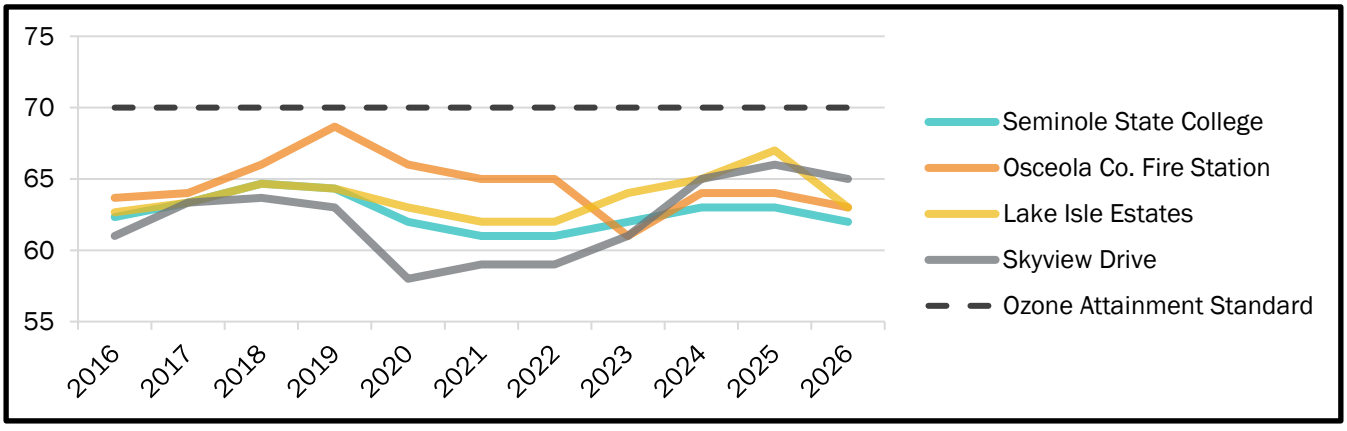
Lake Isle Estates - Winter Park (#095-2002)*		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2026	58	27-Sep
2025	66	23-May
2024	65	24-Apr
2023	69	10-Jun
2025 3-Year Attainment Average:	67	
2026 Year-to-Date 3-Year Running Average:	63	
Change	(4)	

*Note: This site had a gap in reporting data

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (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)	

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: *Florida Department of Enviromental Protection*

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Air Quality Monitoring: Particulate Matter 2.5 Attainment Status

As of October 14, 2026

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average $PM_{2.5}$ (micrograms per cubic meter)	Date
2026	34	19-Jan
2025	18	25-Jul
2024	44	1-Jan
2023	34	3-Oct

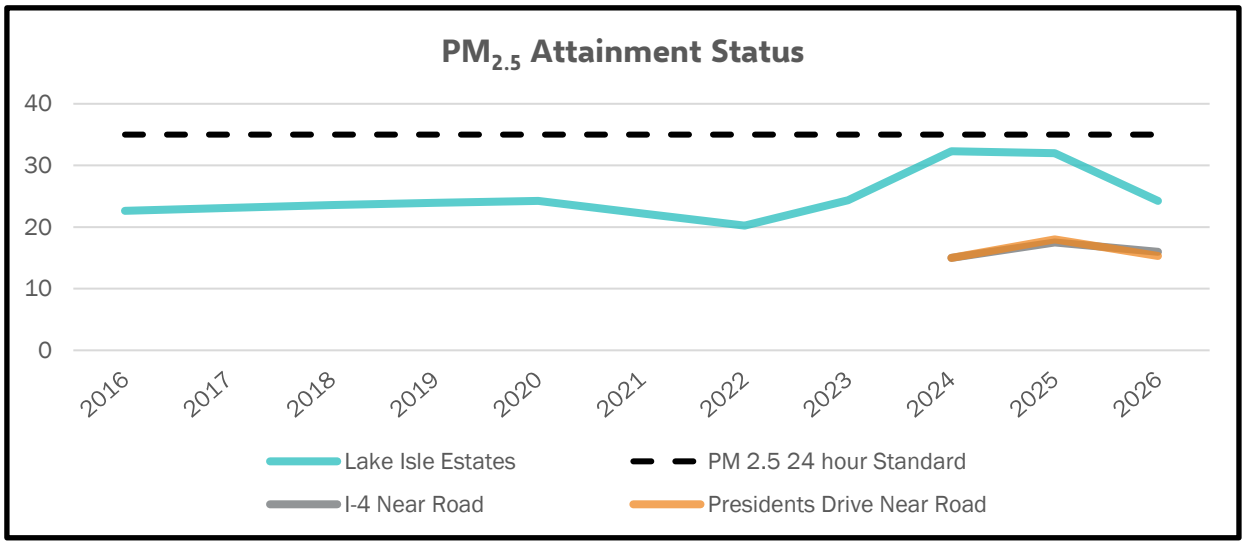
PM $_{2.5}$ 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2026	32
98th percentile, 3 year average - 2025	32
Change	0

I-4 Near Road (#095-0009)		
Year	Daily Average $PM_{2.5}$ (micrograms per cubic meter)	Date
2026	34	19-Jan
2025	20	5-Jun
2024	15	3-Dec

PM $_{2.5}$ 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2026	23
98th percentile, 3 year average - 2025	18
Change	6

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average $PM_{2.5}$ (micrograms per cubic meter)	Date
2026	17	9-Jul
2025	21	5-Jun
2024	15	8-Aug

PM $_{2.5}$ 24 hour NAAQ Standard	35
98th percentile, 3 year average - 2026	18
98th percentile, 3 year average - 2025	18
Change	(0)



Source: *Florida Department of Enviromental Protection*

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Air Quality Monitoring: Primary NO_2 Attainment Status

As of October 14, 2026

Lake Isle Estates - Winter Park (#095-2002)		
Year	Primary NO_2 max one hour average (Parts per Billion)	Date
2026	32	3-Feb
2025	41	8-Mar
2024	28	20-Mar
2023	114	9-Jan

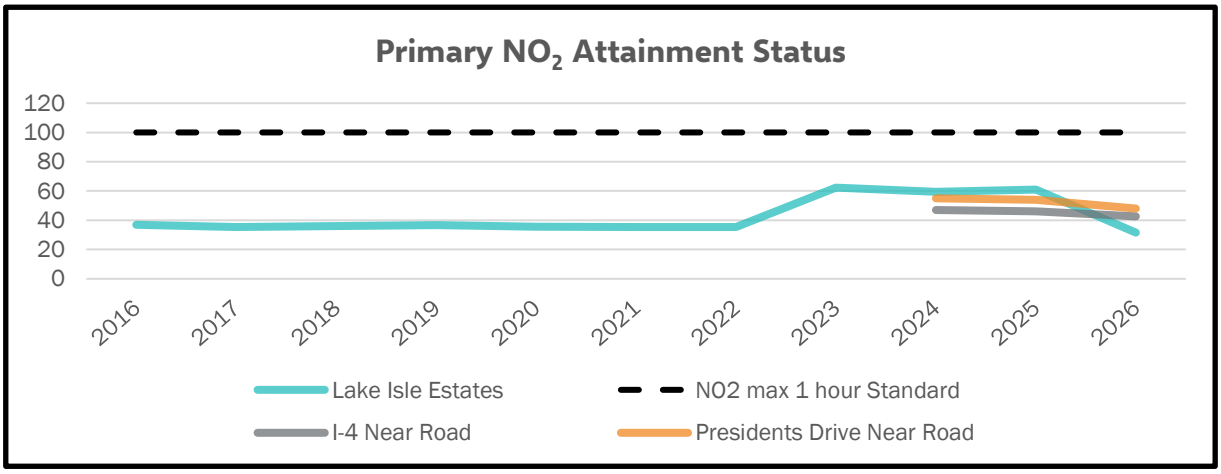
NO_2 max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2026	34
98th percentile, 3 year average - 2025	61
Change	(27)

I-4 Near Road (#095-0009)		
Year	Primary NO_2 max one hour average (Parts per Billion)	Date
2026	46	3-Feb
2025	45	8-Mar
2024	47	26-Nov

NO_2 max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2026	46
98th percentile, 3 year average - 2025	46
Change	0

Presidents' Drive Near Road (#095-0011)		
Year	Primary NO_2 max one hour average (Parts per Billion)	Date
2026	55	26-Feb
2025	53	7-Mar
2024	55	26-Nov

NO_2 max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2026	54
98th percentile, 3 year average - 2025	54
Change	0



Source: *Florida Department of Enviromental Protection*

Memorandum

Date: October 14, 2026

Subject: October 2026 Bicycle & Pedestrian Report

To: MetroPlan Orlando Advisory Committee Members

From: Jady Chen, Senior Transportation Planner

The Bicycle & Pedestrian Report summarizes recent events, completed and ongoing projects, and upcoming planning efforts for the MetroPlan Orlando region. Jurisdictional representatives from the Technical Advisory Committee provided snapshots below.

1 Orange County

Several trail projects in Orange County have been recently constructed in late 2025 and 2026, including the **Econ Trail Phase 3B** (0.55 Miles), **Lake Apopka Connector Trail** (3.23 Miles), **Innovation Way Trail Phase 1A** (1.66 Miles). Projects currently in the construction phase include the **Coast to Coast Trail Gap Segment 2** (3.63 Miles), **Pine Hills Trail Phase 2B** (1.2 Miles), and **Shingle Creek Trail** Phase 1, Segments 2 and 3 (2.13 Miles). The **Horizon West Trail Phase 1A** (0.86 Miles) is currently under pre-construction/bid. Project currently undergoing design include the **Little Econ Trail** Phases 3A (0.44 Miles) and 3C (State Road 436 Pedestrian Bridge), **Pine Hills Trail Phase 2C** (0.94 Miles), **Shingle Creek Trail Phase 4** (1.7 Miles), and **West Orange Trail Phases 4D** (2 Miles). Pre-design projects include the **West Orange Trail Phase 4A** (4.3 Miles). Studies and planning projects include **Horizon West Trail Phases 1B and 2** (4.3 Miles), **Lake to Lake Trail** (13.5 Miles), and the **Sandspur Trail Extension** (1.3 Miles).

1.1 ORLANDO

The City of Orlando hosted its **Vision Zero Open House** event where the City's Safe Mobility team provided updates on their FORWARD, CROSS, and Vision Zero Plan and Pedestrian Facilities Plan. Updates on the Bike Plan update project and micromobility policy considerations were also shared. Orlando's new **School Zone Speed Cameras** at 20 schools are out and operating. There will be a warning period from October 10th through November 30th, after which enforcement and ticketing will begin. To promote bike safety, Orlando will be hosting a helmet fitting training course for city staff so we can build a bigger, better team of helmet fitters in our community. Orlando is hosting its Orlando stop again at the 10th Annual Bike 5 Cities event on Saturday October 17th. The City of Orlando Transportation Department will be tabling at the Eolaween event scheduled the evening of Saturday, October 24th and will be doing project outreach, handing out bicycle and pedestrian safety resources, and plenty of candy.

1.2 WINTER PARK

The City of Winter Park is currently working with a consultant to modify the original design for the **St. Andrews Trail**. The trail is 0.67 miles long. It starts at the intersection of Aloma Avenue and St. Andrews Boulevard, until it reaches the north side of Ward Park. From there the trail runs east along the Ward Park boundary and connects to the Cady Way Trail. This project is scheduled to be constructed in Fiscal Year 2027. Winter Park is also working on designing the last segment of the **Denning Trail**, which will run south from Orange Avenue to Mead Gardens. The trail will then cut in through Mead Gardens and connect to the Orlando Urban Trail. A majority of this trail has

already been constructed from Webster Avenue south to Orange Avenue. Our last segment will connect to the Orlando Urban trail as well as several city parks and destinations.

2 Osceola County

No county projects reported at time of summary request.

2.1 KISSIMMEE

The City of Kissimmee provided updates on the **Shingle Creek Regional Trail** (SCRT) project segments. The SCRT 2A segment is complete and currently in the closeout phase. The SCRT 2B segment is awaiting the LAP Agreement before the project can be advertised. Advertising is expected to take place before the end of 2026. Final plans are scheduled to be submitted to FDOT by October 15, 2026 for the SCRT 2C segment. Advertising is tentatively planned for the second quarter of 2027.

3 Seminole County

No county projects reported at time of summary request.

3.1 ALTAMONTE SPRINGS

The City of Altamonte Springs is advancing construction of the **Spring Lake Trail** project (LAP), an approximately one-mile, 8- to 12-foot-wide multiuse trail connecting Spring Lake Road near Lake Orienta Elementary School to Northlake Boulevard. The project is an important addition to the City's expanding pedestrian and bicycle network, building upon previous investments in multimodal connectivity. The trail will connect with the City's **SR 436 Complete Street** improvements, helping establish a safer, more continuous pedestrian and bicycle route through Altamonte Springs and providing connectivity toward the regional Seminole Wekiva Trail. The project includes ADA-accessible improvements, signage, pavement markings, and enhanced crossings. Construction is ongoing, with completion anticipated by the end of 2026.

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

407.481.5672
MetroPlanOrlando.gov

September 21, 2026

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Support for Osceola County's PROTECT Grant Application

Dear Secretary Duffy:

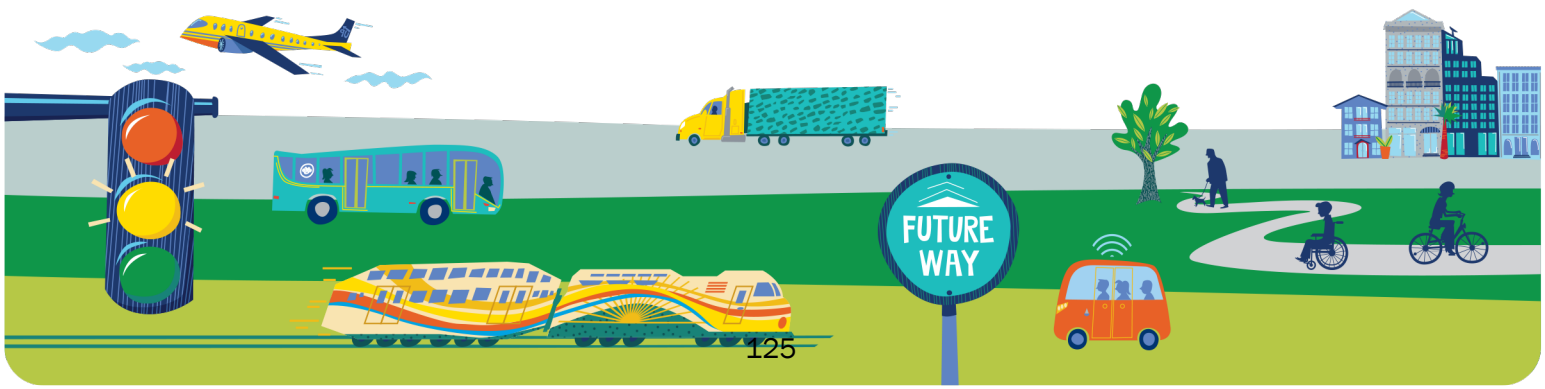
On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola and Seminole Counties, I am pleased to express our support for Osceola County's application to the U.S. Department of Transportation's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program.

If awarded, this funding would enable Osceola County to conduct a regional basin study of the Reedy Creek and Shingle Creek basins. The study would help the County better understand how water moves between the two systems and identify solutions to reduce flooding risks to roadways and other critical transportation infrastructures. This effort would serve as an important step toward strengthening the resilience of the regional transportation network and protecting residents, businesses, property, and public infrastructure throughout the affected areas.

