

MetroPlan Orlando Board

DATE & TIME:

Wednesday, June 11, 2025
9:00 a.m.

LOCATION:

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

[CLICK HERE TO JOIN VIRTUALLY](#)

MEMBERS OF THE PUBLIC ARE WELCOME!

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

I.	CALL TO ORDER (9 a.m.)	Chairman Dallari
II.	CHAIR'S ANNOUNCEMENTS (9 a.m.)	Chairman Dallari
III.	EXECUTIVE DIRECTOR'S ANNOUNCEMENTS/AGENDA REVIEW (9:10 a.m.)	Mr. Gary Huttman
IV.	AGENCY REPORTS: <ul style="list-style-type: none"> Orlando Sanford Airport (9:15 a.m.) FDOT (9:25 a.m.) 	Mr. Stephen Smith Mr. Jim Stroz
V.	ROLL CALL & CONFIRMATION OF QUORUM (9:35 a.m.)	Ms. Lisa Smith
VI.	COMMITTEE REPORTS: (9:35 a.m.) <ul style="list-style-type: none"> Municipal Advisory Committee Community Advisory Committee Technical Advisory Committee Transportation System Management & Operations Advisory Committee 	Mayor John Dowless Ms. Nilisa Council Mr. Lenny Barden Ms. Lee Pulham
VII.	PUBLIC COMMENTS ON ACTION ITEMS (9:45 a.m.) Comments on <i>Action Items</i> can be made in two ways: <ol style="list-style-type: none"> In person at the meeting location listed at the top of this agenda. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak. How to comment: <ol style="list-style-type: none"> 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. 	

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 (9: 45 a.m.)	Section 1 Page #5
A.	Minutes of the May 14, 2025 Board Meeting – page #6	
B.	Approval of Financial Report for April 2025 – page #12	
C.	Approval of the Travel Report for April 2025 – page #14	
D.	Approval of FY26 Budget Amendment #1– page #15	
E.	Approval of Resolution 25-03 Adopting the Procedures for Purchases, Sales, Services, and Contracts of Metroplan Orlando – page #20	
F.	Approval for the Board Chair to approve FY’25 Budget Amendment #3 (if necessary) with Board ratification of the amendment at the September 10, 2025 meeting – page #37	
IX.	OTHER ACTION ITEMS (9:45 a.m.)	Section 2 Page #38
A.	Approval of the amendments to the FY2024-25 – FY 2029-30 Transportation Improvement Program (TIP) – Section 2 – page #39 (Roll Call vote)	Mr. Jason Sartorio MetroPlan Orlando
X.	INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM) (9:50 a.m.)	Section 3 Page #43
A.	Executive Directors Report – page #44	
B.	FDOT Monthly Construction Status Report- April 2025 – page #46	
C.	Bicycle & Pedestrian Report – page #68	
D.	Air Quality Report – page #70	
E.	Letter of Support – City of Casselberry SS4A Implementation Grant – page #73	
F.	Letter of Support – Lynx FY27 Public Transit Service Development Grant Application – page #74	
G.	Letter of Support – Seminole County Transit Service Development Grant Application – page #75	
H.	U.S. 17/92 PD&E Study Infographic – page #76	
I.	AMPO Letter T&I Portal Submission – page #79	
J.	LOT Coalition Highways and Transit Subcommittee Letter - page #86	

XI. OTHER BUSINESS & PRESENTATIONS (9:50 a.m.)		Section 4 Page #95
A.	<p>Preview of the FY 25/26-29/30 Transportation Improvement Program (TIP)</p> <p>Due to the size of the document, a link is provided to view the draft TIP preview online: https://metroplanorlando.gov/wp-content/uploads/Draft-TIP-MetroPlan-Orlando-FY26-FY30.pdf</p> <p>Additional information about the TIP is available at: https://metroplanorlando.gov/TIP</p>	Mr. Jason Sartorio MetroPlan Orlando
B.	<p>Preview of the FY 30/31-FY 40/41 Prioritized Project List (PPL) (10:05 a.m.)</p> <p>Due to the size of the document, a link is provided to view the draft PPL preview online: https://metroplanorlando.gov/wp-content/uploads/DRAFT_MetroPlanOrlando_PPL_Preview.pdf</p> <p>Additional information about the PPL is available at: https://metroplanorlando.gov/PPL</p>	Mr. Slade Downs MetroPlan Orlando
C.	Update of 2050 1071 (MTP) (10:15 a.m.) Section 4 – page #96	Ms. Taylor Laurent MetroPlan Orlando
XII. PUBLIC COMMENTS (GENERAL) (10:30 a.m.)		
<p>Public comments of a general nature can be made in two ways:</p> <ol style="list-style-type: none"> 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. <p>How to comment:</p> <ol style="list-style-type: none"> 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. <p>Each speaker has two minutes to address the board and should state his/her name and address for the record.</p>		
XIII. BOARD MEMBER COMMENTS (10:30 a.m.)		
XIV. NEXT MEETING: July 9, 2025		Chairman Dallari
XV. ADJOURNMENT (10:30 a.m.)		

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

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

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

Section 1



MetroPlan Orlando Board

MEETING MINUTES

DATE: Wednesday, May 14, 2025
TIME: 9:00 a.m.
LOCATION: MetroPlan Orlando
Park Building
250 S. Orange Ave, Suite 200
Orlando, FL 32801

Commissioner Bob Dallari, Chair, Presided

Members in attendance were:

Hon. Brandon Arrington, Central Florida Expressway Authority
Hon. Lee Constantine, Seminole County
Hon. Bob Dallari, Seminole County
Hon. Mayor Jerry Demings, Orange County
Hon. Mayor John Dowless, Municipal Advisory Committee
Hon. Cheryl Grieb, Osceola County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Tony Ortiz, City of Orlando
Hon. Kelly Semrad, Orange County
Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Nicole Wilson, Orange County
Mr. Carson Good for Tim Weisheyer, GOAA

Members/Advisors attending the meeting via the Zoom Platform:

Hon. Ken Gilbert, City of St. Cloud

Advisors in Attendance

Secretary John Tyler, FDOT District 5

Mr. Shaun Germolus, Kissimmee Gateway Airport

Ms. Lee Pulham Transportation Systems Management & Operations Committee

Mr. Hong Lim, Technical Advisory Committee

Ms Nilisa Council, Community Advisory Committee

Members/Advisors not in Attendance:

Hon. Pat Bates, City of Altamonte Springs

Hon. Maribel Gomez Cordero, Orange County

Hon. Mayor Buddy Dyer, City of Orlando

Hon. Michael Sott, Orange County

Mayor Art Woodruff, City of Sanford

Others in Attendance:

Mr. Jim Stroz, FDOT District 5

Mr. Jonathan Scarfe, FDOT District 5

Mr. Ryan Matthews, Gray Robinson (virtual attendee)

Ms. Angela Drzewiecki, Gray Robinson (virtual attendee)

Mr. Dale Allen, Lake to Lake Trail

Staff in Attendance:

Mr. Gary Huttman

Mr. Jay Small, Dinsmore & Shohl

Mr. Jason Loschiavo

Ms. Virginia Whittington

Mr. Alex Trauger

Mr. Eric Hill

Ms. Taylor Laurent

Ms. Lara Bouck

Mr. Mighk Wilson

Ms. Adriana Rodriguez

Mr. Jason Sartorio

Mr. Slade Downs

Ms. Sarah Larsen

Ms. Mary Ann Horne

Ms. Leilani Vaiaoga

Ms. Lisa Smith

Ms. Rachel Frederick

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Board Chair Bob Dallari called the meeting to order at 9:00 a.m. and welcomed everyone. Mr. Carson Good, GOAA, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Commissioner Dallari reported on the FDOT Safety Summit held on May 9th. Commissioner Janer reported on the March 27th and April 24th Central Florida Commuter Rail Commission Meetings. Commissioner Uribe reported on the April 24th MPOAC Meeting. MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting April as Distracted Driving month.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS & AGENDA REVIEW

Mr. Huttman acknowledged alternates in attendance; Mr. Carson Good representing GOAA in place of Mr. Tim Weisheyer, and Kissimmee Vice Mayor, Commissioner Eady in place of Mayor Espinosa. He also acknowledged those attending virtually, City of St. Cloud Councilman Kenneth Gilbert. Mr. Huttman welcomed the new TAC Chair, Mr. Lenny Barden and Mr. Chip Skambis representing Attorney Jay Small. He announced the Legislature is still in session and that Mr. Ryan Matthews, Gray Robinson, would update Board members virtually. Mr. Huttman called attention to a letter received from USDOT Secretary Duffy outlining compliance for agencies receiving federal dollars and stated that the letter is included in the Board's supplemental folders. He provided an overview of the annual TIP planning process. Mr. Huttman called attention to additional items included in the supplemental folders. He announced the Finance Committee meeting immediately following the board meeting and noted there were no changes to the agenda.