I respectfully request that Osceola County's application receive your full and fair consideration. Thank you for your attention to this important request.

Sincerely,

Gary Huttmann
Executive Director



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

407.481.5672
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September 21, 2026

The Honorable Marcus J. Molinaro
Administrator
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Letter of Support for the City of Altamonte Springs, CraneRIDES Scaling Success, Connecting Communities, FY 2026 Low or No Emission Grant Program

Dear Administrator Molinaro:

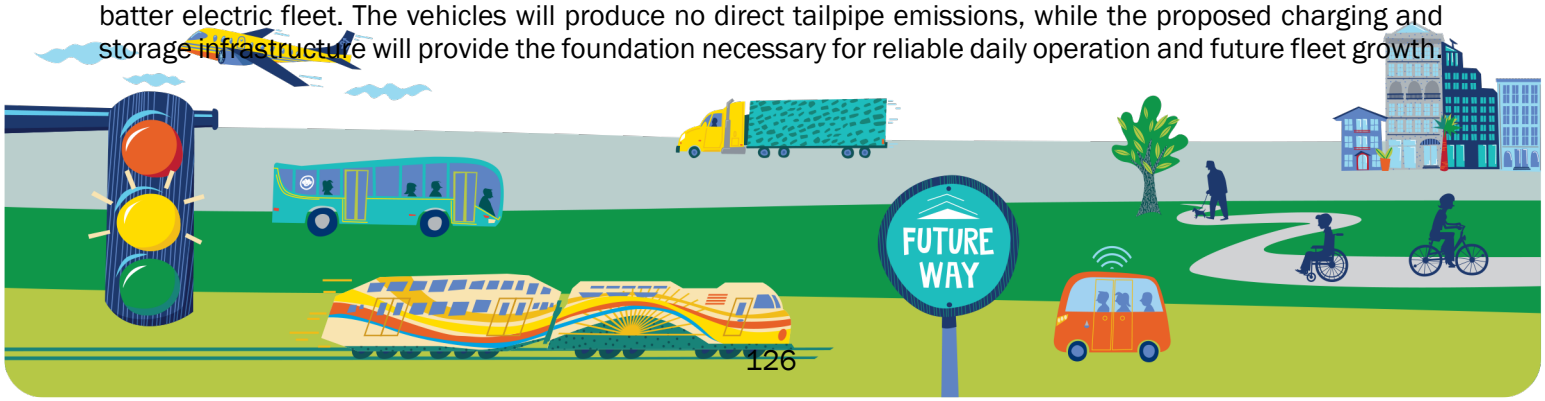
On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola and Seminole Counites, I want to express our support of the City of Altamonte Springs and its application to the Federal Transit Administration's FY 2026 Low or No Emission Grant Program for CraneRIDES Scaling Success, & Connecting Communities. The City is requesting approximately $5.84 million in Federal funding supported by approximately $1.05 million in local funding, for six battery-electric autonomous shuttles, eight chargers, a storage facility, and the supporting activities necessary to reestablish and expand CraneRIDES.

CraneRIDES has already demonstrated the value of this service in the community. From July 2023 through June 2026, the program provided approximately 14,572 passenger trips over 15,600 service hours, operating in mixed traffic with zero reported safety incidents. The initial deployment established both the viability of autonomous transit operations in Altamonte Springs and a foundation of operational experience, infrastructure, community familiarity, and regional coordination that the City can now build upon.

The proposed investment will allow the city to move beyond the limitations of its initial four-vehicle deployment. The six-vehicle fleet is intended to support 15-minute service while maintaining spare capacity for charging, maintenance, and unexpected service interruptions. The expanded network will connect Uptown Altamonte, Cranes Roost Park, Altamonte Mall, AdventHealth Altamonte Springs, CenterPointe, and the Altamonte Springs SunRail Station, strengthening access to employment, healthcare, shopping, recreation, and other essential destinations.

The importance of this project extends beyond the vehicles themselves. CraneRIDES will strengthen first and last mile connections with SunRail, LYNX, and Seminole County's SCOUT service, helping existing transportation investments function as a more connected regional network. The project will also provide accessible and predictable transportation for families, older adults, people with mobility needs, workers, patients, visitors, and residents who may otherwise face barriers completing short local trips.

The project also advances the purpose of the Low or No Emission Grant Program through deployment of a fully batter electric fleet. The vehicles will produce no direct tailpipe emissions, while the proposed charging and storage infrastructure will provide the foundation necessary for reliable daily operation and future fleet growth.



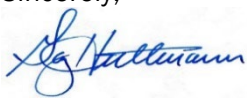
The City's planned workforce development activities will further support safe deployment by preparing operations and maintenance personnel and local first responders for battery electric and autonomous vehicle operations.

We also have confidence in the City's ability to deliver this investment. Altamonte Springs has already planned, launched, and administered CraneRIDES and has direct experience coordinating transportation agencies, technology providers, healthcare institutions, businesses, developers, and other regional stakeholders. Through its existing transportation infrastructure and the Altamonte Global Innovation Lab (AGIL), the City has established a strong foundation for implementing innovative mobility projects while maintaining the financial, administrative, and technical capacity necessary to responsibly manage public funding.

CraneRIDES Scaling Success, Connecting Communities represents a practical next step for a service that has already been demonstrated in Altamonte Springs, Federal investment will allow the city to convert that experience into a more frequent, reliable, accessible, and sustainable transportation option while strengthening connections to the broader regional transit network.

MetroPlan Orlando supports the City of Altamonte Springs' FY 2026 Low or No Emission Grant Program application and respectfully urges FTA's consideration of the project for funding. Please contact me with any questions

Sincerely,



Gary Huttmann
Executive Director

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

407.481.5672
MetroPlanOrlando.gov

October 27, 2026

Senator Ashley Moody
SR-387 Russell Senate Office Building
Washington, DC 20002

Dear Senator Moody:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

The BUILD America 250 Act includes important improvements that would strengthen regional transportation and give communities throughout Central Florida better tools to plan and deliver transportation projects:

The BUILD America 250 Act would:

- **Invest in the planning that makes projects possible.** Metropolitan Planning Organizations (MPOs) develop long-range transportation plans and fiscally constrained Transportation Improvement Programs (TIPs) that identify and advance local priority projects that meet national goals. The BUILD America 250 Act would increase Metropolitan Planning (PL) funding by roughly 9.6 percent from Fiscal Year 2026 to Fiscal Year 2027, giving MPOs greater funding certainty and the resources to deliver stronger plans that meet the long-term needs of their communities. For MetroPlan Orlando this could help support local initiatives and projects including corridor planning, safety analysis, freight planning, and project development.

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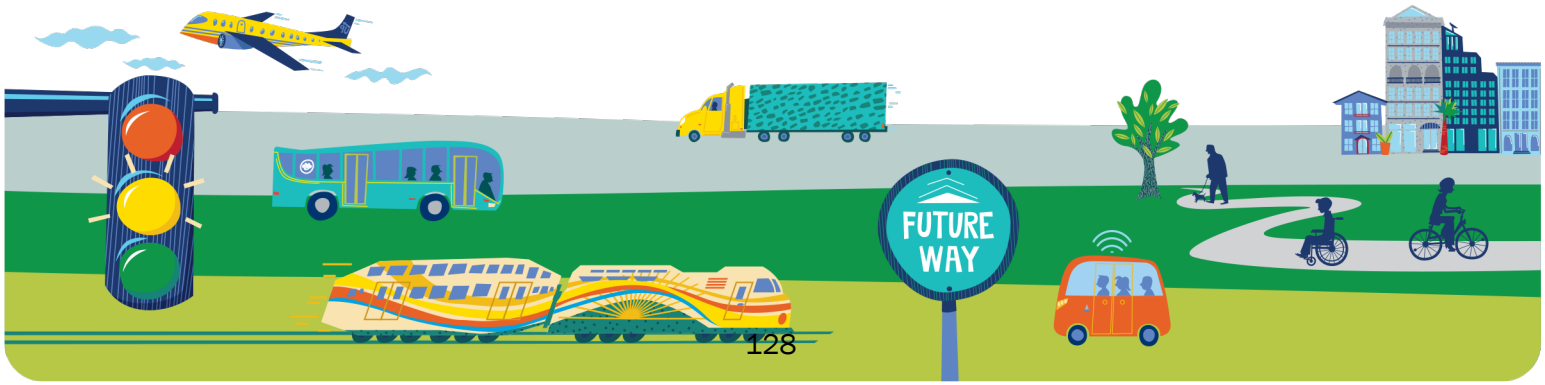
- **Preserve regional and local access to federal transportation funding.** Local governments own, maintain, and operate nearly 75 percent of U.S. road miles, yet on average we have access to only about 16 percent of federal transportation funding. The BUILD America 250 Act would make nearly 22 percent of federal transportation funding available to locals, including through bridge and safety program investments, reflecting the reality that many of the nation's transportation needs are



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These provisions recognize that good projects begin with good planning, and the local officials closest to their communities should have the tools to help identify and advance the investments that matter most. The BUILD America 250 Act is also supported by the Local Officials for Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), the U.S. Conference of Mayors (USCM), and the National Association of Regional Councils (NARC).

Planning is where projects begin, where local needs are translated into investment decisions, and where federal transportation dollars are positioned to deliver lasting results. By supporting the BUILD America 250 Act, you will help ensure that cities, counties, and regions have the resources and flexibility needed to deliver a transportation system that connects our neighborhoods, supports our local economies, and serves our residents and visitors every day.

Thank you for your leadership and consideration. On behalf of MetroPlan Orlando I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

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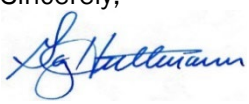

Gary Huttmann, Executive Director
MetroPlan Orlando

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A REGIONAL TRANSPORTATION PARTNERSHIP

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

407.481.5672
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October 27, 2026

Senator Rick Scott
110 Hart Senate Office Building
Washington, DC 20510

Dear Senator Scott:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

The BUILD America 250 Act includes important improvements that would strengthen regional transportation and give communities throughout Central Florida better tools to plan and deliver transportation projects:

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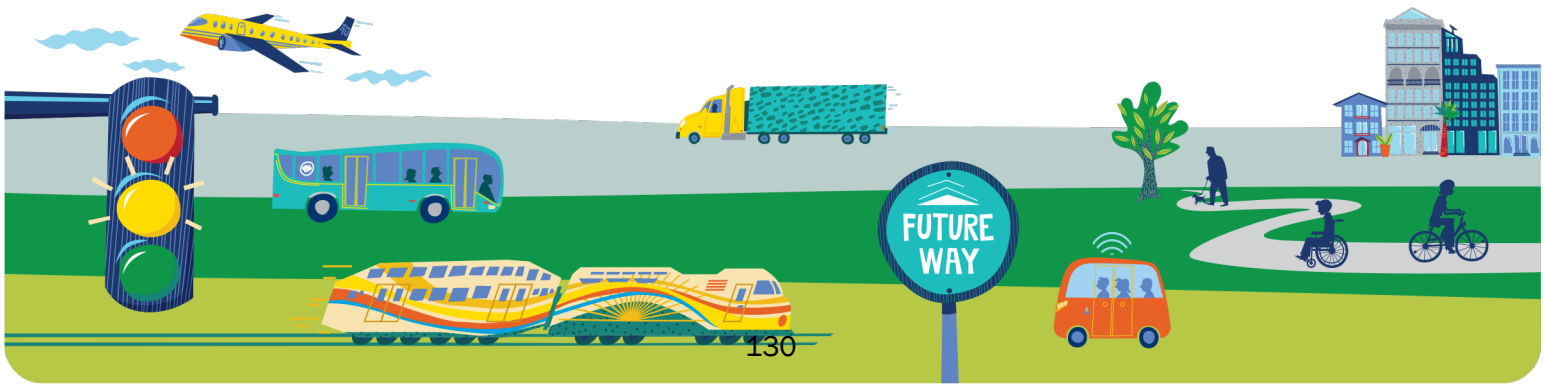

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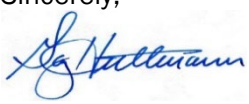

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October 27, 2026

Congressman Randy Fine
244 Cannon House Office Building
Washington, DC 20515

Dear Congressman Fine:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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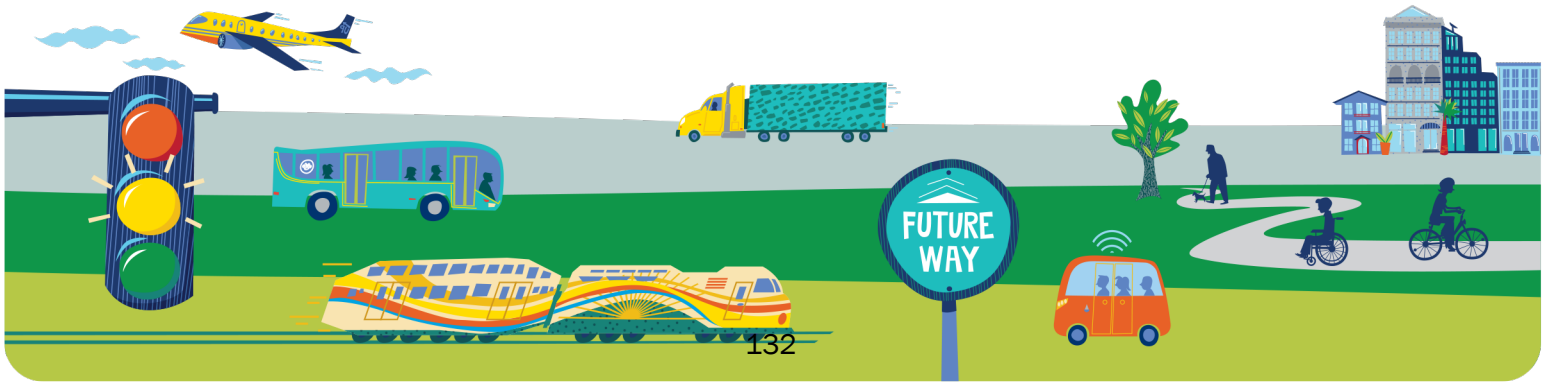

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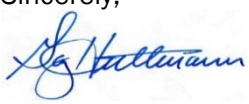

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October 27, 2026

Congressman Cory Mills
346 Cannon House Office Building
Washington, DC 20515

Dear Congressman Mills:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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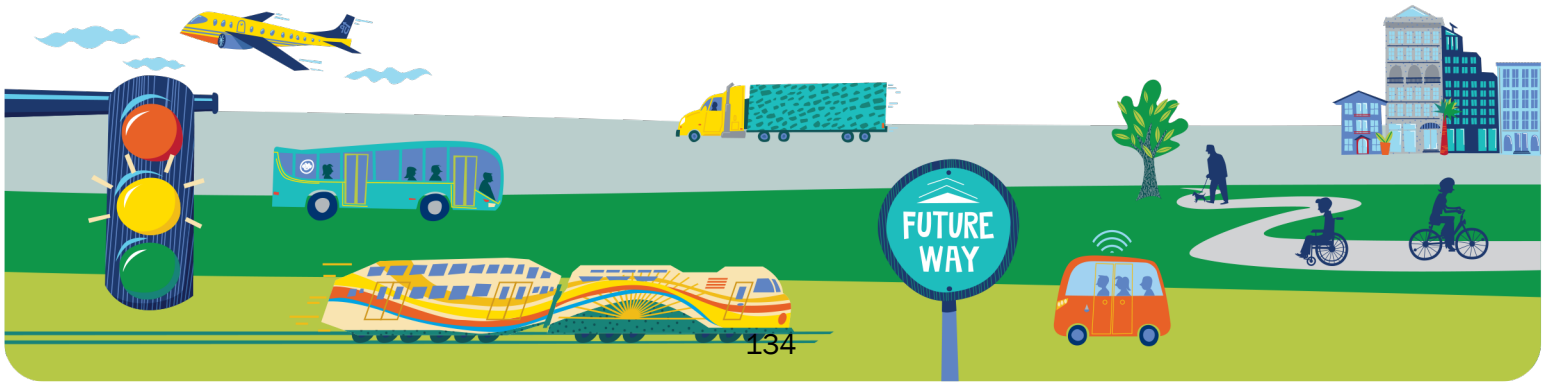

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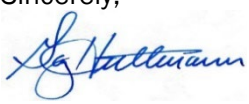

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October 27, 2026

Congressman Darren Soto
2353 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Soto:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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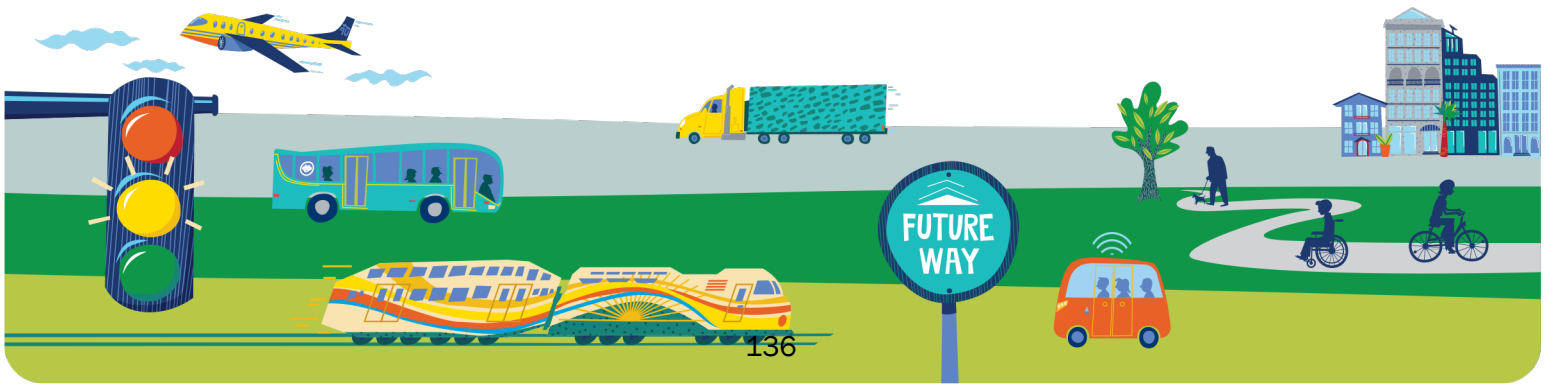

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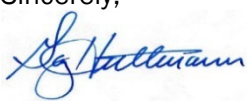

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October 27, 2026

Congressman Maxwell Frost
1224 Longworth House Office Building
Washington, DC 20515

Dear Congressman Frost:

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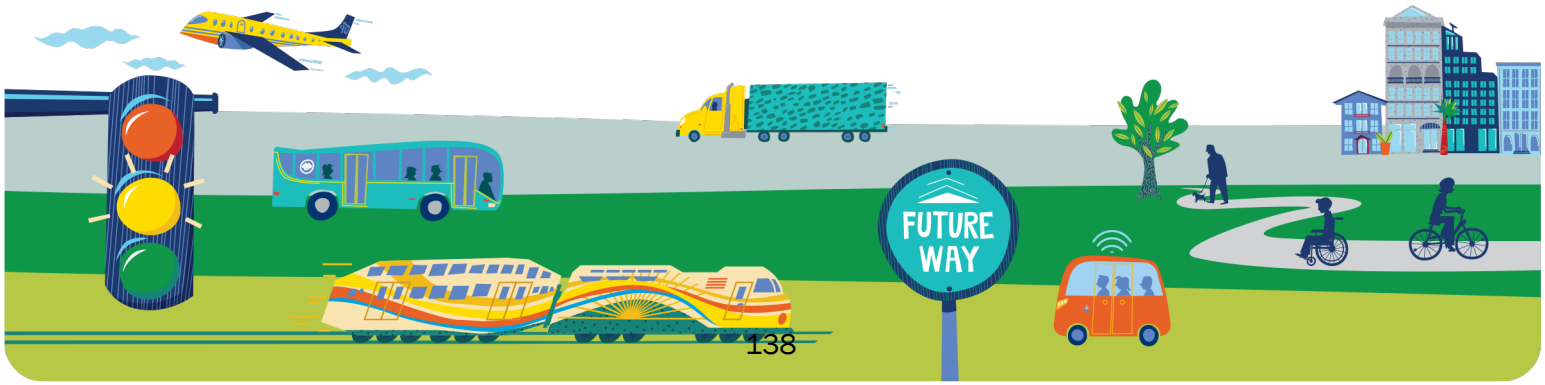

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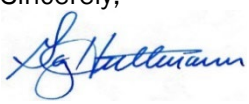

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October 27, 2026

Congressman Daniel Webster
2184 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Webster:

On behalf of MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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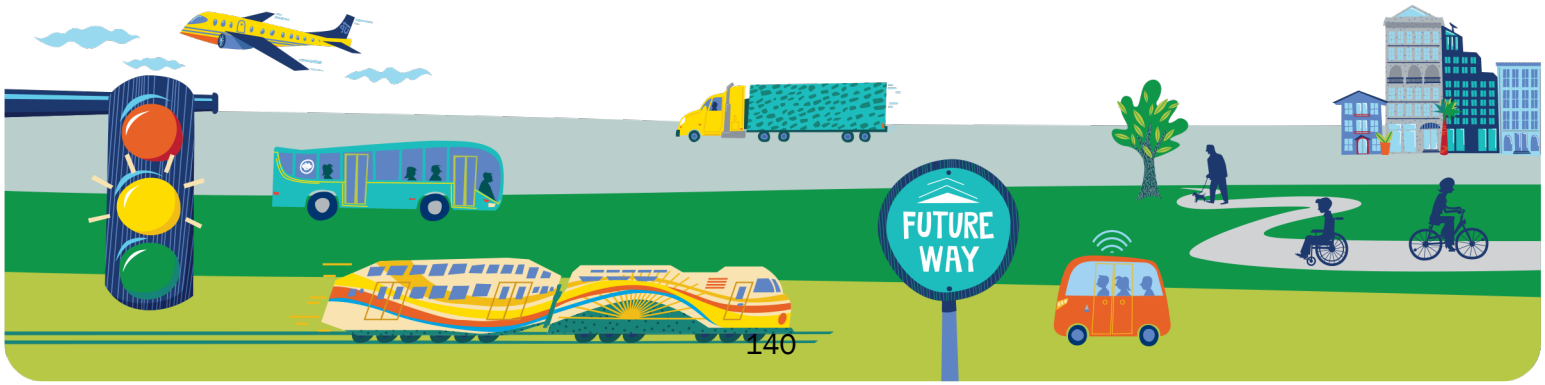

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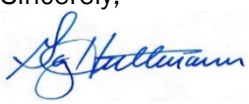

Gary Huttmann, Executive Director
MetroPlan Orlando

CENTRAL FLORIDA MPO ALLIANCE

Lake-Sumter MPO • MetroPlan Orlando • Polk TPO • Ocala-Marion TPO • Space Coast TPO • Volusia-Flagler TPO

October 14, 2026

Senator Ashley Moody
SR-387 Russell Senate Office Building
Washington, DC 20002

Dear Senator Moody:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

The BUILD America 250 Act includes important improvements that would strengthen regional transportation and give communities throughout Central Florida better tools to plan and deliver transportation projects:

The BUILD America 250 Act would:

- **Invest in the planning that makes projects possible.** Metropolitan Planning Organizations (MPOs) develop long-range transportation plans and fiscally constrained Transportation Improvement Programs (TIPs) that identify and advance local priority projects that meet national goals. The BUILD America 250 Act would increase Metropolitan Planning (PL) funding by roughly 9.6 percent from Fiscal Year 2026 to Fiscal Year 2027, giving MPOs greater funding certainty and the resources to deliver stronger plans that meet the long-term needs of their communities. For each of the MPOs within the CFMPOA this could help support local initiatives and projects including corridor planning, safety analysis, freight planning, and project development.

- **Improve project delivery.** The BUILD America 250 Act would reduce the local match for planning activities from 20 percent to 10 percent and expand the eligible uses of PL funds so MPOs can better support efficient project delivery. For members of the CFMPOA, lowering the match could mean greater ability to stretch limited local resources, or additional funding available for other priorities. Additionally, these expanded eligibilities are important for the CFMPOA because our smaller communities lack dedicated transportation planning staff and each of the MPOs work to enable them to move priority projects from planning into development. The entire Central Florida area has growing data and modeling needs.

- **Preserve regional and local access to federal transportation funding.** Local governments own, maintain, and operate nearly 75 percent of U.S. road miles, yet have access to only about 16 percent of federal transportation funding on average. The BUILD America 250 Act would make nearly 22 percent of federal transportation funding available to locals, including through bridge and safety program investments, reflecting the reality that many of the nation's transportation needs are identified and delivered at the local and regional level. Throughout Central Florida and the CFMPOA region, these investments could support priorities such as replacing aging locally owned bridges, improving safety along a high-crash corridors, addressing congestion at a key interchanges, supporting freight access, and improving connections between communities.

These provisions recognize that good projects begin with good planning, and the local officials closest to their communities should have the tools to help identify and advance the investments that matter most.
The BUILD America 250 Act is also supported by the Local Officials for Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), the U.S. Conference of Mayors (USCM), and the National Association of Regional Councils (NARC).

Planning is where projects begin, where local needs are translated into investment decisions, and where federal transportation dollars are positioned to deliver lasting results. By supporting the BUILD America 250 Act, you will help ensure that cities, counties, and regions, including those within the CFMPOA region, have the resources and flexibility needed to deliver a transportation system that connects our neighborhoods, supports our local economies, and serves our residents and visitors every day.

Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

Sincerely,



Marion County Commissioner Michelle Stone
Vice-Chair, CFMPOA

CENTRAL FLORIDA MPO ALLIANCE

Lake-Sumter MPO • MetroPlan Orlando • Polk TPO • Ocala-Marion TPO • Space Coast TPO • Volusia-Flagler TPO

October 14, 2026

Senator Rick Scott
110 Hart Senate Office Building
Washington, DC 20510

Dear Senator Scott:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

The BUILD America 250 Act includes important improvements that would strengthen regional transportation and give communities throughout Central Florida better tools to plan and deliver transportation projects:

The BUILD America 250 Act would:

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Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

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CENTRAL FLORIDA MPO ALLIANCE

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October 14, 2026

Congressman Randy Fine
244 Cannon House Office Building
Washington, DC 20515

Dear Congressman Fine:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

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Marion County Commissioner Michelle Stone
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CENTRAL FLORIDA MPO ALLIANCE

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October 14, 2026

Congressman Cory Mills
346 Cannon House Office Building
Washington, DC 20515

Dear Congressman Mills:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

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CENTRAL FLORIDA MPO ALLIANCE

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October 14, 2026

Congressman Mike Haridopolos
1039 Longworth House Office Building
Washington, DC 20515

Dear Congressman Haridopolos:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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CENTRAL FLORIDA MPO ALLIANCE

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October 14, 2026

Congressman Darren Soto
2353 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Soto:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

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CENTRAL FLORIDA MPO ALLIANCE

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October 14, 2026

Congressman Maxwell Frost
1224 Longworth House Office Building
Washington, DC 20515

Dear Congressman Frost:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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Marion County Commissioner Michelle Stone
Vice-Chair, CFMPOA

October 14, 2026

Congressman Daniel Webster
2184 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Webster:

On behalf of the Central Florida MPO Alliance (CFMPOA), an alliance of six MPOs in Central Florida, home to over 5.8 million residents and over 75 million annual visitors, I urge you to support H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act.

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October 14, 2026

Congressman Scott Franklin
2301 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Franklin:

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These provisions recognize that good projects begin with good planning, and the local officials closest to their communities should have the tools to help identify and advance the investments that matter most.
The BUILD America 250 Act is also supported by the Local Officials for Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), the U.S. Conference of Mayors (USCM), and the National Association of Regional Councils (NARC).

Planning is where projects begin, where local needs are translated into investment decisions, and where federal transportation dollars are positioned to deliver lasting results. By supporting the BUILD America 250 Act, you will help ensure that cities, counties, and regions, including those within the CFMPOA region, have the resources and flexibility needed to deliver a transportation system that connects our neighborhoods, supports our local economies, and serves our residents and visitors every day.

Thank you for your leadership and consideration. On behalf of the CFMPOA I appreciate your commitment to strengthening the nation's transportation infrastructure and look forward to working with you as Congress advances the next surface transportation reauthorization.

Sincerely,



Marion County Commissioner Michelle Stone
Vice-Chair, CFMPOA

AMPO

September 30, 2026

The Honorable Howard Lutnick
Secretary
U.S. Department of Commerce
1401 Constitution Avenue, NW
Washington, DC 20230

Re: Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions, Docket No. 260903-0005

Introduction

The Association of Metropolitan Planning Organizations (AMPO) appreciates the opportunity to comment on the Census Bureau's proposed residence criteria and regulations governing demographic questions for the decennial census. AMPO is a nonprofit membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. Federal highway and transit statutes require the designation of MPOs in urbanized areas as a condition for spending federal highway or transit funds. MPOs are responsible for the planning, programming, and coordination of federal highway and transit investments under requirements and guidance from the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

There are 410 MPOs across the United States. MPOs bring together local elected officials, state departments of transportation (DOTs), transit agencies, local governments, and transportation partners to make regional, performance-based decisions about federal transportation investments. MPOs develop federally required Long Range Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), Public Participation Plans (PPPs), Unified Planning Work Programs (UPWPs), helping to ensure that federal investments reflect regional priorities, public input, fiscal constraint, and national goals.

Census population and demographic data are an important foundation for this work. MPOs use these data for population and socioeconomic forecasting, travel-demand modeling, long-range transportation planning, needs assessments, Title VI analysis, and small-area planning. Census population counts also inform MPO and transportation management area (TMA) designations, transportation funding distributions, program eligibility, and other population-based federal requirements.

Context and Summary of Recommendations

AMPO recognizes the Census Bureau's responsibility to establish clear and workable procedures for the decennial census. We also appreciate that Census data support a wide range of federal, state, regional, and local planning activities beyond congressional apportionment. As the Bureau considers the proposed changes, AMPO respectfully encourages several clarifications and technical considerations that would help preserve the reliability and usefulness of Census data for transportation planning.

Consideration	AMPO Recommendation
Complete resident population	Enumerate and publish a complete resident-population dataset for planning purposes if the population used for congressional apportionment differs from the full resident population.
Usual residence methodology	Further evaluate and clarify the January 3-April 1 enumeration period, the role of tax records, and how the residence standard would work in practice.
State and substate impacts	Analyze how the proposed residence criteria may affect population counts across different types of regions before implementation.
Data continuity & transportation programs	Preserve consistent population definitions and comparable data over time, and coordinate with USDOT on population-based transportation requirements.

Demographic data	Maintain reliable and continuous small-area demographic data needed for federal compliance and regional transportation planning.
National data infrastructure	Preserve nationally consistent Census products where possible to avoid shifting costly and duplicative data-development responsibilities to state and regional agencies.

1. AMPO recommends enumerating and publishing a complete resident population for planning purposes.

Proposed § 60.1 establishes the residence criteria used to determine whether and where individuals are counted for congressional apportionment. Proposed § 60.4 would count citizens of foreign countries who are also U.S. citizens or lawful permanent residents at their usual residence, while other citizens of foreign countries would not be counted for apportionment.