IV. AGENCY REPORTS

Kissimmee Gateway Airport: Mr. Shaun Germolus, Director of Aviation, gave an update on airport operations, workforce development, upcoming projects, and an overview of the proposed work plan.

FDOT: Secretary John Tyler announced the retirement of Mr. Jack Adkins, Director of Development, and introduced Jack's replacement, Mr. Jim Stroz. Secretary Tyler provided updates on the I-4 Moving Florida Forward project and the addition of the congestion relief lanes on I-4. His report also highlighted SunRail ridership, an update on the Sunshine Corridor, and the Central Florida Safety Summit held on May 9th at the Daytona Speedway, which drew over 250 attendees representing various sectors in Central Florida.

V. ROLL CALL AND CONFIRMATION OF QUORUM

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

VI. COMMITTEE REPORTS

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

VII. PUBLIC COMMENTS ON ACTION ITEMS

None

VIII. CONSENT AGENDA

- A. Minutes of March 12, 2025, Board Meeting
- B. Approval of Financial Report for February & March 2025
- C. Approval of the Travel Report for February & March 2025
- D. Approval of Budget Amendment #2 FY 2025
- E. Approval of the Annual Investment Report
- F. Approval and appointment of new Community Advisory Committee member

MOTION: Commissioner Viviana Janer moved to approve the Consent Agenda Items A through F. Commissioner Mayra Uribe seconded the motion. Motion carried unanimously.

IX. OTHER ACTION ITEMS

No additional action items.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report – February and April 2025
- C. Bicycle & Pedestrian Report
- D. Air Quality Report
- E. Letter of Support – LYNX Bus Acquisition
- F. Letter of Support – LYNX Bus Shelter Program
- G. Letter of Support – LYNX Digital Signage Program 2026
- H. Letter of Support – St. Cloud Bollard Barricades
- I. FDOT District 5 Compass Points Newsletter
- J. Robocist Press Release-City of Altamonte Springs
- K. What’s Killing so many Pedestrians- Governing, April 14, 2025, Alan Ehrenhalt
- L. Follow-up Memo from Edgewood City Planner to public comments received at the February 28, 2025, TSMO Meeting

MOTION: Commissioner Viviana Janer moved approval of the Information Items for Acknowledgement: Items A through L. Commissioner Cheryl Grieb seconded the motion. Motion carried unanimously.

XI. OTHER BUSINESS/PRESENTATIONS.

A. Update on the 2050 MTP

Ms. Taylor Laurent, MetroPlan Orlando, presented on the 2050 MTP summit, highlighting the need for the MTP needs dashboards and planning consistency lists. Ms. Laurent discussed feedback received from the summit, including the desire for a balanced approach with a strong emphasis on multi-modal options. Ms. Laurent outlined proposed actions, including exploring options for the safety category, transit capital funds, and active transportation improvements. Discussion ensued concerning the need for a dedicated safety category in the funding policy, regional road safety and funding challenges, and the potential inclusion of widening projects in the funding policy.

B. Report on the 2025 Legislative Session

Mr. Ryan Matthews, Gray Robinson, briefed the members of the Board on the ongoing legislative session. Mr. Matthews noted no budget has been passed and noted that property tax reform is a high priority for Legislature. He provided an overview of the proposed bills of interest and advised that 200 were passed. He called special attention to transportation related bills which included e-bike regulation and MPO consolidation. Mr. Matthews noted that Executive Director Huttman testified before the Senate Transportation Committee. Mr. Matthews noted the session has been extended and once a budget has been approved, he will report back with an update.

C. Lake-to-Lake Trail

Mr. Dale Allen presented the Lake to Lake Trail. Mr. Allen provided the Board members with a historical overview of the proposed trail and the current events. Mr. Allen placed special emphasis on the potential economic and ecological benefits of linking conservation lands and rural communities. Mr. Allen requested support from the three Counties making up the MetroPlan Orlando region and provided the link to the Lake-Lake story map: <https://arcg.is/OezSaTO>.

XII. PUBLIC COMMENTS (GENERAL)

Mr. Jim Muszynski, Edgewood, commented on item X.L, Information Items for Acknowledgement, offering insight into the public comments he made at a recent TSMO meeting.

XIII. BOARD MEMBER COMMENTS

Commissioner Nicole Wilson, Orange County, announced that the Orange County Visioning session begins on May 13th.

XIV. **NEXT MEETING:** Wednesday, June 11, 2025, 9:00 a.m.

XV. **ADJOURN BOARD MEETING**

There being no further business. The meeting was adjourned at 11:06 a.m. The meeting was transcribed by Ms. Lisa Smith.

Approved this 11th day of June 2025.

Commissioner Bob Dallari, Chair

Ms. Lisa Smith,
Board Services Coordinator/Recording Secretary

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

MetroPlan Orlando
Agencywide
Balance Sheet
For Period Ending 04/30/2025

ASSETS

Operating Cash in Bank	\$	1,037,871.11
Petty Cash	\$	125.00
SBA Investment Account	\$	2,015,616.68
FL CLASS Investment Account	\$	1,921,607.75
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,315.84
Accounts Receivable - Grants	\$	341,317.74
Capital Assets - Net	\$	742,026.56

TOTAL ASSETS:	\$	6,080,880.68
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LIABILITIES

Accrued Personal Leave	\$	388,712.20
Leases Payable	\$	688,866.29

TOTAL LIABILITIES:	\$	1,077,578.49
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EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	2,315.84
Deposits	\$	20,000.00
Unassigned:	\$	4,980,986.35

TOTAL EQUITY:	\$	5,003,302.19
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TOTAL LIABILITIES & EQUITY:	\$	6,080,880.68
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Net difference to be reconciled:	\$	-
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MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 04/30/2025

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 8,793,887.00	\$ 341,317.74	\$ 4,682,350.24	\$ 4,111,536.76	53.25%
State Revenue	\$ 116,281.00	\$ -	\$ 67,615.11	\$ 48,665.89	58.15%
Local Revenue	\$ 1,334,509.00	\$ -	\$ 1,334,509.00	\$ -	100.00%
Interest Income	\$ 125,000.00	\$ 14,335.87	\$ 137,680.78	\$ (12,680.78)	110.14%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 380,655.00	\$ -	\$ -	\$ 380,655.00	0.00%
Other	\$ 13,250.00	\$ -	\$ 18,115.78	\$ (4,865.78)	136.72%
Local Funds Transfer	\$ 208,517.00	\$ -	\$ 133,651.73	\$ 74,865.27	64.10%
Total Revenues	\$ 10,997,099.00	\$ 355,653.61	\$ 6,398,922.64	\$ 4,598,176.36	58.19%
Expenditures					
Audit Fees	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Books, publications, subscriptions & memberships	\$ 26,191.00	\$ 511.00	\$ 10,215.31	\$ 15,975.69	39.00%
Community relations & advertising	\$ 141,750.00	\$ 328.18	\$ 117,599.72	\$ 24,150.28	82.96%
Computer Software	\$ 2,500.00	\$ -	\$ 950.00	\$ 1,550.00	38.00%
Consultants	\$ 5,770,723.00	\$ 164,529.17	\$ 2,698,605.17	\$ 3,072,117.83	46.76%
Contingency	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	0.00%
Contractual/Temporary Services	\$ 5,920.00	\$ 253.00	\$ 4,014.40	\$ 1,905.60	67.81%
Depreciation/Amortization	\$ -	\$ 6,491.19	\$ 67,827.14	\$ (67,827.14)	0.00%
Equipment & Furniture	\$ 70,000.00	\$ 13,008.42	\$ 35,546.26	\$ 34,453.74	50.78%
Indirect Costs	\$ 551,353.00	\$ 36,422.59	\$ 485,116.32	\$ 66,236.68	87.99%
Legal Fees	\$ 30,000.00	\$ 1,722.50	\$ 13,032.50	\$ 16,967.50	43.44%
Office Supplies	\$ 10,985.00	\$ 1,341.64	\$ 7,196.75	\$ 3,788.25	65.51%
Operating Supplies	\$ 45,948.00	\$ 434.47	\$ 13,359.31	\$ 32,588.69	29.07%
Operating Transfers Out	\$ 208,517.00	\$ -	\$ 133,651.73	\$ 74,865.27	64.10%
Other Misc. Expense	\$ 3,700.00	\$ 179.00	\$ 3,136.68	\$ 563.32	84.78%
Pass-Through Expenses	\$ 533,250.00	\$ 17,212.71	\$ 244,163.26	\$ 289,086.74	45.79%
Postage and Freight	\$ 3,700.00	\$ 2.87	\$ 1,111.67	\$ 2,588.33	30.05%
Printing and Binding	\$ 14,850.00	\$ 76.00	\$ 1,414.91	\$ 13,435.09	9.53%
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 5,556.39	\$ 1,943.61	74.09%
Salaries and benefits	\$ 3,395,114.00	\$ 205,909.57	\$ 2,233,142.30	\$ 1,161,971.70	65.78%
Training	\$ 39,345.00	\$ 2,636.89	\$ 11,217.54	\$ 28,127.46	28.51%
Travel and Per Diem	\$ 55,753.00	\$ 1,917.43	\$ 24,284.05	\$ 31,468.95	43.56%
Total Expenditures	\$ 10,997,099.00	\$ 452,976.63	\$ 6,136,141.41	\$ 4,860,957.59	55.80%
Agency Balance	\$ -	\$ (97,323.02)	\$ 262,781.23		

Travel Summary - April 2025

Traveler: Bouck, Lara

Dates: February 27-March 1, 2025

Destination: Tallahassee, FL

Purpose of : APA-FL Executive Committee Board Retreat

Cost: \$ 882.98

Paid By: MetroPlan Orlando Funds



Board Action Fact Sheet

Meeting Date: June 11, 2025

Agenda Item: VIII.D. (Section 1)

Roll Call Vote: No

Action Requested: Approval of FY'26 Budget Amendment #1

Reason: To update the 2nd year of the two-year UPWP to bring forward ongoing consultant projects, pass-through expense commitments, and grant revenue; to update local revenue with current population estimates; and to update expenditures with current information.

Summary/Key Information: The UPWP must be created as a two-year budget. The second year of the two-year UPWP was created with many revenue and expenditure estimates that must be updated before the new year. This is also an opportunity to bring forward projects that are underway and will be continued into the new year.

MetroPlan Budget Impact: Increase of FY'26 revenue and expenditures of \$976,172. The increase is mostly additional SU funds programmed to the UPWP (\$822,136) for planning consultant projects. The increase also includes carryforward balances of PL funds from the prior UPWP and updated revenues for local and TD funds.

Local Funding Impact: Increase of \$63,891 (mostly an update to estimated interest income revenue of \$56,000)

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: The budget amendment document and comparison agencywide budget are available under section 1.

FINANCE USE ONLY:

Approved Bd Mtg: 6/11/2025
 Agenda Item #: VIII.D.

Entered:

B E No. : 1
 FDOT No. : A3

FY 2026

REQUEST FOR UPWP BUDGET AMENDMENT

DATE: 5/28/2025

(WHOLE DOLLARS ONLY)

						AMOUNT	
GrantName	TaskName	UPWPTask	AcclarianCode	AcclarianAccount	REVENUES	EXPENDITURES	
Fringe	Fringe	000	523000	Fringe Health Insurance - Employer			(\$9,856)
Fringe	Fringe	000	523001	Fringe HSA/FSA Annual Contribution Employer			\$2,450
Fringe	Fringe	000	524000	Fringe Workers' Compensation			\$800
Fringe	Fringe	000	599001	Allocated Fringe Costs to Grants			(\$32,230)
Fringe	Fringe	000	599001	Allocated Fringe Costs to Grants/Local Project			\$38,836
FY 2025 & 2026 PL Funds (CPG)	100-Administration & Management	100	511000	Executive Salary			\$8
FY 2025 & 2026 PL Funds (CPG)	100-Administration & Management	100	512000	Salaries			(\$4,301)
FY 2025 & 2026 PL Funds (CPG)	100-Administration & Management	100	599002	Fringe Benefits			\$264
FY 2025 & 2026 PL Funds (CPG)	100-Administration & Management	100	599004	Indirect Costs			\$5,959
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	512000	Salaries			(\$32,416)
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	599002	Fringe Benefits			(\$17,125)
FY 2025 & 2026 PL Funds (CPG)	110-Public Outreach	110	599004	Indirect Costs			(\$6,547)
FY 2025 & 2026 PL Funds (CPG)	120-Transportation Improvement Progra	120	512000	Salaries			\$4,163
FY 2025 & 2026 PL Funds (CPG)	120-Transportation Improvement Progra	120	599002	Fringe Benefits			\$2,460
FY 2025 & 2026 PL Funds (CPG)	120-Transportation Improvement Progra	120	599004	Indirect Costs			\$1,510
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	512000	Salaries			(\$48,798)
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	599002	Fringe Benefits			(\$26,501)
FY 2025 & 2026 PL Funds (CPG)	130-Metropolitan Transportation Plan	130	599004	Indirect Costs			(\$11,712)
FY 2025 & 2026 PL Funds (CPG)	150-Transportation Systems Manager	150	512000	Salaries			(\$60,936)
FY 2025 & 2026 PL Funds (CPG)	150-Transportation Systems Manager	150	599002	Fringe Benefits			(\$33,315)
FY 2025 & 2026 PL Funds (CPG)	150-Transportation Systems Manager	150	599004	Indirect Costs			(\$15,190)
FY 2025 & 2026 PL Funds (CPG)	160-Data Development & Management	160	512000	Salaries			\$1,873
FY 2025 & 2026 PL Funds (CPG)	160-Data Development & Management	160	599002	Fringe Benefits			\$1,290
FY 2025 & 2026 PL Funds (CPG)	160-Data Development & Management	160	599004	Indirect Costs			\$1,148
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	512000	Salaries			\$185,801
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	599002	Fringe Benefits			\$104,655
FY 2025 & 2026 PL Funds (CPG)	180-Multimodal Systems Planning	180	599004	Indirect Costs			\$54,207
FY 2025 & 2026 PL Funds (CPG)	200-LYNX Planning Activities	200	531000	Consultants			\$330,000
FY 2025 & 2026 PL Funds (CPG)	200-LYNX Planning Activities	200	581000	Pass-Through Expenses			(\$350,000)
FY 2025 & 2026 PL Funds (CPG)	PL Revenue	000	331490	Federal Grant Revenue	\$86,497		
FY 2025 & 2026 SU Funds	110-Public Outreach	110	531000	Consultants			\$125,000
FY 2025 & 2026 SU Funds	130-Metropolitan Transportation Plan	130	531000	Consultants			\$75,000
FY 2025 & 2026 SU Funds	160-Data Development & Management	160	531000	Consultants			\$255,000
FY 2025 & 2026 SU Funds	170-Special Studies	170	531000	Consultants			\$35,000
FY 2025 & 2026 SU Funds	180-Multimodal Systems Planning	180	531000	Consultants			\$332,136
FY 2025 & 2026 SU Funds	SU Revenue	000	331490	Federal Grant Revenue	\$822,136		
FY26 Local Funds	100-Administration & Management	100	512000	Salaries			(\$61,781)
FY26 Local Funds	100-Administration & Management	100	531000	Consultants			\$50,000
FY26 Local Funds	100-Administration & Management	100	531002	Contractual/Temporary Services			\$490
FY26 Local Funds	100-Administration & Management	100	534000	Other Misc. Expense			\$50
FY26 Local Funds	100-Administration & Management	100	540000	Travel and Per Diem			\$6,419
FY26 Local Funds	100-Administration & Management	100	554001	Books, Publications, and Subscriptions			(\$1,200)
FY26 Local Funds	100-Administration & Management	100	555000	Training			\$124
FY26 Local Funds	100-Administration & Management	100	599002	Fringe Benefits			(\$33,033)
FY26 Local Funds	100-Administration & Management	100	599004	Indirect Costs			(\$13,723)
FY26 Local Funds	110-Public Outreach	110	531000	Consultants			\$50,000
FY26 Local Funds	140-Regional Activities	140	512000	Salaries			(\$11,568)
FY26 Local Funds	140-Regional Activities	140	599002	Fringe Benefits			(\$5,803)
FY26 Local Funds	140-Regional Activities	140	599004	Indirect Costs			(\$1,543)
FY26 Local Funds	170-Special Studies	170	531000	Consultants			\$154,724
FY26 Local Funds	180-Multimodal Systems Planning	180	531000	Consultants			(\$69,265)
FY26 Local Funds	Local Revenue	000	284001	Cash Carryforward	(\$10,642)		
FY26 Local Funds	Local Revenue	000	344901	Orange County Assessment	\$3,506		
FY26 Local Funds	Local Revenue	000	344902	Osceola County Assessment	\$2,801		
FY26 Local Funds	Local Revenue	000	344903	Seminole County Assessment	\$1,580		
FY26 Local Funds	Local Revenue	000	344904	Altamonte Springs Assessment	(\$53)		
FY26 Local Funds	Local Revenue	000	344905	Kissimmee Assessment	\$1,214		
FY26 Local Funds	Local Revenue	000	344906	Orlando Assessment	\$4,039		
FY26 Local Funds	Local Revenue	000	344907	Sanford Assessment	\$1,695		
FY26 Local Funds	Local Revenue	000	344912	Belle Isle Assessment	(\$3)		
FY26 Local Funds	Local Revenue	000	344913	Eatonville Assessment	\$5		
FY26 Local Funds	Local Revenue	000	344914	Edgewood Assessment	(\$9)		
FY26 Local Funds	Local Revenue	000	344915	Maitland Assessment	(\$15)		
FY26 Local Funds	Local Revenue	000	344916	Oakland Assessment	(\$6)		
FY26 Local Funds	Local Revenue	000	344917	Ocoee Assessment	\$63		
FY26 Local Funds	Local Revenue	000	344918	Windermere Assessment	(\$3)		
FY26 Local Funds	Local Revenue	000	344919	Winter Garden Assessment	\$1		
FY26 Local Funds	Local Revenue	000	344920	Winter Park Assessment	(\$43)		
FY26 Local Funds	Local Revenue	000	344921	St. Cloud Assessment	\$1,988		
FY26 Local Funds	Local Revenue	000	344922	Casselberry Assessment	(\$26)		
FY26 Local Funds	Local Revenue	000	344923	Lake Mary Assessment	(\$14)		