If the population used for congressional apportionment differs from the complete population residing in the United States, Census data products should continue to provide a clear and usable measure of the complete resident population. Transportation systems and other public infrastructure serve the people who live in a region, travel to work and school, occupy housing, and use public services regardless of how they are treated for apportionment purposes.

AMPO requests that the Bureau enumerate and publish a complete resident-population dataset at geographic levels useful for state, regional, local, corridor, and small-area planning. Census should clearly distinguish this dataset from the population used for congressional apportionment and document the methodology and appropriate uses of each measure.

AMPO also encourages Census to explain how this approach would interact with other foundational decennial Census products, particularly housing-unit and vacancy data. Housing data are widely used in transportation, land-use, and socioeconomic modeling, and the Census Bureau's housing-unit and address framework also supports the American Community Survey (ACS). Continuity in that underlying framework is important to maintaining confidence in future ACS and Census products.

At the same time, publishing multiple population measures at very small geographic levels may raise disclosure or inference considerations if the difference between the complete resident population and the apportionment population can be derived through subtraction or combined with other publicly available data. AMPO encourages Census to explain how it would preserve useful population and housing data while addressing these disclosure considerations.

2. AMPO recommends further evaluation and clarification of the proposed usual residence methodology.

Proposed § 60.2(a) would define usual residence as the residence where an individual has lawfully spent the greatest number of days during the census enumeration period and provides that residence should be consistent with and evidenced by tax records. Section 60.2(b) would count a day when an individual spends at least one hour physically and lawfully present at a residence, and § 60.2(c) would establish January 3 through April 1 as the census enumeration period.

AMPO would welcome additional clarification on how these provisions are intended to work together in practice. For example, it would be helpful to understand how Census would approach a situation where the January-April day count points to one residence while tax records or other administrative information point to another. Further explanation of the terms "lawfully spent" and "physically and lawfully present" would also help data users understand how the standard would be applied.

The January-April period may also interact differently with regional population patterns. A person who spends most of the year in one state could accumulate more qualifying days in another during the winter months. Because § 60.2 does not require an individual to spend a majority of the enumeration period at a residence, the resulting location may not always align with where that person resides for most of the year. This issue has particular relevance for transportation planning because population forecasts and travel-demand models are

generally intended to represent year-round conditions. AMPO encourages Census to provide empirical analysis explaining why the proposed period is an appropriate measure of usual residence and how the methodology performs in areas with significant seasonal population movement.

3. AMPO recommends evaluating state and substate impacts before implementation.

The combined operation of §§ 60.2 and 60.4 may affect regions differently depending on local population characteristics. Areas with significant seasonal populations, universities and international students, agricultural workers, research and medical institutions, or other populations affected by the proposed criteria may see changes in Census counts that are not necessarily the result of underlying demographic change.

AMPO encourages Census to publish an analysis estimating the effects of the proposed changes at the state and substate levels before implementation. The effects of the § 60.2 residence methodology and § 60.4 apportionment treatment should be evaluated separately and in combination. The analysis should also address how Census will handle incomplete, conflicting, or unmatched administrative records.

Testing the proposed methodology against representative real-world scenarios would also be useful. Examples involving seasonal residents, international students, long-term foreign workers, individuals with different tax and physical-residence locations, and other common situations would help Census data users understand how the proposed criteria would operate in practice. For metropolitan planning, this distinction is important because changes caused by methodology must be distinguishable from actual demographic change when agencies develop forecasts and long-range plans.

4. AMPO recommends preserving consistent definitions and data continuity for transportation planning and population-based requirements.

Consistent population definitions and comparable Census data over time are particularly important for metropolitan transportation planning. Population and socioeconomic forecasts frequently use historic growth patterns to inform future projections. When definitions or population universes change between Census years, it can become difficult to determine whether an observed change reflects actual growth or decline or a change in methodology.

A methodological break between the 2020 and 2030 Census benchmarks could affect population estimates, socioeconomic forecasts, travel-demand model calibration and validation, and long-range transportation plan analyses. Census should provide sufficient documentation and, where practicable, comparable or bridged data products that allow users to understand and account for these differences.

Clear and consistent definitions also matter outside of technical modeling. MPOs must communicate population forecasts and planning assumptions to elected officials, local governments, transportation partners, and the public. Changes in basic population definitions can be difficult to explain and may require agencies to apply correction factors or other adjustments to otherwise familiar measures such as resident population. Consistent terminology and clear Census documentation would help maintain confidence in these data and the planning decisions that rely on them.

Travel-demand model outputs also support other federally required analyses. In nonattainment and maintenance areas, model outputs may be used as inputs to emissions analyses using MOVES or other applicable emissions models for transportation conformity determinations. Because conformity requirements are mandatory in applicable areas, continuity and reliability in the underlying population and travel-demand data have implications beyond the transportation plan itself.

Census population data are also incorporated throughout federal transportation programs and requirements. Changes in population measures could affect MPO and TMA designation thresholds, urban area population totals and designations, funding distributions and suballocations, program eligibility, and other requirements tied to population.

AMPO encourages Census to coordinate closely with USDOT and other federal agencies that rely on Census population data so states and MPOs have clear guidance regarding the appropriate population measure for federal transportation requirements.

Consistent definitions are especially important for multi-state MPOs, which rely on common population measures across state lines for regional forecasting, transportation funding, conformity analysis, and federal program administration.

5. AMPO recommends ensuring continued availability and continuity of reliable small-area demographic data.

Proposed § 70.2(a) would restrict questions about race, ethnicity, or sexual orientation from appearing on the decennial census questionnaire or another questionnaire used for population enumeration. Section 70.2(c) would also address when responses to demographic questions are required.

MPOs continue to have federal planning and civil rights responsibilities that rely on demographic information. Race and ethnicity data at small geographic levels are used in Title VI and needs analyses, neighborhood and corridor planning, transit studies, project-level analysis, socioeconomic modeling, community engagement, and certain grant applications.

AMPO appreciates that proposed § 70.4 expressly preserves the Census Bureau's ability to collect demographic information through the American Community Survey and other surveys not used for population enumeration. However, the ACS is not a complete substitute for the decennial Census. The decennial Census is designed to enumerate the full population and provides a foundational population benchmark, while the ACS is a sample survey that produces estimates from a much smaller annual sample. As a result, the two products serve different purposes and are not fully interchangeable, particularly for small-area analysis and long-term data continuity. That distinction is especially important for MPOs that rely on consistent population benchmarks and detailed demographic data for forecasting, modeling, Title VI analysis, and other transportation planning activities.

As Census develops the final rule, AMPO encourages the Bureau to explain how it will maintain the availability, continuity, geographic resolution, reliability, and comparability of these demographic data products so transportation agencies can continue to meet federal requirements and support regional and local planning.

AMPO also encourages Census to consider proposed § 70.3 alongside the Department of Commerce's Department Administrative Order 216-26, *Disclosure Avoidance for Statistical Products*. The proposed rule cites that order, which prohibits the use of noise infusion as a disclosure-avoidance technique. At the same time, proposed § 70.3(b) would limit publication of demographic data where publication would require introducing uncertainty into national or state population-count data.

AMPO recognizes the importance of both protecting respondent confidentiality and maintaining accurate population counts. Taken together, however, these policies raise practical questions about what disclosure-avoidance tools will remain available to support publication of detailed demographic data. AMPO encourages Census to explain how § 70.3 and DAO 216-26 will operate together and what that interaction will mean for the continued availability and continuity of demographic products at the tract, block group, and other small geographic levels commonly used in transportation planning.

6. AMPO recommends preserving the efficiencies and consistency of nationally coordinated Census data.

A nationally coordinated Census provides an important common statistical foundation for transportation planning and public decision-making across the country. National methodology and standards, shared implementation infrastructure, and coordinated data collection and public education create an economy of scale that would be difficult for individual states, regions, or local governments to replicate independently.

If state, local, or regional governments or public agencies must increasingly supplement Census products with local surveys, administrative records, or independently developed population and demographic estimates, differences in methodology, geographic coverage, and resolution could make comparisons across regions and

over time more difficult. Subnational efforts would also lack the same national framework and institutional infrastructure that support consistent Census data collection.

Developing independent surveys, models, or replacement datasets can require significant financial resources and staff time. For MPOs, those resources would otherwise support transportation planning, project development, and implementation of regionally significant transportation investments. Additional data collection and reconciliation can also add time to planning and project-development processes, potentially slowing the advancement of critical transportation projects.

AMPO therefore encourages Census to consider these downstream effects and, where possible, maintain nationally consistent population, housing, and demographic data products that reduce the need for individual agencies to recreate foundational datasets independently. Preserving this common national data infrastructure supports not only efficient regional planning, but meaningful comparisons among regions and timely implementation of transportation investments.

Conclusion

AMPO appreciates the Census Bureau's work to establish clear and consistent procedures for the decennial census. MPOs rely on Census data every day to understand regional growth, forecast transportation needs, administer federal programs, and plan long-term infrastructure investments.

Reliable and consistent Census data also supports the broader federal, state, regional, and local partnership responsible for moving transportation investments from planning through implementation. MPOs play an important role in identifying and advancing regionally and nationally significant projects. Reliable population, housing, and demographic data help ensure that limited planning resources can remain focused on those responsibilities.

AMPO respectfully encourages the Bureau to consider the clarifications and technical recommendations outlined above as it continues evaluating Parts 60 and 70. Enumerating and publishing a complete resident population, providing additional analysis of the proposed residence methodology, preserving consistent definitions and comparability across Census years, coordinating with federal agencies on population-based requirements, and maintaining reliable small-area demographic and housing data would help ensure that Census products continue to support effective transportation planning and project delivery.

AMPO looks forward to continued engagement with the Census Bureau, the Department of Commerce, USDOT, and other federal partners as the proposed rule is considered. Please contact Katie Economou, Legislative Director, at keconomou@ampo.org with any questions or to discuss AMPO's comments further.

Sincerely,

William Keyrouze

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

October 13, 2026

U.S. Census Bureau
4600 Silver Hill Road
Washington, DC 20233

Re: **Docket USBC-2026-0628, Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions**

To the Census Bureau:

The National Association of Regional Councils (NARC) appreciates the opportunity to provide comments on the Census Bureau's proposed rule for the Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions (Docket USBC-2026-0628).

NARC serves as the national voice for regional councils and believes regional cooperation is an effective approach to addressing planning and service delivery needs for infrastructure, economic development, public safety, the natural environment, aging in place, and more. For 60 years, NARC has represented regional organizations before Congress and federal agencies and promoted collaboration among governments and stakeholders across the United States.

Regional councils—also known as councils of governments, regional planning organizations, and similar entities—are public organizations that undertake intergovernmental cooperation across municipal, county, and state boundaries and help communities address challenges that extend beyond individual jurisdictions. Governed by a locally elected board of directors, regional councils convene elected officials and local leaders to develop shared solutions to regional problems, coordinate investments, plan for future growth, and improve efficiency of public services. Many regional councils serve federally designated functions, including Metropolitan Planning Organizations (MPOs), Area Agencies on Aging (AAAs), Economic Development Districts (EDDs), Workforce Development Boards (WDBs), public safety and emergency communications systems, and other federally supported programs.

Regional councils accomplish their goals through planning and service delivery, which rely on accurate demographic data to undertake the analyses necessary to develop effective plans and to organize the proper logistics for service delivery needs. These data serve as the foundation for transportation, housing, economic development, environmental, aging, and public safety planning. They enable regional councils to assess current conditions, identify emerging needs,

and make informed investment decisions. Accurate demographic information is also essential to allocating resources efficiently, targeting services to underserved populations, and ensuring that programs are delivered where they are needed most. In sum, reliable census data are essential to regional councils' planning, service delivery, and long-term investment decisions.

NARC appreciates the Census Bureau's efforts to follow its constitutional mandates, improve the decennial census data, and promote efficiency, and provides comments below on each of the efforts outlined.

Usual Residence

NARC recommends preserving the existing protocol of using April 1 as the "usual residence" for the purposes of the 2030 decennial census. We appreciate the Census Bureau's effort to improve the decennial census data by counting everyone once, only once, and in the right place. In the proposed rule, the Census Bureau proposes to count "usual residence" through the use of an enumeration period between January 3 and April 1 of the decennial census year. Based on the information currently available, additional testing and evaluation may be warranted before implementation in the 2030 Census.

Through past testing and analysis, the Census Bureau has developed and refined protocols for how to count college students, people experiencing homelessness, people in transitory living situations, young children, and more, in conjunction with the "usual residence" criteria of April 1st. These protocols represent the best methodology to date for counting the population. Introducing a three-month enumeration period counter to the current guidance on these and other situations could create confusion for census workers and contribute to inaccuracies. The Census Bureau is currently undertaking census tests at two locations in the country; introducing this modification after the testing period limits the ability to assess its effectiveness or accuracy prior to implementation. Therefore, NARC recommends preserving the definition of "usual residence" as April 1, until more rigorous testing of a January 3–April 1 period can verify its accuracy and effectiveness.

Citizenship

NARC recommends preserving the current protocols for counting "whole persons" and continuing to include all persons who are not citizens or legal permanent residents, or provide an alternative dataset that includes this information. The Census Bureau proposes to restrict the census to count only citizens of the United States living in the country, legal permanent residents, and some overseas military and federal government personnel. Restricting the census in this manner would severely undercount the total U.S. population and negatively impact the ability of regions and local governments to continue to serve their communities.

Restricting the census population count to the proposed definitions does not count foreign residents who are here living in the United States on student visas, work visas, approved asylum seekers, people with Temporary Protected Status, and more. While the Bureau proposes to count many of these residents using administrative records, significant challenges arise from inaccuracies between records, leading to the omission of residents, and the methodology to "clean" the records has not been thoroughly tested by the Census Bureau. Using administrative records would not be as accurate as counting all residents on the census, and therefore would not improve the accuracy, data, or efficiency of the census as stated in the goals of the proposed rule.

Furthermore, while we appreciate that the proposed rule would only be applied to the count for the census for the purpose of congressional apportionment, and not other statistical products such as the American Community Survey (ACS), it would affect other products because the census is the baseline the ACS is run against for computation. The census establishes the total population of the United States, and the total population is what the ACS compares against to ensure that its calculations are providing an accurate depiction of the nation based on the smaller sample size results of its survey. Ensuring an accurate count from the census using actual census responses remains critically important.

In addition, regions and local governments rely on federal programs that are determined and governed by accurate population counts, and changing who is counted in the census would greatly impact their ability to serve their communities. For example, Community Development Block Grant funding is calculated based on a population formula; under- or overcounting could drastically change the amount of funding that communities receive. This is also the case for certain programs for Area Agencies on Aging, economic development, USDA Rural Development, and more.

Similarly, Metropolitan Planning Organizations are designated by the Federal Highway Administration based on population counts in an urbanized area of 50,000 people or more, and Transportation Management Areas are defined as populations of 200,000 or more. Being designated or *not* designated as an MPO or a TMA resulting from inaccurate population counts changes the level of federal requirements and financial support.

Moreover, problems stemming from the use of less accurate administrative data are especially acute in transportation planning, a significant area of work for most regional councils. A strong economy requires a strong transportation system to move people and goods. Transportation planning requires accurate population data that aligns closely with actual conditions on the ground. However, imprecise administrative population estimates would not fully reflect real-world travel demand or congestion. Therefore, it is essential for transportation planners to have accurate population numbers to address the transportation needs of their region.

Finally, counting only citizens, legal permanent residents (green card holders), and certain overseas military and federal government personnel may invite constitutional and legal challenges based on the Fourteenth Amendment's understanding of whole persons. This legal challenge may delay or overturn a census conducted using the proposed definitions, causing costly delays to projects that rely on the information to proceed.