FINANCE USE ONLY:

Approved Bd Mtg: 6/11/2025
 Agenda Item #: VIII.D.

Entered:

B E No. : 1
 FDOT No. : A3

FY 2026

FY26 Local Funds	Local Revenue	000	344924	Longwood Assessment	(\$1)	
FY26 Local Funds	Local Revenue	000	344925	Oviedo Assessment	\$89	
FY26 Local Funds	Local Revenue	000	344926	Winter Springs Assessment	(\$38)	
FY26 Local Funds	Local Revenue	000	344927	Apopka Assessment	\$1,763	
FY26 Local Funds	Local Revenue	000	361100	Interest Income	\$56,000	
Indirect	Indirect	000	541000	Computer Operations - Indirect		\$24,060
Indirect	Indirect	000	541002	Telephone - Indirect		\$8,800
Indirect	Indirect	000	571000	Principal - Leased Assets - Indirect	(\$16,200)	
Indirect	Indirect	000	572000	Interest - Leased Assets - Indirect	(\$2,200)	
Indirect	Indirect	000	599003	Allocated Indirect Costs to Grant	(\$29,726)	
Indirect	Indirect	000	599003	Allocated Indirect Costs to Local Project		\$15,266
TD - Transportation Disadvantaged	100-Administration & Management	100	512000	Salaries		\$738
TD - Transportation Disadvantaged	100-Administration & Management	100	544001	Rentals and Leases - Offsite Meetings - TD Grant		\$1,873
TD - Transportation Disadvantaged	100-Administration & Management	100	549001	Advertising/Public Notice		\$218
TD - Transportation Disadvantaged	100-Administration & Management	100	599002	Fringe Benefits		\$468
TD - Transportation Disadvantaged	100-Administration & Management	100	599004	Indirect Costs		\$351
TD - Transportation Disadvantaged	TD Revenue	000	334490	State Grant Revenue - TD Funds	\$3,648	
VECTOR FY21	150-Transportation Systems Manager	150	512000	Salaries		(\$34)
VECTOR FY21	150-Transportation Systems Manager	150	599002	Fringe Benefits		\$34
Total				0	\$976,172	\$976,172

REASON(S):

To update the 2nd year of the two-year UPWP to bring forward ongoing consultant projects, pass-through expense commitments, and grant revenue; to update local revenue with current population estimates; and to update expenditures with current information.

Finance Director's Signature:

Jason S. Loschiavo

Date:

Executive Director's Signature:

Gary D. Huttman

Date:

REMARKS:

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2026

REVENUES

Account Name	Original	BE1	Change
PL Planning Funds (FHWA) CPG - Consolidated Planning G	\$ 3,788,598	\$ 3,875,095	\$ 86,497
SU Funds (Surface Transportation Program Funds)	\$ 2,250,000	\$ 3,072,136	\$ 822,136
VECTOR Grant - USF - CUTR	\$ 25,569	\$ 25,569	\$ -
SS4A	\$ 80,000	\$ 80,000	\$ -
Transportation Disadvantaged (TD)	\$ 118,502	\$ 122,150	\$ 3,648
Orange County Assessment	\$ 553,835	\$ 557,341	\$ 3,506
Osceola County Assessment	\$ 147,257	\$ 150,058	\$ 2,801
Seminole County Assessment	\$ 187,456	\$ 189,036	\$ 1,580
Altamonte Springs Assessment	\$ 23,710	\$ 23,657	\$ (53)
Kissimmee Assessment	\$ 41,357	\$ 42,571	\$ 1,214
Orlando Assessment	\$ 163,494	\$ 167,533	\$ 4,039
Sanford Assessment	\$ 32,254	\$ 33,949	\$ 1,695
Apopka Assessment Assessment	\$ 29,147	\$ 30,910	\$ 1,763
Central Florida Expy Auth. Assessment	\$ 25,000	\$ 25,000	\$ -
Sanford Airport Auth. Assessment	\$ 25,000	\$ 25,000	\$ -
Greater Orl Aviation Auth Assessment	\$ 25,000	\$ 25,000	\$ -
LYNX (CFRTA) Assessment	\$ 25,000	\$ 25,000	\$ -
Belle Isle Assessment	\$ 574	\$ 571	\$ (3)
Eatonville Assessment	\$ 188	\$ 193	\$ 5
Edgewood Assessment	\$ 209	\$ 200	\$ (9)
Maitland Assessment	\$ 1,584	\$ 1,569	\$ (15)
Oakland Assessment	\$ 429	\$ 423	\$ (6)
Ocoee Assessment	\$ 3,945	\$ 4,008	\$ 63
Windermere Assessment	\$ 241	\$ 238	\$ (3)
Winter Garden Assessment	\$ 4,031	\$ 4,032	\$ 1
Winter Park Assessment	\$ 2,437	\$ 2,394	\$ (43)
St. Cloud Assessment	\$ 30,999	\$ 32,987	\$ 1,988
Casselberry Assessment	\$ 2,385	\$ 2,359	\$ (26)
Lake Mary Assessment	\$ 1,378	\$ 1,364	\$ (14)
Longwood Assessment	\$ 1,302	\$ 1,301	\$ (1)
Oviedo Assessment	\$ 3,195	\$ 3,284	\$ 89
Winter Springs Assessment	\$ 3,102	\$ 3,064	\$ (38)
Interest Income	\$ 100,000	\$ 156,000	\$ 56,000
Reimbursement Of Claims & Expenses	\$ 13,250	\$ 13,250	\$ -
CFMPOA Assessments	\$ 25,000	\$ 25,000	\$ -
Cash Carryforward	\$ 270,000	\$ 259,358	\$ (10,642)
Inter-Fund Group Transfers In (SS4A)	\$ 20,000	\$ 20,000	\$ -
	\$ 8,025,428	\$ 9,001,600	\$ 976,172

METROPLAN ORLANDO
AGENCYWIDE REVENUE AND EXPENDITURE LINE ITEM BUDGET
FY 2026

Expenditures

Account Name	Original	BE1	Change
Executive Salary	309,597	309,605	8
Salaries	2,018,652	1,991,393	(27,259)
Fringe FICA - Employer	178,110	178,110	0
Fringe Pension - 401A - Employer	232,822	232,822	0
Fringe 457 Executive Director - Employer	31,500	31,500	0
Fringe Health Insurance - Employer	436,196	426,340	(9,856)
Fringe HSA/FSA Annual Contribution Employer	16,500	18,950	2,450
Fringe Dental - Employer	7,911	7,911	0
Fringe Vision Insurance - Employer	1,216	1,216	0
Fringe Life Insurance - Employer	1,765	1,765	0
Fringe Long-Term Disability - Employer	3,167	3,167	0
Fringe Workers' Compensation	4,400	5,200	800
Fringe Unemployment Compensation	10,000	10,000	0
Fringe Leave Costs	338,240	338,240	0
Consultants	2,860,902	4,198,497	1,337,595
Legal Fees	30,000	30,000	0
Contractual/Temporary Services	5,920	6,410	490
Audit Fees	26,000	26,000	0
Other Misc. Expense	3,700	3,750	50
Travel and Per Diem	58,526	64,945	6,419
Computer Operations - Indirect	124,848	148,908	24,060
Small Tools/Equipment	4,000	4,000	0
Telephone - Indirect	3,820	12,620	8,800
Postage And Freight	3,700	3,700	0
Rentals and Leases - Parking Validations	16,000	16,000	0
Rentals and Leases - Offsite Meetings	12,909	14,782	1,873
Rentals and Leases - Equipment Rentals - Indirect	950	950	0
Rentals and Leases - Building Operating Expenses - Indire	42,000	42,000	0
Rentals and Leases - Staff Parking - Indirect	36,480	36,480	0
Insurance - Indirect	43,650	43,650	0
Insurance - Direct (TD Grant)	0	0	0
Repair & Maintenance	7,500	7,500	0
Equipment Maintenance - Indirect	15,000	15,000	0
Printing And Binding	15,200	15,200	0
Promotional Activities	10,000	10,000	0
Contingency	50,000	50,000	0
Advertising/Public Notice	21,332	21,550	218
Educational Reimbursement	1,020	1,020	0
Community Relations Sponsorships	10,500	10,500	0
Office Supplies	11,000	11,000	0
Computer Software	2,500	2,500	0
Office Meeting/Marketing Expenses	13,374	13,374	0
Dues & Memberships	19,397	19,397	0
Books, Publications, And Subscriptions	6,794	5,594	(1,200)
Training	39,385	39,509	124
Equipment & Furniture	51,500	51,500	0
Principal - Leased Assets - Indirect	323,678	307,478	(16,200)
Interest - Leased Assets - Indirect	13,217	11,017	(2,200)
Pass-Through Expenses	430,000	80,000	(350,000)
Contributions	100,550	100,550	0
Operating Transfers Out	20,000	20,000	0
	\$ 8,025,428	\$ 9,001,600	\$ 976,172



Board Action Fact Sheet

Meeting Date: June 11, 2025

Agenda Item: VIII.E. (Section 1)

Roll Call Vote: No

Action Requested: Approval of Resolution 25-03 Adopting the Procedures for Purchases, Sales, Services, and Contracts of Metroplan Orlando

Reason: This resolution revises and supersedes Resolution 05-01 to increase thresholds for purchases and capitalization, creates a threshold for capitalization of leased assets, references Florida Statutes, defines emergency purchases and updates exempt purchasing rules.

Summary/Key Information: This update has been reviewed by the MetroPlan Orlando attorney and the MetroPlan Orlando finance committee. Capitalization rules were approved by the MetroPlan Orlando auditors.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: A summary of changes is provided along with the resolution for approval.

Purchasing Policy Revisions for 2025

Increased Category Thresholds

- Formal Procurements – Changed minimum threshold from \$25,000 to \$35,000
- Informal Procurements – Changed thresholds from \$5,000-\$25,000 to \$7,500-\$35,000
- Small Purchases
 - Changed maximum threshold from \$5,000 to \$7,500
 - Created two categories
 - Under \$2,000 can be made without soliciting competition so long as the purchasing user department or individual considers the price to be reasonable based on research, experience, and/or purchase history.
 - Purchases between \$2,000 and \$7,500 require at least two (2) published or solicited quotes.

Formal bid procedures were updated to reference provisions of § 287, Fla. Stat., Consultants' Competitive Negotiation Act (CCNA) when required.

Provided a definition of an emergency purchase. Emergency purchases are already allowed in the current purchasing policy.

Updated exempt rules to follow common practices of other local governments.

Increased the threshold for capitalizing and tagging assets from \$1,000 to \$2,500.

Created a threshold for capitalizing and tagging leased assets at \$25,000 (present value of future lease payments).

Allows for tagging of attractive assets under \$2,500 for tracking purposes only.

Created a separate section for surplus property. In the current version, surplus property is referenced in multiple sections with duplicate language.

In addition to the changes above, minor text edits were made that did not change the overall meaning of the document and/or individual sections.

Updates to the capitalization thresholds were discussed and approved by MetroPlan Orlando's auditors.

This update has gone through an attorney legal review.



RESOLUTION ADOPTING THE PROCEDURES FOR PURCHASES, SALES, SERVICES, AND CONTRACTS OF METROPLAN ORLANDO

(REVISES AND SUPERSEDES RESOLUTION NO. 05-01 AND ALL PREVIOUS VERSIONS)

WHEREAS, MetroPlan Orlando ("Organization" or "MetroPlan Orlando"), in accordance with §339.175, *Fla. Stat.*, has been duly recognized by the Legislature and Governor of the State of Florida as the organization responsible for the continuing, cooperative, and comprehensive transportation planning process in the urbanized areas of Orange, Seminole, and Osceola Counties; and

WHEREAS, MetroPlan Orlando Staff, under the general authority of § 163.01, *Fla. Stat.*, and, more specifically, under the general policy direction of the MetroPlan Orlando Board ("Board"), are responsible for implementing the Board's processes and procedures; and

WHEREAS, the Board wishes to prescribe policies for Staff and the Organization, adopt and authorize processes and procedures covering all aspects of the procurement process; and

WHEREAS, the Board wishes to delegate authority to the Staff of the Organization to assist the Board in discharging its responsibilities.

NOW, THEREFORE, BE IT RESOLVED by the Board that the following policies, procedures, and guidelines relating to the procurement, management, control, and disposal of property, services, and construction.

SECTION 1 FORMAL PROCUREMENTS - PURCHASES AND CONTRACTS IN EXCESS OF THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00).

- A. "Formal Procurements" shall mean procurements where the aggregate contract award value is in excess of **THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00)**.
- B. Formal procurements shall be made from the lowest, most responsive and responsible bidder obtained in accordance with the formal bid procedures contained in Section 4 of this Resolution. All such purchases shall have the prior approved budget, Board approval, and a purchase order processed by the Finance Department. When precise specifications defining the actual resources that are required cannot be determined, the Organization shall solicit sealed competitive bids through a Request for Proposal in accordance with the formal bid procedures contained in Section 4 of this Resolution.

SECTION 2 INFORMAL PROCUREMENTS – PURCHASES AND CONTRACTS FROM SEVEN THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$7,500.00) TO THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00).

- A. “Informal Procurements” shall mean procurements where the aggregate contract award value is at least **SEVEN THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$7,500.00)** but less than or equal to **THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00)**.
- B. Informal Procurements may be made from the lowest and most responsive and responsible bidder obtained in accordance with the informal Request for Quotes procedures contained in Section 5 of this Resolution. All purchases made under this section shall have funds available in the approved budget, the prior approval of the Executive Director, and a Purchase Order processed by the Finance Department.
- C. Purchases eligible under this section may also be purchased under the formal bid procedures contained in Section 4 of this Resolution.

SECTION 3 SMALL PURCHASES – PURCHASES AND CONTRACTS LESS THAN SEVEN THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$7,500.00).

- A. “Small Purchases” shall mean procurements where the aggregate contract award value does not exceed **SEVEN THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$7,500.00)**.
- B. Small purchases under **TWO THOUSAND and 00/100 DOLLARS (\$2,000.00)** may be made without soliciting competition so long as the purchasing user department or individual considers the price to be reasonable based on research, experience, and/or purchase history. Purchases made in this section under **TWO THOUSAND and 00/100 DOLLARS (\$2,000.00)** require budget availability and department head prior approval. The user department or individual may secure the necessary pricing for Small Purchases on their own or request the assistance of the Procurement Department.
- C. Small purchases between **TWO THOUSAND and 00/100 DOLLARS (\$2,000.00)** and **SEVEN THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$7,500.00)** require at least two (2) published or solicited quotes. Purchases made in this section greater than **TWO THOUSAND and 00/100 DOLLARS (\$2,000.00)** require budget availability, department head prior approval, and a purchase order approved by the Director of Finance & Administration. The user department or individual may secure the necessary pricing on their own or request the assistance of the Procurement Department.
- D. Purchases eligible under this section may also be purchased under the formal and informal bid procedures contained in Sections 4 and 5 of this Resolution.