Proposed Restrictions on the Inclusion of Certain Demographic Questions in the Decennial Census Operation

NARC recommends preserving and continuing the availability of demographic information related to race, ethnicity, and sexual orientation. We are concerned that the lack of accurate demographic data will reduce a region's ability to comply with civil rights laws, and to enhance the economic growth and quality of life in their regions.

While we appreciate that the ACS addresses this information, similar to the population count, it does not replace a complete decennial census, which provides a foundational population benchmark to compare the ACS against. Therefore, complete demographic information outside of the ACS is still needed.

In addition, because regional councils accept federal funding for a variety of programs, they are subject to federal civil rights requirements, and rely on certain demographic information to ensure they are in compliance with those requirements. Eliminating this question from the census would place them at risk of being out of compliance with few or costly alternatives to obtain the data and remain in compliance.

Furthermore, eliminating demographic questions reduces the ability of regional councils to enhance their regional economic growth. Businesses rely on demographic data when deciding where to locate—whether that means retail operations, industrial facilities, or corporate offices. Many regional councils engage in economic development work: they produce Comprehensive Economic Development Strategies (CEDS) and attract businesses by demonstrating that they have the workforce or consumer base to support the new business growth. Understanding demographic data—what the current workforce looks like, what upskilling they may need—is essential to attract new businesses and successfully grow a regional economy.

Decennial Census Proposal

NARC appreciates the opportunity to comment on the Census Bureau's proposed rule and recognizes the importance of ensuring the decennial census remains accurate, reliable, and effective in fulfilling its constitutional and statutory purposes. Accurate population and

demographic data are essential for regional councils, local governments, and federal agencies to plan infrastructure investments, deliver services, support economic development, comply with civil rights requirements, and allocate resources fairly.

For the reasons outlined above, NARC recommends that the Census Bureau maintain the existing April 1 usual residence standard, continue counting all persons residing in the United States regardless of citizenship status, and preserve the current demographic questions proposed for elimination. These longstanding practices provide the most reliable foundation for producing accurate census data and ensuring that regions and communities have the information necessary to serve their residents effectively.

Thank you for your consideration of these comments. NARC looks forward to continuing to work with the Census Bureau to support a complete and accurate 2030 Decennial Census.

Sincerely,



Erich Zimmermann
Executive Director
National Association of Regional Councils

From: Gary Huttmann
To: Lisa Smith
Subject: RE: Teen Driver Challenge
Date: Tuesday, September 22, 2026 12:48:30 PM
Attachments: image002.png

Lisa

Please share this with all Board members and save for the November 18 agenda as well.

Thanks

Gary Huttmann, AICP
Executive Director

Gary.Huttmann@MetroPlanOrlando.gov
^^Please note my new email address^^
321-732-6365 office direct | 407-538-4002 cell
250 S. Orange Ave., Suite 200, Orlando, FL 32801
Facebook | X (Twitter) | LinkedIn | YouTube



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

*Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Lisa Smith <Lisa.Smith@metroplanorlando.gov>
Sent: Thursday, September 17, 2026 8:39 AM
To: Gary Huttmann <Gary.Huttmann@metroplanorlando.gov>
Subject: FW: Teen Driver Challenge

Good morning, Gary. I know you are attending the conference. Is this something you would like me to forward to Mayor Demings office?

Lisa M. Smith
Senior Board Services Coordinator

Lisa.Smith@MetroPlanOrlando.gov
^^Please note my new email address^^
407-481-5672 x307 office | 321-732-6546
250 S. Orange Ave., Suite 200, Orlando, FL 32801
Facebook | X (Twitter) | LinkedIn | YouTube



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A REGIONAL TRANSPORTATION PARTNERSHIP

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From: Adriana Rodriguez <Adriana.Rodriguez@metroplanorlando.gov>
Sent: Wednesday, September 16, 2026 11:19 AM
To: Lisa Smith <Lisa.Smith@metroplanorlando.gov>; Gary Huttmann <Gary.Huttmann@metroplanorlando.gov>; Rachel Frederick <rachel.frederick@metroplanorlando.gov>
Cc: Alex Trauger <Alex.Trauger@metroplanorlando.gov>; Lara Bouck <lara.bouck@metroplanorlando.gov>
Subject: FW: Teen Driver Challenge

Good Morning

Please see below for additional information related to the Teen Driver Challenge Program.

Following my presentation to the Board in July 2025 about the Teen Driver Challenge program, some Board members (particularly Mayor Demmings) expressed interest in potentially supporting this initiative. I shared the questions that came up after the Board presentation with Sergeant Cunningham during a recent field review to gather additional information about the program. Sergeant Cunningham coordinates the program in Osceola County.

Alex asked me to share this information with you to make sure these answers are shared with the appropriate Board members.

Thank you,

Adriana Rodriguez, PE
Senior Transportation Engineer

Adriana.Rodriguez@MetroPlanOrlando.gov
407-481-5672 x317 office
250 S. Orange Ave., Suite 200, Orlando, FL 32801
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metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Daryl Cunningham <Daryl.Cunningham@osceolasheriff.org>
Sent: Friday, September 4, 2026 3:59 PM
To: Adriana Rodriguez <Adriana.Rodriguez@metroplanorlando.gov>
Subject: RE: Adriana's contact information

Great to meet you today and thanks for helping us make Osceola Safer.

1. What is the total cost to operate a 1-day session? Runs about 3,000 per class in labor.

1. If additional funding becomes available, would staffing or labor resources be a limiting factor? No

1. Besides funding, are there any other barriers to adding new sessions or increasing class size? The only barrio may be needing more money for drinks, snacks, pizza, etc.

1. What support would be helpful to coordinate with school districts to raise awareness about the program? I would love to find a way to spread the word to parents. We have handed flyers out to teens but many times they don't make it home to the parents.

I would love to come and speak to your board. They will fall in love with the program. It's awesome to keep our kids safe. Have a great weekend.

www.osceolasheriff.org

DARYL CUNNINGHAM
SERGEANT

407-709-9089
Daryl.Cunningham@osceolasheriff.org

Osceola County Sheriff's Office
2601 East Irlo Bronson Memorial Hwy. Kissimmee, FL 34744

Section 4

Roundtable Discussion Summary

Date and Time:
Thursday, August 27, 2026
1:30-3:50pm

Subject:
Central Florida Micromobility Safety Initiative

Background

While e-bikes and scooters have a valid purpose in filling the first and last mile gaps for people to get to work and school, the rising popularity of e-micromobility devices among students and young adults has generated increasing concern about safety for riders, pedestrians, and motorists. MetroPlan Orlando convened stakeholders who represented local government, law enforcement, school districts, healthcare organizations, and other community groups to discuss the current landscape, hear diverse perspectives, and explore ideas for regional coordination across education, policy, law enforcement, and infrastructure.

Current Landscape

Commissioner Wilson opened the meeting, welcomed attendees, and thanked LYNX for hosting the event. She expressed that the goal of this working session is to hear about the challenges organizations are experiencing, results of work already underway, and where greater regional coordination could be helpful. Her remarks were echoed by Commissioners Janer and Dallari who expressed the need for collaborative discussion and approaches. Gary Huttman and Virginia Whittington emphasized that the issues surrounding micromobility require coordinated regional attention, investment, and response.

Participants introduced themselves and the organizations they represent, which include:

- Local governments that are considering policy and infrastructure responses.
- School districts that are addressing concerns involving students and young riders.
- Law enforcement agencies that are working through questions about education and enforcement.
- Health and safety organizations that are seeing the consequences when something goes wrong.

Virginia Whittington shared slides that outlined the shared issues that these Central Florida organizations are facing, including:

- Rider and public safety
- Increased demand on law enforcement and emergency response
- Lack of rider training and public awareness
- Changing mobility demands on existing infrastructure

Lara Bouck shared slides that outlined the different classes of e-micromobility devices, how they are currently regulated under Florida law, and engagement and education work that is underway—and still needed—to reduce the confusion about these device classes and ordinance restrictions.

Law Enforcement Perspective

Lt. Todd Boger of the St. Johns County Sheriff's Office spoke about the issues being seen in his jurisdiction. Within St. Johns County many e-bike riders are children ages 11-15. Lt. Boger observed children of this age group often do not know the rules of the road or basic roadway etiquette; they are not stopping for pedestrians or using hand signals to indicate their intentions while riding. The extended range of travel with e-bikes allows children to travel to neighboring towns, sometimes 15 or 20 miles away, and ride on highways or state roads to do so.

Law enforcement saw a public panic regarding e-bikes after an increase in serious injuries, but at the same time received backlash from the parents when attempting to enforce the law. An additional challenge is parents' limited understanding of e-bike danger, often feeling their children are "just out riding their bike".

A reoccurring issue is that many of the devices that children are riding fall beyond the classification of e-bike and may be e-motos. Modifying e-bicycles to go faster than intended is popular and many devices sold online that are labeled as e-bikes do not fall into one of the three legal classifications. Lt. Boger stated that this increased speed comes with safety issues due to the design of bicycle helmets, which are not intended for the higher speeds that these children are traveling at.

The St. Johns County Sheriff's Office has implemented a program in all their schools that covers the rules of the road and bicycle safety. Their resource deputies were given 30-45 minutes at the beginning of the school year to connect with students and educate them. Additionally, they have prioritized helmet enforcement and are giving physical handouts to children that are seen without helmets.

A final note from Lt. Boger is that, while they are being as proactive as possible, they will always have to be reactive as technology evolves and people find workarounds for rules and regulations.

Stakeholder Discussion

Stakeholders were provided with six questions (below) prior to the roundtable and asked to share their thoughts during their allotted time.

- What micromobility safety challenges is your organization currently experiencing or observing?
- What policies, programs, initiatives, or best practices has your organization implemented or is currently exploring?
- Is your organization currently involved in micromobility safety outreach, including educational campaigns or safety messaging?
- What gaps, barriers, or unmet needs make it difficult to improve micromobility safety?
- Where do you see opportunities for greater regional collaboration or consistency?
- What does success look like in the next 1-3 years and 3-5 years?

The participants shared their perspectives and experiences that revealed common themes with the need for regional collaboration and education being mentioned by nearly all stakeholders. The themes and key messages are outlined on the following pages.

Regional Coordination and Consistency

Participants repeatedly emphasized that micromobility users travel across city and county boundaries without regard to jurisdictional lines, making regional consistency essential. There was broad support for developing a common framework, shared safety messages, and consistent regulations throughout Central Florida.

Key comments:

- **Commissioner Wilson** noted that the concern is regional, while many current responses are specific to jurisdictions. She emphasized the need for a framework that builds upon existing efforts rather than duplicating them.
- **Lauren Torres**, Orange County, stated that micromobility is a legitimate transportation option that is here to stay and that success should be measured by developing "one message, one safety message, one similar ordinance, one similar policy framework." She noted that riders often travel across multiple jurisdictions and may not know whether they are in the City of Orlando, Orange County, or another jurisdiction.
- **Arturo Perez**, Seminole County, advocated for consistency across counties, noting that differing regulations from one jurisdiction to another create confusion for riders. He suggested that counties should implement similar approaches rather than varying speed limits and regulations.
- **Mark Castleberry**, Florida Highway Patrol, emphasized that collaboration creates "strength in numbers" and that consistent messaging, legislation, and education will produce greater success than individual efforts.

Education

Education emerged as the most consistently discussed strategy. Participants stressed that many riders, parents, and purchasers of devices lack a basic understanding of the rules, risks, and legal requirements associated with e-micromobility devices.

Key Comments

- **Chrissy Martin**, City of Orlando, compared micromobility education to long-running public education efforts such as seat belt campaigns, recycling programs, and DARE. She noted that many existing laws and regulations already exist but are not well understood by the age groups most affected. She emphasized the importance of creating educational programs that become ingrained habits.
- **Lt. Boger**, St. Johns County Sheriff's Office, stated that many riders ages 11 to 15 do not understand basic traffic laws, signaling, yielding, or safe riding practices.
- **Lauren Torres**, Orange County, said education must extend beyond children to include parents and purchasers. She noted that many families buy these devices without understanding their speed or capabilities.
- **Bryan Beyer,** Seminole County Sheriff's Office, described education as the department's primary strategy and stressed the importance of involving schools, crossing guards, school resource officers, and parents.
- **Ty Downing**, Osceola County School District, described a "giant education piece" that is currently missing and suggested that both students and parents should receive training before a device is permitted on campus.

Parent Responsibility and Consumer Awareness

Many participants expressed the role of parents and purchasers in addressing safety concerns. Comments highlighted the fact that many devices are sold online with little information regarding applicable laws, speed limitations, or safe operating practices. Participants repeatedly suggested that improving parent education could prevent many of the risky behaviors currently being observed.

Key Comments

- **Chrissy Martin**, City of Orlando, described her own experience as a parent of a child with an e-bike and emphasized the importance of training, supervision, understanding rules, and setting clear expectations.
- **Lauren Torres**, Orange County, stated that many parents purchase devices without realizing how fast they travel and often view them simply as a convenient transportation option for their children.
- **Christina Colon**, Osceola County Transportation and Transit, noted that even transportation professionals continue learning about classifications and capabilities of newer devices. She stressed that parent education is critically important.
- **Bryan Beyer**, Seminole County Sheriff's Office, stated that bicycle retailers and bike shops are an important missing voice because they interact directly with purchasers before devices reach riders.
- **Ty Downing**, Osceola County School District, repeatedly emphasized that parent buy-in is essential and that successful safety initiatives depend on cooperation from families.
- **Mitch Shaban**, Orange County Sheriff's Office, reported that during a recent enforcement operation involving more than 200 riders, many parents stated they were unaware of the type of device their child was riding or that modifications had been made.

Helmet Use

Participants emphasized the severity of injuries associated with micromobility crashes and identified helmet use as the most immediate opportunity to improve safety outcomes. A recurring message was that injury severity often resembles motorcycle trauma rather than traditional bicycle crashes.

Key Comments

- **Dr. Donald Plumbly**, Orlando Health Arnold Palmer Hospital for Children, described micromobility injuries as a major healthcare crisis. He reported that admissions for serious pediatric injuries increased from 57 in 2024 to 135 in 2025 and had already reached 120 midway through 2026. He noted that injury patterns more closely resemble motorcycle trauma than bicycle trauma and that helmet use among injured riders was only 15 percent. Dr. Plumbly identified helmet use as the "low-hanging fruit" for injury prevention and described extensive helmet giveaway and helmet-fitting initiatives.
- **Dr. Tracy Zito**, Orlando Health, reported similar trends among adults, with 29–36 micromobility admissions per month, around half of which involving severe injuries. She stressed that many riders are being struck by motor vehicles, creating life-threatening outcomes.
- **Christina Colon**, Osceola County Transportation and Transit, described helmets as one of the easiest areas where existing requirements already exist and where education efforts can be strengthened immediately.
- **Chrissy Martin**, City of Orlando, described helmet use as essential and highlighted the city's effort to expand helmet fitting programs and helmet giveaways.

Device Classification, Modifications, and Enforcement

Participants expressed widespread concern about confusion surrounding device classifications, the rapid growth of modified devices, and the difficulty these factors create for enforcement. Several speakers noted that many devices involved in crashes are substantially different from what the public typically thinks of as an e-bike.