SECTION 4 FORMAL BID PROCEDURES – REQUEST FOR PROPOSAL (RFP).

- A. Under formal bid procedures, the Executive Director or his/her designee shall:
 - (1) Follow the provisions of § 287, *Fla. Stat.*, Consultants’ Competitive Negotiation Act (CCNA) when required.
 - (2) Solicit through appropriate legal advertisements at least three (3) competitive sealed bids or proposals from the general public for the purchase of the needed goods and

services. The Executive Director may waive this criterion if less than three responsive proposals are received. The bidding window shall not be less than fourteen (14) days, nor more than thirty (30) days long unless approved by the Executive Director. The advertisement shall state the title, date, and the submission period end date and time. An invitation to bid shall include instructions prescribing all conditions for bidding and shall be distributed to all prospective bidders.

- (3) Rank the bids received according to a pre-determined methodology and present them, along with a recommendation to the MetroPlan Orlando Board for approval.
- (4) Require a Purchase Order to be processed by the Finance Department.
- (5) Award the contract or sale after the approval required in Section 1 above has been obtained.
- (6) Obtain a statement of compliance with Public Entity Crime Act, e.g., § 287.133, *Fla. Stat.*, from the successful bidder.
- (7) Maintain a record of all bids received for at least three (3) years.

B. SALES, DONATIONS AND DISPOSALS OF SURPLUS PROPERTY

Under formal bid procedures, the Executive Director or his/her designee shall:

- (1) For all items for sale, donation or disposal, obtain the prior approval of the Board. Such approval shall show:
 - (a) Item description;
 - (b) Item purchase date;
 - (c) Item purchase cost;
 - (d) Item use/purpose;
 - (e) Item book value, if available; and,
 - (f) Item condition:
- (2) After receipt of Board approval, the Executive Director or his/her designee may dispose of surplus property as follows:
 - a. Sell only to the highest responsible bidder following the formal bid procedures in Section 4 (A);
 - b. Conduct an appropriate legally advertised public auction after publication of notice not less than 1 week or more than 2 weeks prior to sale in a newspaper having a general circulation in the tri-county area; or,
 - c. Sell or donate the items to a governmental unit or political subdivision or to a private nonprofit agency.

SECTION 5 REQUEST FOR QUOTES (RFQ).

- A. Under Request for Quotes procedures, the Executive Director or his/her designee shall each of the following:

- (1) Solicit at least three (3) competitive written quotes, not just advertisements. The Executive Director may waive this criterion if less than three responsive proposals are received.
- (2) Maintain a record of all quotes received for at least three (3) years.
- (3) Require a Purchase Order be processed by the Finance Department for purchases.
- (4) Award the contract or sale after the approval required in Section 2 has been obtained.

SECTION 6 INFORMAL BID PROCEDURES - RESTRICTED PURCHASES.

- A. Under informal bid procedures, the Executive Director or his/her designee may:
- (1) At his/her discretion, solicit at least two (2) oral quotes or published quotes;
 - (2) Require a purchase order be processed by the Finance Department; or
 - (3) Award the contract or sale after the approval required above in Section 3 has been obtained.

SECTION 7 APPLICATION AND EXCLUSIONS/EXEMPTIONS FROM COMPETITIVE BID PROCEDURES – SOLE SOURCE, ETC.

The provisions of this Resolution shall apply to every purchase/procurement by MetroPlan Orlando irrespective of their fund source, including State and Federal assistance monies, except as otherwise specified by law. This Resolution shall not apply to the following:

- A. The acquisition of a sole source item shall be exempt from the competitive bidding requirements set forth in Sections 1 through 5 of this Resolution. For purchases above **THIRTY-FIVE THOUSAND and 00/100 DOLLARS** (\$35,000.00), approval by the Board is required. The Executive Director shall provide written certification that after conducting a good faith review of potential sources, this particular vendor is the only practicable or reasonable source. The certification should also set forth the purpose and need for the item.

Sole Source purchases require two notices before a sole source procurement can take effect. The first has to be posted on the MetroPlan Orlando website for at least seven (7) business days in the following format:

“MetroPlan Orlando announces that the following commodities or contractual services are being sought from a sole source. Respective vendors are requested to provide information of their ability to supply the commodities or contractual services: (show description of the commodities or contractual services)”

If it is determined in writing by MetroPlan Orlando, after reviewing any information received from prospective vendors, that the commodities or contractual services are available only from a sole source, MetroPlan Orlando shall provide notice of its

intended decision to enter a sole source purchase contract by posting on the website for four business days in the following manner:

“MetroPlan Orlando announces its decision to award a sole source contract for (describe the commodities or contractual services) to (name the vendor). Failure to file a protest within the time prescribed in Section 8 of Resolution No. 05-01 shall constitute a waiver of any further protest.

Section A (2) regarding postings shall not apply to purchases from other governmental or nonprofit agencies.

- B. Emergency purchases shall be exempt from the competitive bidding requirements set forth in Sections 1 through 5 of this Resolution upon approval by the Executive Director. Emergency purchases are determined to be necessary in response to a need when the delay necessary to comply with all procurement policies and or procedures would be detrimental to the interests, health, safety, or welfare of MetroPlan Orlando. Emergency purchases of more than **THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00)** shall be presented to the MetroPlan Orlando Governing Board at the next Board meeting.
- C. Contracts with nonprofit organizations or another Public Body or Political subdivision defined in § 1.01 (8), *Fla. Stat.*, for goods or services may be exempt from the competitive bidding requirements set forth in Sections 1 through 5 of this Resolution.
- D. Procurement of dues and memberships in trade or professional organizations; subscriptions for periodicals; advertisements; postage; paralegals; expert witnesses, court reporters, and specialized legal services; real property & related costs thereto, work performed by building owner's contractor in MetroPlan Orlando leased office space, water, sewer, electric and telecommunications, copyrighted materials; renewal of software licenses, patented materials, art and artistic services; services of visiting speakers; employment agreements; and fees and costs of job-related travel, seminars, tuition, registration and training.
- E. Goods purchased with petty cash in accordance with established procedures.
- F. Purchases from State or Federal GSA term contracts.
- G. Blanket purchase orders issued on an annual basis wherein the exact quantity of items or identification of specific items cannot be determined in advance.
- H. Awarded bids by any local, State, or national governmental agency, cooperative purchasing organizations, or purchasing associations also known as piggyback contracts.
- I. Any transaction for, or related to, the borrowing of money.
- J. Service contracts for the maintenance, repair, or servicing of existing facilities or equipment owned or leased by MetroPlan Orlando, at the date of adoption of this Resolution, shall be exempt from the competitive bidding requirements set forth in Sections 1 through 5 of this Resolution upon approval by the Executive Director.
- K. Procurement of all travel-related expenditures shall be accomplished as specified in § 112.061, *Fla. Stat.*

L. A competitive process may be used whenever practicable, at the sole discretion of the Director of Finance & Administration, for the procurement of items exempted from the policies and procedures set forth in this Resolution.

M. All staff renting vehicles while on MetroPlan Orlando business shall purchase rental insurance.

Such purchases, transactions and expenditures listed above shall be authorized by the Executive Director or delegated to the Director of Finance and Administration.

These policies and procedures also shall apply to the disposal of MetroPlan Orlando's supplies. Nothing in these policies and procedures shall prevent MetroPlan Orlando from complying with the terms and conditions of any grant, gift, bequest, or cooperative agreement.

SECTION 8 (A) PROTESTED SOLICITATIONS AND AWARDS--INVITATION FOR BIDS.

- (a) *Right to protest.* Any actual or prospective bidder who is allegedly aggrieved in connection with the solicitation or pending award of a contract may protest to the Director of Finance and Administration.
- (b) *Posting.* The Finance and Administration Department shall post a recommendation of award on the MetroPlan Orlando website for no less than three full business days after the decision to recommend the award to a bidder.
- (c) *Notice.* A notice of protest must be submitted no later than 5:00 p.m., on the third full business day after posting of the award recommendation. The protest must be in writing and must identify the protesting party and the title of the RFP and shall include a factual summary of the basis of the protest.

A formal written protest must be filed no later than 5:00 p.m., on the fifth full business day after the date of filing the notice of protest. The formal written protest shall identify the protesting party and the solicitation involved; include a clear statement of the grounds on which the protest is based; refer to the statutes, laws, ordinances or other legal authorities which the protesting party deems applicable to such grounds; and specifically request the relief to which the protesting party deems itself entitled by application of such authorities to such grounds. The protesting party shall mail or deliver a copy of the notice of protest and the formal written protest to all other bidders and to any person with whom he/she is in dispute and shall provide the Director of Finance and Administration with evidence of such mailing or delivery.