Key Comments

- **Arturo Perez**, Seminole County, highlighted a reported case involving a rider traveling 83 mph on a modified device and noted how easily devices can be altered through aftermarket parts purchased online.
- **Brian Holmes**, Orange County Public Schools, described district policies prohibiting micromobility devices at elementary and middle schools and requiring registration, learner permits, or driver's licenses for approved devices at high schools. Devices must remain within legal wattage limits and cannot be modified.
- **Nicholas Morrissey**, Orange County Public Schools, argued that e-motorcycles represent a particularly serious concern because many are not designed for legal roadway operation.
- **Lauren Torres**, Orange County, stated that even law enforcement officers often struggle to distinguish among device types and determine what is legal versus illegal.
- **Bryan Beyer**, Seminole County Sheriff's Office, noted that deputies require specialized training to identify modifications, altered wattage ratings, and classification differences.
- **Mitch Shaban**, Orange County Sheriff's Office, stated that ambiguity in classifications and ordinance language makes enforcement difficult and reinforced the need for rules that are “easy to understand and easy to enforce.”

Data, Research, and Technology

Participants emphasized that stronger data and better reporting systems are needed to understand crash circumstances, identify trends, prioritize interventions, and evaluate success. Several speakers also highlighted opportunities to leverage technology for education, enforcement, and hotspot identification.

Key Comments

- **Mitchell Michalak**, Florida Department of Health in Orange County, advocated for improved data infrastructure and more detailed reporting tools to better understand crash circumstances, injury outcomes, and contributing factors. He noted that health departments currently rely primarily on emergency department data, which provides only a partial picture.
- **Christina Colon**, Osceola County Transportation and Transit, stressed the need for better crash data and more effective ways to communicate injury outcomes to the public.
- **Orlando Rolon** highlighted opportunities to use dashboards, shared data, and technology to identify hot spots and target safety efforts where they can have the greatest impact. The representative also encouraged exploring geofencing and other technology-based strategies.

Infrastructure and System Design

Participants generally agreed that infrastructure should be part of the long-term solution. While education was viewed as the most immediate opportunity for change, several speakers emphasized that the transportation system was not designed for today's micromobility devices and travel patterns.

Key Comments

- **Commissioner Wilson** noted that communities in other parts of the world have dedicated facilities specifically designed for bicycles and micromobility users and suggested future research into infrastructure models that could be applicable locally.
- **Mark Castleberry**, Florida Highway Patrol pointed to crosswalk improvements as an example of successful investment in vulnerable road users.
- **Orlando Rolon** highlighted parking management, transit access, and ADA concerns.

Legislative and Policy Opportunities

Participants broadly supported pursuing legislative solutions while continuing local and regional efforts.

Key Comments

- **Commissioner Dallari** advocated for a multi-pronged strategy that includes local action, regional coordination, DOT involvement, and legislative engagement before the upcoming legislative session.
- **Commissioner Janer** supported the development of model resolutions, local policy recommendations, and statewide legislative initiatives that would create consistent rules and stronger enforcement tools.
- **Dr. Tracy Zito**, Orlando Health, urged stakeholders not to let the issue lose momentum following the veto of previous legislation and argued that legislative action is necessary to improve safety outcomes.

Public Comments

Public comments echoed many of the remarks that had already been shared, including the importance of education, infrastructure, regional coordination, statewide consistency, data collection, and safety-focused policy development. Some commenters highlighted existing initiatives and expressed interest in continued collaboration as MetroPlan Orlando advances a regional framework and task force.

Comments

- **Emily Bush**, Executive Director, BikeWalk Central Florida, emphasized Vision Zero principles and encouraged stakeholders to build upon existing safety coalitions and educational programs, including Safe Travelers youth education program, while coordinating with ongoing statewide efforts.
- **Hartley Grimes**, Orlando Bike Coalition, advocated for connected, protected bicycle and micromobility infrastructure and encouraged transportation agencies to prioritize infrastructure improvements alongside education efforts
- **Frank Santini**, attorney and safety advocate, stressed the importance of distinguishing legal e-bikes from e-motorcycles and modified devices and highlighted buyback programs as a potential safety strategy.

- **Stephanie Vanos**, Orange County resident and mother of three teenagers, supported expanded education efforts and stressed that hands-on instruction is more effective than videos alone. She also advocated for additional multi-use pathways and infrastructure improvements.
- **Eugene Rider**, Vice President, Florida Bicycle Association, described micromobility safety as a systems issue and advocated for a regional framework supported by education, infrastructure, policy, and consistent messaging. “Education changes behavior. Infrastructure protects people. Policy prioritizes safety.”
- **Nicholas Natale**, Sunrise Movement Orlando, emphasized the need for infrastructure investments that support safer travel by micromobility users and pedestrians. He highlighted the importance of sidewalks, transit connections, and first- and last-mile transportation facilities as part of a broader Vision Zero approach.
- **Matthew Goltanoff**, Chair, Bicycle and Pedestrian Advisory Committee, Miami-Dade TPO (participating as an individual), advocated for greater statewide consistency in micromobility regulations. He also suggested that retailers should play a larger role in educating consumers about safe and legal device use.
- **Nathan George**, Palm Beach Metropolitan Planning Organization, noted that MPOs across Florida are actively discussing micromobility safety and shared that Palm Beach MPO would be hosting a similar event focused on e-bike and micromobility best practices. He encouraged continued collaboration and information sharing among regions.

Conclusion

The roundtable demonstrated broad agreement that micromobility is now an established and growing part of Central Florida's transportation system. Participants generally agreed that e-bikes and other micromobility devices provide important mobility benefits, particularly for first and last mile connections, access to schools, employment opportunities, and short-distance travel. However, stakeholders also expressed significant concerns regarding rider safety, injury severity, device modifications, inconsistent regulations, and a lack of understanding among many riders and parents.

While participants represented a wide range of organizations and perspectives, several areas of consensus emerged. Education was identified as the most immediate opportunity for improving safety outcomes, particularly among youth riders and parents. Stakeholders also emphasized the importance of expanding helmet use, improving data collection, clarifying device classifications, and pursuing consistent policies and messaging across jurisdictions.

Looking ahead, participants expressed strong support for continued regional collaboration and development of a coordinated framework that incorporates education, engineering, enforcement, legislation, healthcare, and community partnerships. There was also interest in exploring a regional task force and advancing recommendations that could support both local implementation and future legislative discussions.

Section 5

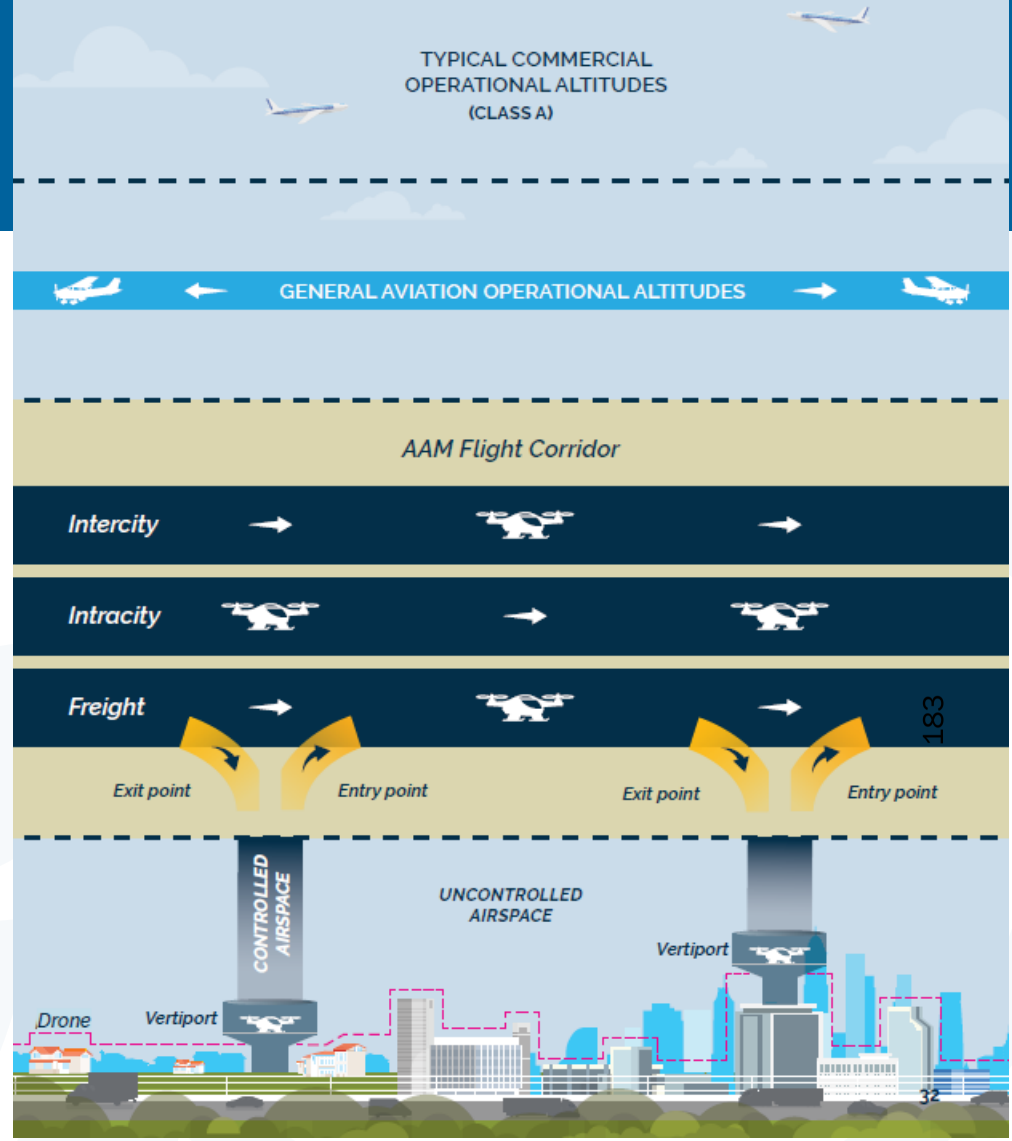
Orange County's Advanced Air Mobility Planning

Presentation to MetroPlan Orlando Board
November 18, 2026

Alissa Barber Torres, PhD, FAICP, CLTD
Office of Innovation & Emerging Technologies

ADVANCED AIR MOBILITY

- Aviation based on new technologies and business models
- Small, low-altitude aircraft currently being certified for commercial operations
  - Electric Vertical Take-off and Landing (eVTOL)
  - 4-6 passenger “air taxis”
  - Cargo, logistics, medical, and emergency services
  - Flights less than 200 miles at 1,000 - 3,000 feet
- Most take-offs/landings at “vertiports”



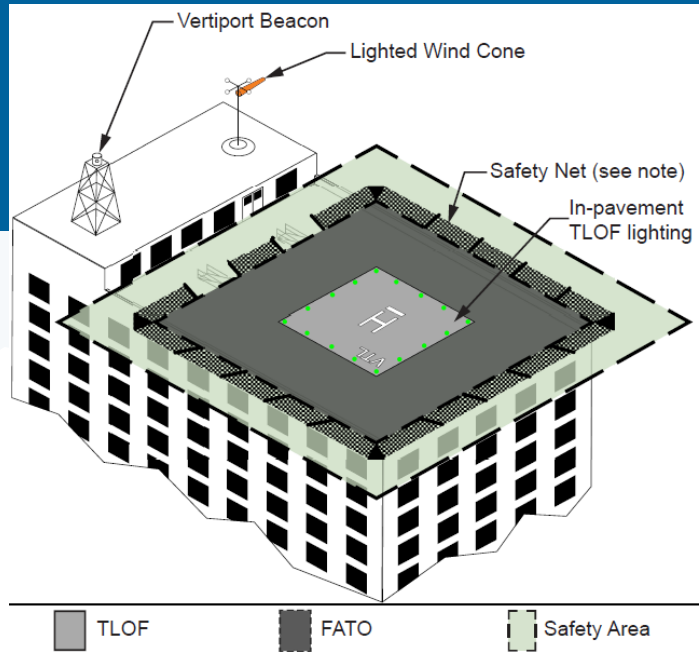


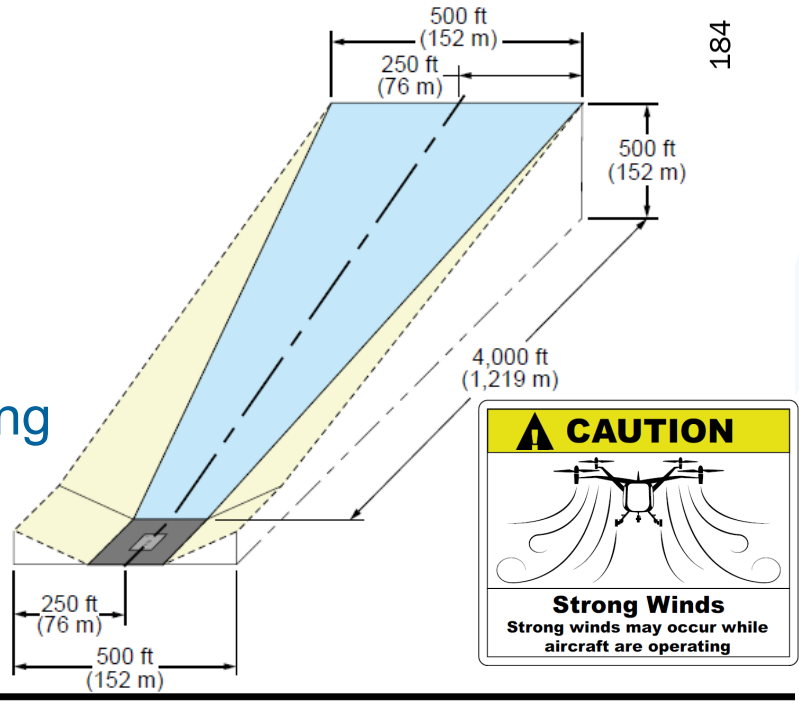
ORANGE COUNTY FLORIDA

Sources: FDOT, 2025; USDOT, 2025.

ADVANCED AIR MOBILITY

- Integration into urban areas and near all types of development raises issues
  - Not sufficient data to understand privacy, noise, safety, land use, mobility, and environmental impacts (USDOT, Dec. 2025)
  - Integration with transportation and utility infrastructure
  - Land use compatibility and property rights
  - Aircraft noise, although anticipated to be quieter than helicopters
  - Potential resident concerns about traffic, noise, privacy, visual impacts, equitable access, and autonomous flights
  - Permitting by local government staff unfamiliar with AAM, including building code and fire protection





ORANGE COUNTY FLORIDA

Sources: USDOT, 2025; FAA, 2024.

ADVANCED AIR MOBILITY

AAM COMPONENTS	FEDERAL GOVERNMENT	STATE GOVERNMENT	LOCAL GOVERNMENT	INFRASTRCTURE DEVELOPERS	SERVICE PROVIDERS
AIRSPACE	X				
FLIGHT SCHEDULING					X
VERTIPORT INSPECTIONS		X			
LAND USE COMPATIBILITY PLANNING			X		
PILOT / OPERATOR REGULATIONS	X				
COMMUNITY ENGAGEMENT			X	X	X
STATEWIDE AAM COORDINATION		X			
UTILITY COORDINATION			X	X	
VERTIPORT STANDARDS	X	X			
VERTIPORTS DEVELOPMENT				X	
ZONING PROTECTION			X		
AIRCRAFT CERTIFICATION	X				

Source: FDOT, 2025.