A formal written protest is considered filed with MetroPlan Orlando when it is received by the Director of Finance and Administration. Accordingly, a protest is not filed timely unless it is received by the Finance and Administration Department within the times specified above. Failure to file a written notice of protest and subsequent formal written protest within the time period specified shall result in relinquishment of all rights of protest by the vendor and abrogation of any further bid protest proceedings.

These procedures shall be the sole remedy for challenging an award of bid. Bidders are prohibited from attempts to influence, persuade or promote through any other channels or means. Such attempts shall be cause for suspension or debarment for cause, of the right of a vendor to be included on a vendor list and any future bid or response from that vendor shall be rejected.

The time limits in which protests must be filed as specified herein may be altered by specific provisions in the Invitation for Bid (IFB).

- (d) *Authority to resolve.* The Director of Finance and Administration shall attempt to resolve the protest in a fair and equitable manner and shall render a written decision to the protestant by the fifth full business day after filing of the formal written protest as indicated above.

The protesting party may appeal such decision by delivering written notice of appeal of the decision to the Director of Finance and Administration no later than 5:00 p.m. on the third full business day after the date of receipt of the written decision, whereby a "Procurement Protest Committee," comprised of the Director of Finance and Administration, the Executive Director and the using department director, shall have the authority to settle and resolve the protest.

- (e) *Proceedings.* The Director of Finance and Administration shall serve as the presiding officer of the "Procurement Protest Committee" and shall give reasonable notice to all substantially affected persons or businesses prior to the date scheduled to consider the appeal of the protest.

- (1) At or prior to the protest proceeding, the protesting party may submit any written or physical materials, objects, statements, affidavits and arguments which he/she deems relevant to the issues raised.
 - (2) In the proceeding, the protesting party, or its representative or counsel, may also make an oral presentation of the evidence and arguments. However, neither direct nor cross examination of witnesses will be permitted, although the presiding officer and other committee members may make whatever inquiries deemed pertinent to a determination of the protest.
 - (3) The judicial rules of evidence shall not apply, and the committee shall base its decision on such information adduced in the course of the proceeding upon which reasonable, prudent persons rely on the conduct of their affairs.
 - (4) If it is determined that the solicitation or award is in violation of law or the administrative regulations and internal procedures of purchasing and contracts, the solicitation or award shall be canceled or revised.
 - (5) If it is determined that the solicitation or award should be upheld, the Director of Finance and Administration shall promptly issue a decision on behalf of the committee in writing stating the reason for the action with a copy furnished to the protesting party and all substantially affected persons or businesses. The decision shall be final and conclusive as to MetroPlan Orlando unless further action is taken by the Board or a party commences action in court. Any party may arrange for the proceedings to be stenographically recorded and shall bear the expense of such recording. The proceedings shall be open to the general public.

- (f) *Stay of procurement during protests.* In the event of a timely protest, the Director of Finance and Administration shall not proceed further with the solicitation or with the pending award of the contract until the Director of Finance and Administration, with the advice of the MetroPlan Orlando attorney and after consultation with the using department, makes a determination that the award of the contract without delay is necessary to protect substantial interests of MetroPlan Orlando.

(g) *Protest to the Board.*

(1) Requirements. If, in a competitive-bid procurement where the bid award must be approved by the Board, a bidder believes that the "Procurement Protest Committee's" decision is unfair or incorrect, he/she may write a letter to the members of the Board objecting to the decision. The letter of objection and any and all attachments must be delivered by the aggrieved bidder to all Board members no later than 5:00 p.m. on the fifth full business day after the Director of Finance and Administration issues a decision on behalf of the committee. The letter must (1) identify the aggrieved bidder and the solicitation involved; (2) include a clear statement of the legal and factual grounds on which the aggrieved bidder's objection is based; (3) refer to the statutes, laws, ordinances or other legal authorities which the party deems applicable to such grounds, and (4) specify the relief requested of the Board by the aggrieved bidder. The aggrieved bidder shall simultaneously deliver duplicate copies of the letter and all attachments (if any) to the Executive Director, the MetroPlan Orlando attorney, and the Director of Finance and Administration. Thereafter, the Director of Finance and Administration shall mail or deliver copies of the aggrieved bidder's letter (including copies of any attachments) to all other bidders.

(2) Exclusive method of protest, objection, and appeal. There is a compelling MetroPlan Orlando interest in procuring goods and services in a timely manner. Consequently, procurement disputes must be resolved by the Board with minimal delays. Therefore, in a competitive-bid procurement where the bid award must be approved by the Board, the procedure set forth in this subsection (g) above is the sole means by which a bidder aggrieved by a decision of a "Procurement Protest Committee" under subsection (e) may seek recourse with the Board. Refusal or failure by any aggrieved bidder to pursue its right of objection under this subsection shall constitute a waiver of its right to pursue any further remedies or appeals, either administratively or judicially.

(h) *Reservation of powers to settle actions pending before the courts.* Nothing in this section is intended to affect the existing powers of the Board to settle actions pending before the courts.

(i) *Damages.* In the event of the court upholding the protestant's claim, the court-awarded damages on behalf of the protestant shall be solely limited to bid/proposal preparation costs.

SECTION 8 (B) PROCEDURES FOR PROTESTED SOLICITATIONS AND AWARDS - INVITATION FOR REQUESTS FOR PROPOSALS.

(a) *Right to protest.* Any proposer who alleges an omission, error, mistake, or incorrect evaluation or scoring of its proposal or other proposals may submit a letter of protest to the Director of Finance and Administration no later than 5:00 p.m. on the third full business day after the initial posting of the listing of short-listed firms, if applicable, or of intent to award contract. Such letter may request a re-evaluation of specific areas of the proposal(s) by the procurement committee; and must specifically delineate the alleged omission, error, mistake, or incorrect evaluation, and include a suggested remedy which could be administered by the selection committee.

- (b) *Posting.* The following protest procedures for the RFP process shall apply: The listing of short-listed firms recommended for the project by the procurement evaluation committee shall be publicly posted at the MetroPlan Orlando office for no less than three full business days after the procurement committee's evaluation and decision.
- (c) *Notice.* Upon timely receipt of the letter of protest, the Director of Finance and Administration shall notify all other short-listed firms of the protest by copy of the protest letter and shall refer the letter of protest to the "Procurement Protest Committee" as defined in Section 8 (A) (d) above. The "Procurement Protest Committee" shall schedule a hearing for appropriate action to be determined by the committee. The "Procurement Protest Committee's" hearing shall take place prior to the Board's consideration of the award.
- (d) *Proceedings.*
- (1) At the "Procurement Protest Committee's" hearing, the protesting party, its representative or counsel, and any other parties affected by the "Procurement Protest Committee's" decision may make an oral presentation of the testimony and argument. However, neither direct nor cross examination of witnesses will be permitted, although the presiding officer and other committee members may make whatever inquiries are deemed pertinent to a determination of the protest.
 - (2) The judicial rules of evidence shall not apply. The "Procurement Protest Committee" shall base its decision on such information adduced in the course of the proceeding upon which reasonable prudent persons would rely in the conduct of their affairs.
 - (3) If it is determined that either the solicitation or award is in violation of law or the administrative regulations and internal procedures of purchasing and contracts, the solicitation or award shall be canceled or revised.
 - (4) The Director of Finance and Administration shall promptly issue the final short-list as established by the committee, indicating the confirmed scoring for each selection criteria, with a copy furnished to the protesting party and all other short-listed proposers. The decision as to short list and scoring shall be transmitted to the Board of MetroPlan Orlando for its consideration and approval. Any party may arrange for the proceedings to be stenographically recorded at that party's expense. The proceedings shall be open to the general public.
 - (5) During the protest proceedings, proposers are prohibited from attempts to influence, persuade or promote through any other channel or means. Such attempts shall be cause for suspension or debarment for cause, of the right of a vendor to be included on a MetroPlan Orlando vendor list and any bid or response from that vendor rejected.
 - (6) The time limits in which protests must be filed as specified herein may be altered by specific provision in the RFP.
- (e) *Stay of procurement during protest.* In the event of a timely protest, the Director of Finance and Administration shall not proceed further with the solicitation or with the pending award of the contract unless the Director of Finance and Administration, with the advice of the MetroPlan Orlando attorney and after consultation with the using department, makes a

determination that the immediate award of the contract is necessary to protect substantial interests of MetroPlan Orlando.