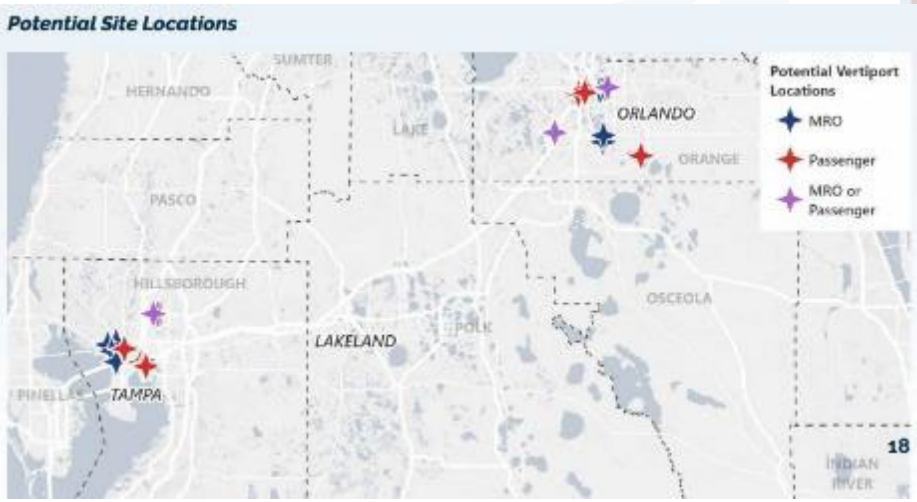
ORANGE COUNTY FLORIDA

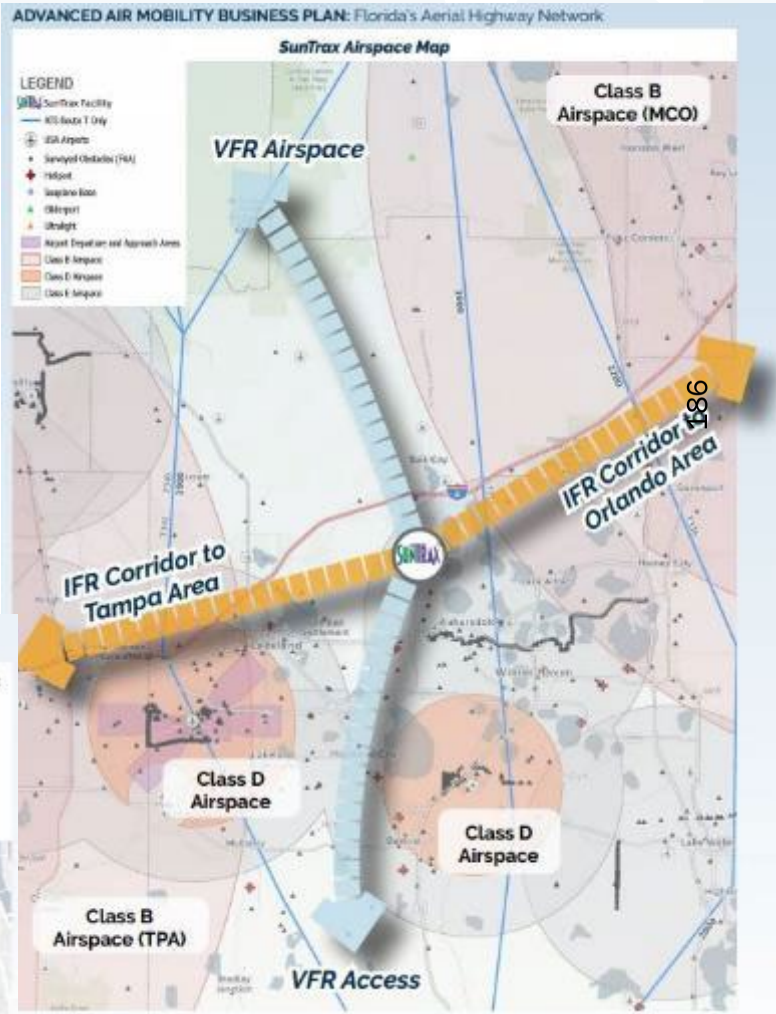
FDOT

ADVANCED AIR MOBILITY

- FDOT part of USDOT pilot to test AAM operations in Central Florida this year
  - FDOT plan includes potential locations in County
- Greater Orlando Aviation Authority planning facilities and regional networks
- County working on several AAM readiness efforts based on agency and market interest







ORANGE COUNTY FLORIDA

Sources: FDOT, 2025; GOAA, 2025.

COUNTY AAM PLANNING



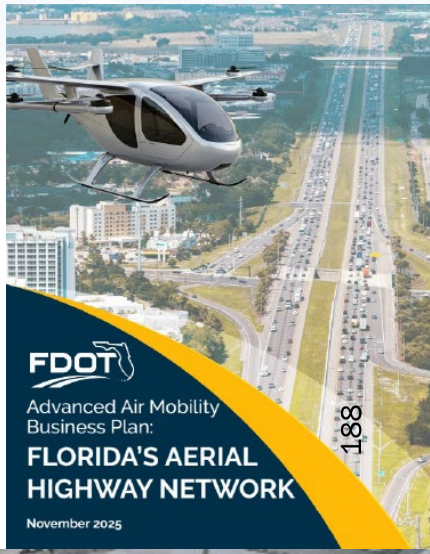
- 1.54M Orange County residents (2025)
- 76.7M annual visitors (2025)
- Market interest in I-Drive/ Orange County Convention Center (OCCC) for AAM
  - 7M square feet - second-largest in U.S.
  - 185 events with 2.3M attendees (FY2026)
  - $560M Phase 5A expansion underway
  - OCCC leadership has not taken a position on AAM to date but is engaged

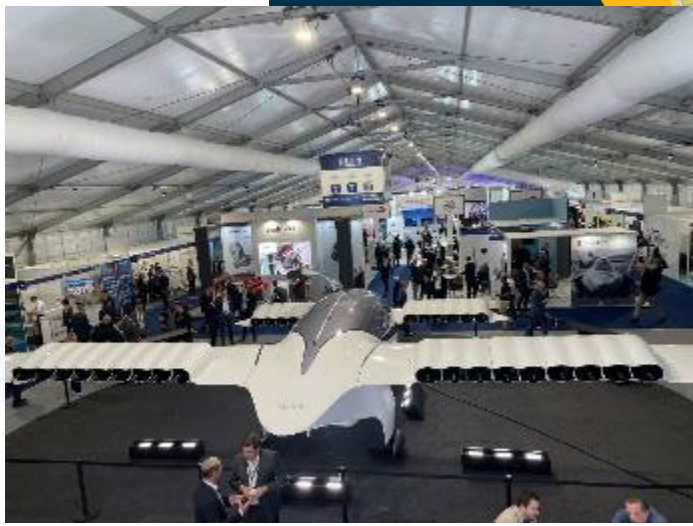
ORANGE COUNTY FLORIDA

Source: Orange County, 2025.

COUNTY AAM PLANNING

- Agency engagement
  - Coordination with City of Orlando on their AAM plan
  - Coordination with Central Florida agencies
  - Participation in tabletop exercises
  - Staff from various departments at FDOT training
  - Comments on FDOT handbook for local governments
  - Consultant interview for next FDOT guidebook's case studies
  - Meeting with FDOT leadership
- Stakeholder engagement
  - Economic development trip to Farnborough Air Show (2024)
  - 2025 Economic Summit with Chuck Martin
  - GOAA coordination - industry event, South Korean delegation
  - Advanced Air Mobility Association (AAMA) membership
  - Ongoing meetings with industry to discuss needs



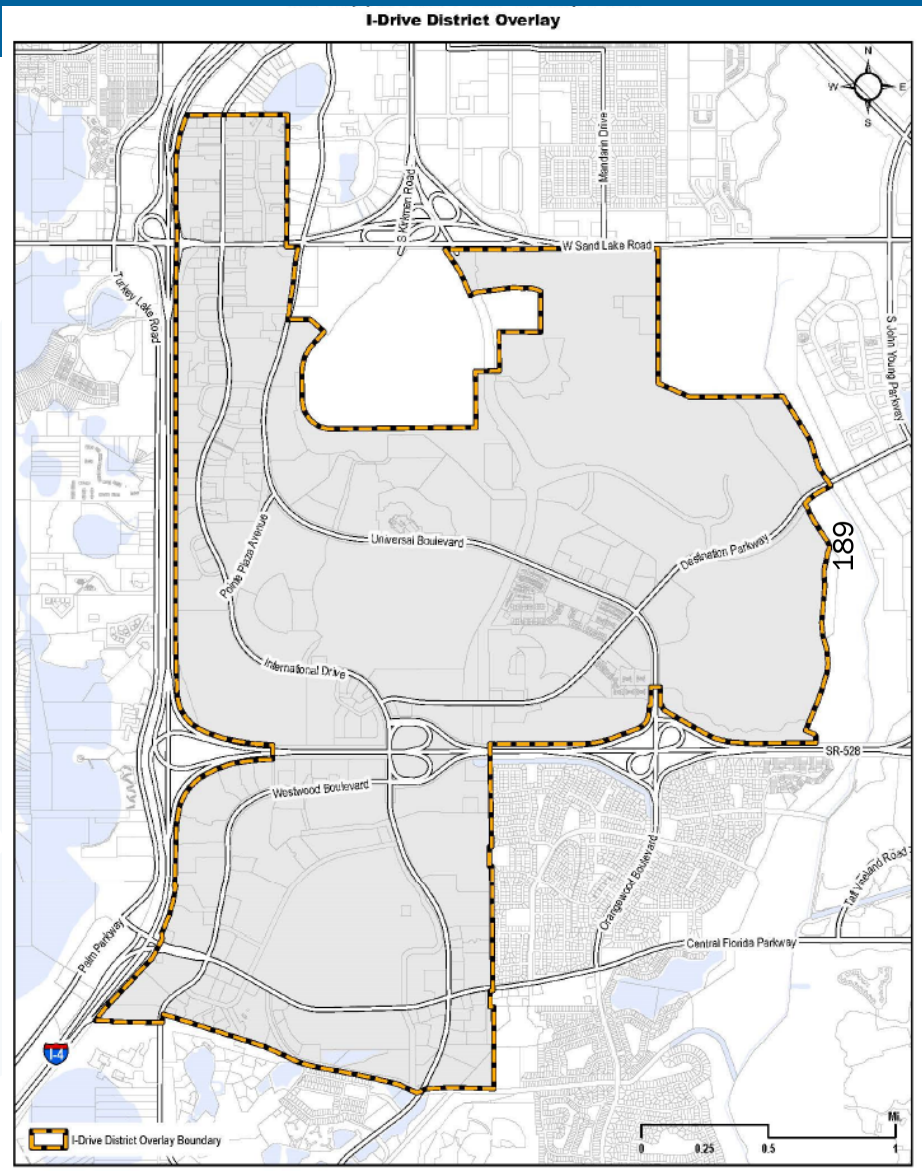


ORANGE COUNTY
FLORIDA

Sources: Orange County, 2024; FDOT, 2025.

COUNTY AAM PLANNING

- County staff training
  - Introduction to AAM – Nov. 2024
  - Development review webinar with AAMA – Aug. 2026
  - Development review – Nov. 2026
  - CustomGPT tool as resource
- Vertiport standards
  - Allowed in Orange County Code now in some zoning districts
  - I-Drive District Overlay zoning has limitations
  - New Orange Code has more provisions – still pending
  - Coordinated with GOAA
- Orange County AAM Feasibility Study
  - Accepted by BCC on June 30, 2026



Source: Orange County, 2020.

ORANGE CODE

Table 4-1.1(1): Permitted Uses By Zone

	T2 Rural			T3 Sub-Urban			T4 General			T5 Center			T6 Urban Core			CZ Civic		SZ Special Zones				
	1	2	3	1	2	3	1	2	3	1'	2	3	1	2	3	CF	OS	LI	HI	EN	MH	ED
Transportation & Infrastructure (see "4-5.8 Transportation and Infrastructure" for Additional Standards)																						
Airport	S																	S	S			
Communication Tower	P*/S			P*/S			P*/S			P*/S			P*/S			P*/S		P*	P*	S*	S*	S*
Public Parking (Principal Use)								P*		P*			P*			P*	P*	P	P	P		
Transit Facility	P*			P*			P*			P			P			A	A	P	P	P	P*	A
Truck Stop																		P	P			
Renewable Energy	A			A*			A*			A*			A*			S*	S*	P	P	A*	A*	A*
- Large scale installations	P																	P	P			
Utilities	P*/S			P*/S			P*/S			P*/S			P*/S			P*/S		P*	P*	P*/S	P*/S	P*/S
Vertiports, Heliports, and Sea Plane Bases	S									S			S					P	P	S		

190

Vertiports.

(1) Prior to submittal of any application or permit for a vertiport, a prospective applicant shall request a pre-application conference with the Zoning Division.

(2) Vertiports shall be common use and public facilities per Federal Aviation Administration (FAA) guidelines and meet all requirements of the FAA's vertiport site development standards.

(3) Vertiport applications shall document the specific aircraft that would be hosted at the facility, the utility infrastructure needed to charge the aircraft, and location and type of all fire safety equipment in a plan that is consistent with National Fire Protection Association standards for vertiports and energy storage and that shall be reviewed by the Orange County Fire Rescue Department.

(4) Pursuant to Section 125.022, Florida Statutes, issuance of this development permit by the County does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the County for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. Pursuant to Section 125.022, the applicant shall obtain all other applicable state or federal permits before commencement of development.

ORANGE COUNTY FLORIDA

Source: Orange County, 2025.

AAM FEASIBILITY STUDY

- Existing conditions, including parcels that allow vertiports under current Code
- 3 County subareas and I-Drive CRA analysis with new feasibility tool
- Development review regulations and resources
- Stakeholder input
  - I-Drive CRA
  - Planning and Zoning Commission
  - Transportation Mobility Advisory Commission
  - Emerging professionals and UCF students



Source: VHB, Inc., 2026.

AAM FEASIBILITY STUDY

AAM Feasibility Screening Workflow

Data: \\vhb.com\gbl\Client\064844.003\05_Work\03_Analysis\OCAAM.ppkx

Goal: create a heat map of potential vertiport subareas (not parcel specific) based on the criteria below

	Criteria	Metric (Points, Y/N)	Scoring Notes
1	**Land Use**		
	Zoning District - Orange County Code (in effect)		
✓	By right (I-1A, I-1, I-2, I-3, I-4, I-5)	5	
✓	Special exception (A-1, A-2, A-R, RCE-5, RCE-2, RCE, C-1, C-2, C-3)	3	
2	**Environmental/Screens**		
✓	Solid Waste Facilities	Y/N	Exclude parcels within 10,000' buffer
✓	Wetlands	Y/N	Exclude any parcel that is fully within wetlands
✓	Floodplain	Y/N	Exclude any parcel that is fully within floodplain
	I-Drive Overlay		
✓	Other Zoning District	0	Make filter
3	**Connectivity & Access**		
	Roads & Transit		
✓	SunRail Stations (Meadow Woods and Sand Lake Road)	2	1/2 mile buffer
✓	Innovation Way Mixed-Mode Transportation Network (MMTN)	1	1/2 mile buffer
	Intercity rail station	2	1/2 mile buffer
✓	Lynx existing/proposed transit centers	2	1/2 mile buffer
✓	Lynx park and ride locations	2	1/2 mile buffer
	Proximity to Minor/principal arterial, expressway	1	1/2 mile buffer
	Future Lynx Transit Routes	1	1/2 mile buffer
	Land Uses		
	Major Transit trip generators (more than 100 trips)	1	1/2 mile buffer
✓	Activity Center	2	1/2 mile buffer
	Warehouse and Distribution Terminal (DOR Code 48)	2	1/2 mile buffer

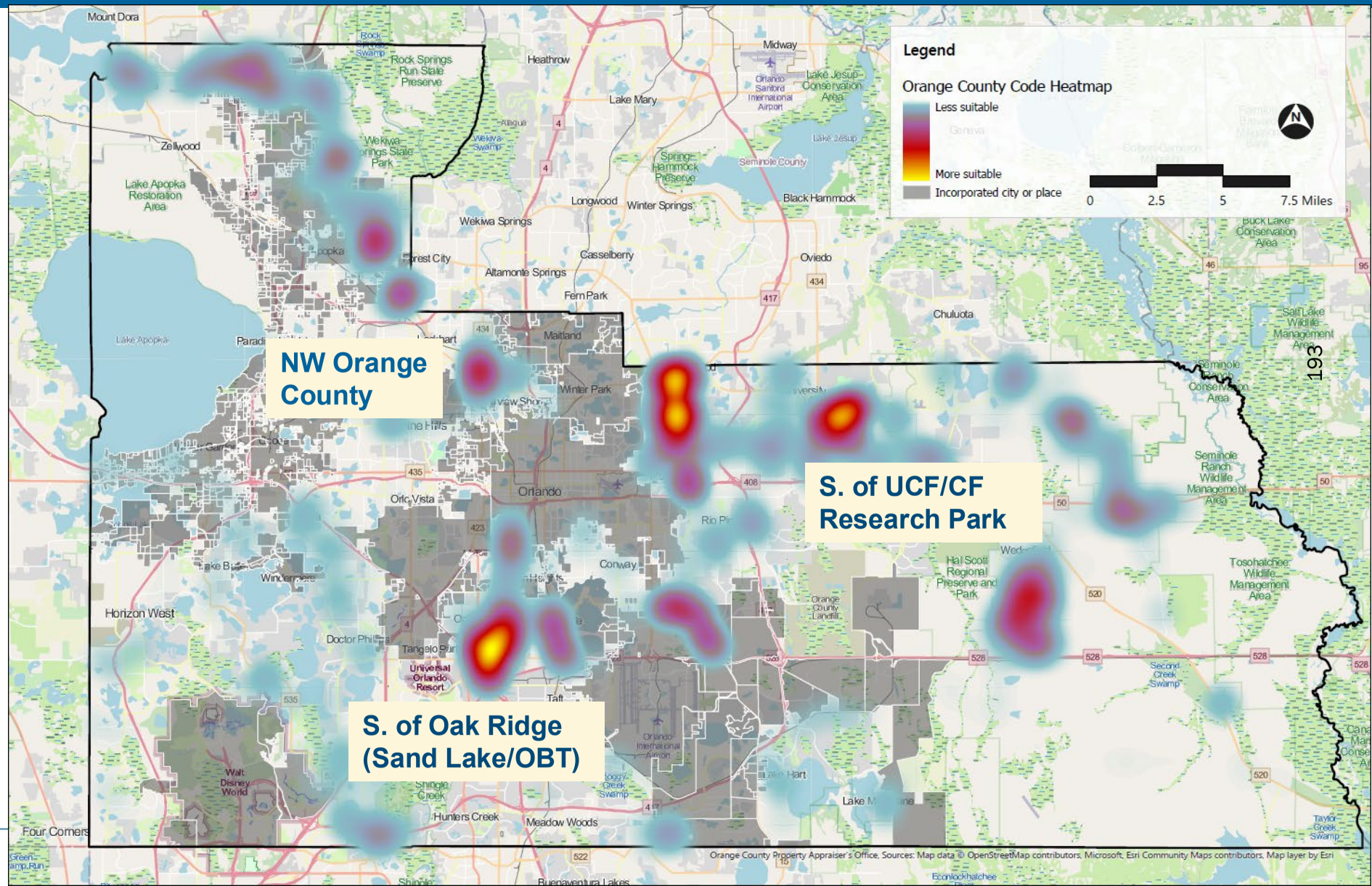
ORANGE COUNTY FLORIDA

Source: VHB, Inc., 2026.

AAM FEASIBILITY STUDY

Suitability Analysis – Current Zoning

- **653 parcels** - By Right
- **4,355 parcels** - By Special Exception
- **3 Major Subareas**



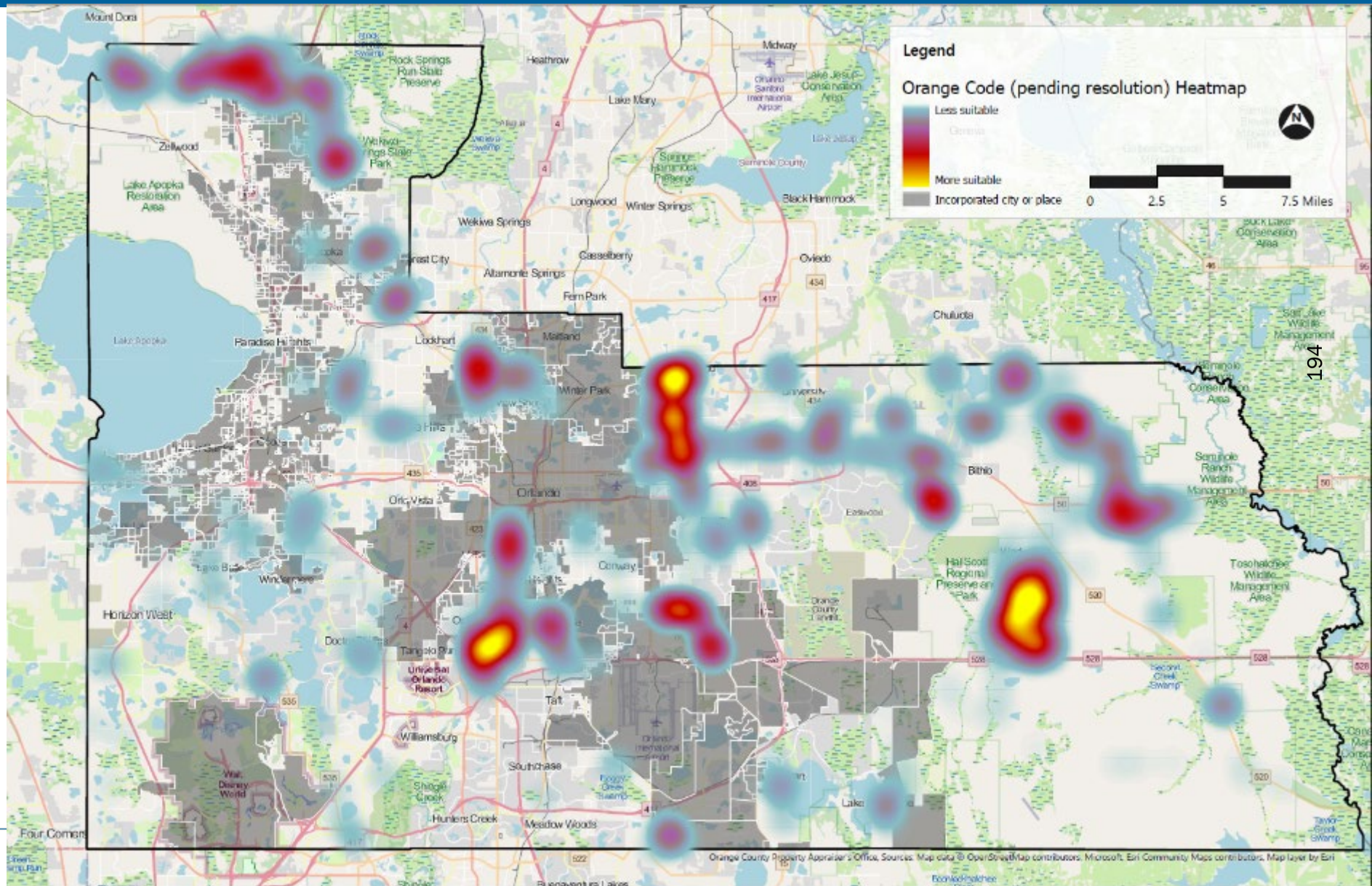
ORANGE COUNTY FLORIDA

Source: VHB, Inc., 2026.

AAM FEASIBILITY STUDY

Suitability Analysis – New Orange Code (Pending)

- **1,140 parcels** permitted with additional standards
- **7,520 parcels** permitted by Special Exception



ORANGE COUNTY FLORIDA

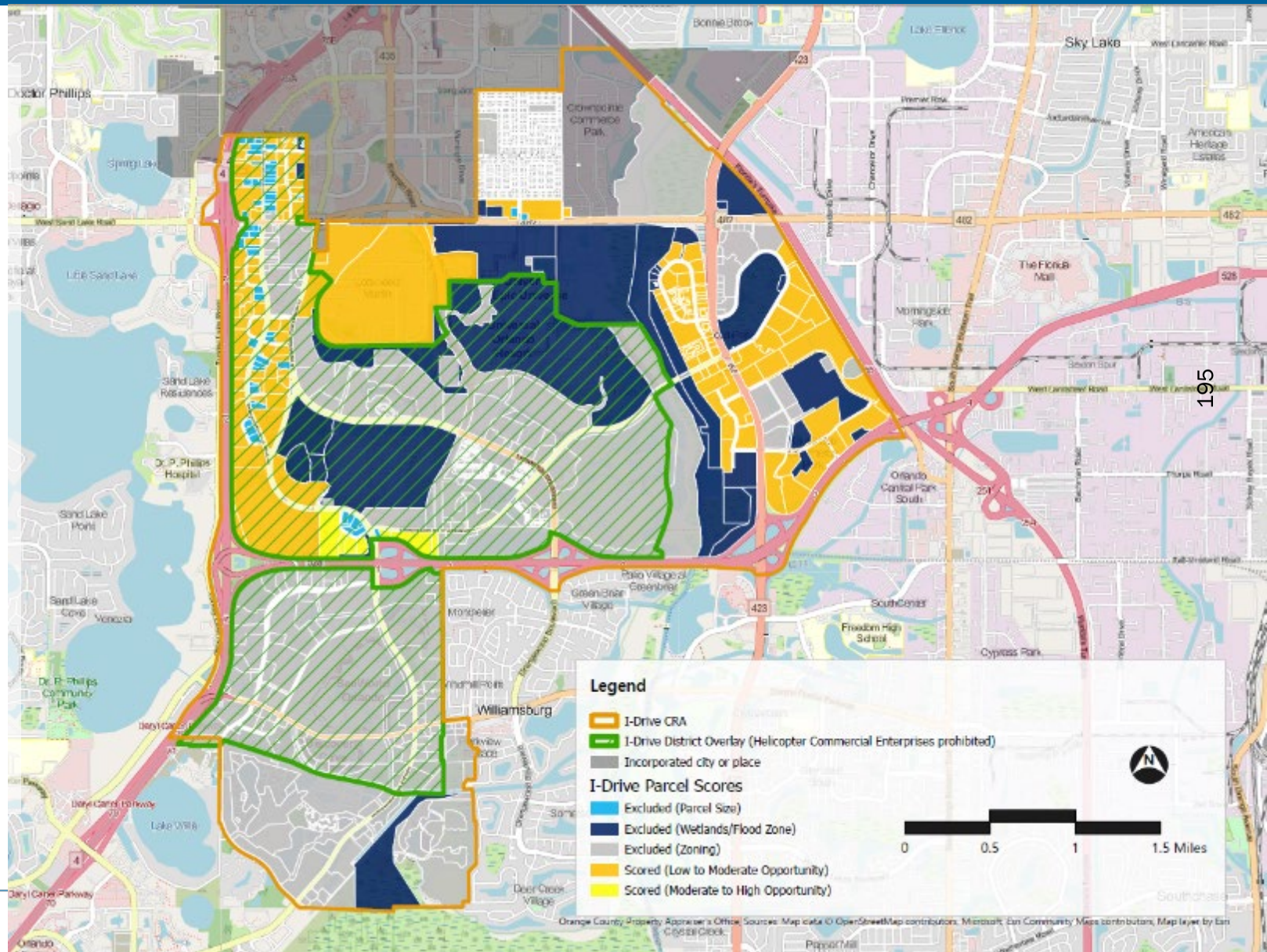
Source: VHB, Inc., 2026.

AAM FEASIBILITY STUDY

Suitability Analysis – International Drive CRA

- Potential vertiport suitability based on existing zoning and connectivity:
  - **Destination Parkway / S. John Young Parkway**
  - **Lockheed Martin**
  - **S. of Tangelo Park**

- I-Drive District Overlay Zone's helicopter/helitour restrictions affect AAM operations in most of I-Drive CRA



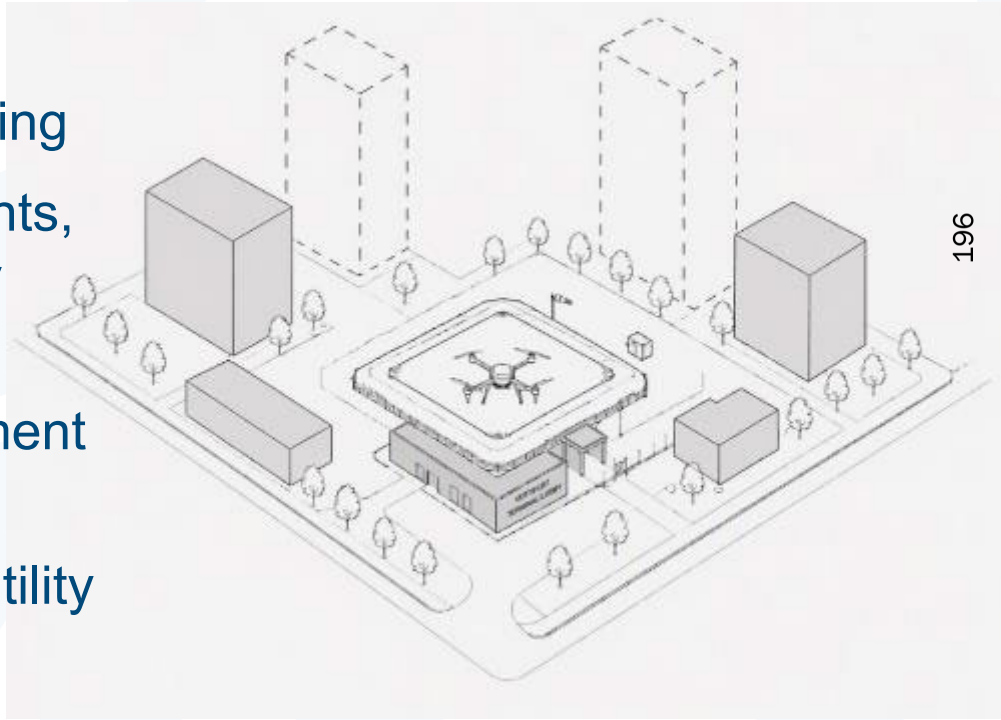
ORANGE COUNTY FLORIDA

Source: VHB, Inc., 2026.

AAM FEASIBILITY STUDY

Major Recommendations

- Evaluate effects on air rights/future development under higher-intensity Orange Code
- Provide public notice within 1 mile and hold community meeting
- Require traffic study, anticipated eVTOL trips/passenger counts, and projected demand for support services like micromobility and shuttles
- Require Fire Safety Plan and Hazardous Materials Management Plan (NFPA 400 and 418)
- Require Utility Capacity Analysis for projected demand and utility coordination
- Continue extensive agency coordination



196

Source: VHB, Inc., 2026.

NEXT STEPS

- Additional consultant task
  - Noise assessment methodology
  - Staff exercise focused on hypothetical vertiport site's effect on County-owned sites
- Code implementation
  - Vertiport standards still pending
  - Update of aircraft noise regulations/contours in future
- Agency/industry coordination
- Community outreach
  - Planned when vertiport application submitted for permitting
  - Focus on analysis of potential development site with new County tools
  - Must plan to provide education on AAM - likely also drones, autonomous vehicles, and personal delivery devices

197

Source: FDOT, 2025.

Contact Us

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https://www.orangecountyfl.net/innovation.aspx

198