(f) Protest to the Board.

(1) Requirements. If, in a competitive-proposal procurement where the contract award must be approved by the Board, a proposer believes that the procurement committee's decision on a protest under subsection (d) is unfair or incorrect, it may write a letter to the members of the Board objecting to the decision. The letter of objection and any and all attachments must be delivered to all Board members no later than 5:00 p.m. on the third full business day after the Director of Finance and Administration issues the final short-list. The letter must (1) identify the proposer and the solicitation involved; (2) include a clear statement of the legal and factual grounds on which the aggrieved proposer's objection is based; (3) refer to the statutes, laws, ordinances or other legal authorities which the aggrieved proposer deems applicable to such grounds; and (4) specify the relief requested of the Board by the aggrieved proposer. The aggrieved proposer shall simultaneously deliver duplicate copies of the letter and all attachments (if any) to the MetroPlan Orlando's Executive Director, the MetroPlan Orlando attorney, and the Director of Finance and Administration. Thereafter, the Director of Finance and Administration shall mail or deliver copies of the aggrieved proposer's letter (including copies of any attachments) to all other proposers.

(2) Exclusive method of protest, objection, and appeal. There is a compelling MetroPlan Orlando interest in procuring goods and services in a timely manner. Consequently, procurement disputes must be resolved by the Board with minimal delays. Therefore, in a competitive-proposal procurement where the contract award must be approved by the Board, the procedure set forth in this subsection (f) is the sole means by which a proposer aggrieved by a decision of a procurement committee under subsection (d) may seek recourse. Refusal or failure by any aggrieved proposer to pursue its rights under this subsection shall constitute a waiver of its right to pursue any further remedies or appeals, either administratively or judicially.

(g) *Reservation of powers to settle actions pending before the courts.* Nothing in this section is intended to affect the existing powers of the Board to settle actions pending before the courts.

(h) *Damages.* In the event of any court or other proceeding upholding the protestant's claim, any damages, including court-awarded damages accruing to the protestant or any other party shall be limited solely to proposal preparation costs.

SECTION 9 REPORTING REQUIREMENTS.

A. All expenditures, including those from the contingency fund, shall be properly recorded in the accounting records and noted and explained as part of the monthly financial report.

B. Budget amendments to allocated contingency fund expenditures shall be made at least quarterly.

C. Capital assets shall be tagged and recorded for purchases above **TWO THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$2,500.00).**

- D. Leased assets, including subscription-based information technology arrangements (SBITAs) shall be capitalized when the present value of future lease payments is above **TWENTY-FIVE THOUSAND and 00/100 DOLLARS (\$25,000.00)**.
- E. Attractive assets whose value is less than **TWO THOUSAND FIVE HUNDRED and 00/100 DOLLARS (\$2,500.00)** may be tagged and recorded for tracking purposes only.

SECTION 10 SALES TAX.

MetroPlan Orlando is exempt from Florida Sales and Use Tax. A sales tax exemption form is available in the Finance Department. The purchaser is responsible for making an attempt to use the exemption form to avoid paying sales tax. If the retailer refuses to honor the form, the purchaser must so state on the receipt in order to be reimbursed for the sales tax.

SECTION 11 PROMPT PAYMENT ACT.

A. Purpose:

The purpose of the Prompt Payment Act is to provide a uniform procedure: 1) for proper invoicing and payment; 2) through which disputes regarding invoices may be resolved.

B. General Information:

The "Florida Prompt Payment Act," Chapter 218, Part VII, *Fla. Stat.*, requires that local governments formally adopt definitions and procedures to ensure the timely payment of invoices and to provide a mechanism for resolution of disputes arising from invoices.

C. Policy:

It is the policy of MetroPlan Orlando to pay all invoices within 30 days after receipt of a proper invoice, provided that the goods/services have been delivered, received and accepted by MetroPlan Orlando and that the provider is not in default of any contract/agreement terms or conditions, including flow down requirements.

D. Proper Invoice:

(1) A proper invoice is defined as an original invoice which has been received by the Finance Director of MetroPlan Orlando, and has, at minimum, the following information:

- (a) Vendor's name, telephone number and mailing address;
- (b) MetroPlan Orlando Purchase Order Number;
- (c) Invoice date;
- (d) Identification of receiving department;
- (e) Shipping date & delivery date;
- (f) Payment terms (including any applicable discounts);
- (g) Adequate description of goods/services for identification;
- (h) Quantity;
- (i) Unit Price;
- (j) Extended Price;
- (k) Shipping/handling charges;

- (l) Total invoice amount;
 - (m) Approval of project architect or engineer (if required); and,
 - (n) Approval of governing body (if required).
- (2) For contracts, a proper invoice shall include elements in C.1 as appropriate, together with the following:
- (a) Schedule of values for materials and services provided and associated costs;
 - (b) Total invoice amount (less retainage) and percentage of work completed;
 - (c) Date of invoice and date work completed through;
 - (d) Statement of certification that all work was completed in accordance with contract;
 - (e) Statement that all subcontractors, if applicable, have been paid for work completed; and,
 - (f) Certification that all procedures for procurement of goods and services provided for ethical, fair and open competition in procurement, and selection of all consultant-contracted services was accomplished in accordance with the Consultants' Competitive Negotiations Act.
- (3) It is the sole responsibility of the contractor to ensure that an invoice is proper and submitted as required to MetroPlan Orlando, as applicable
- (4) Invoices are to be delivered to:

Finance Department
MetroPlan Orlando
250 S Orange Ave, Ste 200
Orlando, FL 32801

Each invoice mailed to MetroPlan Orlando shall be date stamped with the date of first delivery to the Finance Department. The date so marked shall be the date on which the invoice is considered "received."

- (5) Invoices may also be submitted via email to Finance@metroplanorlando.gov or submitted via an active online vendor portal. Emailed invoices will be considered "received" when available in the inboxes of the recipients of the Finance@metroplanorlando.gov email group. Invoices submitted on an active online vendor portal will be considered received when Finance Department staff are notified that an invoice has been submitted, either by the vendor portal system or the submitter.

E. Improper Invoice

For invoices which are not proper, i.e., lacking one or more of the requirements for a proper invoice, the vendor will be notified within 10 working days of the receipt of the original invoice that the submitted invoice did not contain all the required information and indicate what corrective action on the part of the vendor is needed to make the invoice proper.

F. Dispute Resolution

- (1) In the event of a dispute, a representative of the Finance Department, ordering department, and the invoicing party shall meet to consider the complaint. This procedure may be initiated by either the vendor or MetroPlan Orlando by notifying the other party in writing and stating specifically the nature of the dispute. This procedure shall commence within 45 days (and be resolved within 60 days) of receipt of a proper invoice.
- (2) The invoicing party shall provide MetroPlan Orlando such material and information as MetroPlan Orlando may reasonably require to resolve the dispute.
- (3) Any decision by the Finance Director shall constitute the final decision of MetroPlan Orlando regarding the dispute. Such decision shall be communicated to the vendor in writing within 5 business days after such decision. If no decision is rendered within the time period as set out above, then a decision against the invoicing party shall be deemed to have been issued.

SECTION 12 USES OF CREDIT CARDS.

Individual names as well as MetroPlan Orlando's name are on all credit cards. Therefore, both have responsibility and liability for use of any card in their name.

Card Use:

- A. The credit card is to be used for MetroPlan Orlando purchases ONLY. Use of the card for personal items may be grounds for denial of future use of MetroPlan Orlando cards. Fraudulent use may be grounds for dismissal from employment.
- B. The credit card has the cardholder's name embossed on it and is to be used only by that cardholder. No other person is authorized to use the card without the express consent of the cardholder. Use of the card for purchases, such as travel for staff under the cardholder's supervision, must be authorized in writing or email by the cardholder before the purchases, reservations or registrations, etc., are placed.
- C. NO PURCHASE SHALL BE PLACED ON AN INDIVIDUAL'S CARD WITHOUT THE AUTHORIZATION OF THE CARDHOLDER.
- D. All receipts (sales drafts) received at the time of purchase are to be turned into the Fiscal Manager within thirty days of purchase.
- E. All monthly statements of account must be reviewed and signed by the cardholder, certifying that the items shown as purchased are correct, and then forwarded to Accounts Payable for payment. Should an item on the statement be disputed, the cardholder must sign the "Cardholder Statement of Disputed Item" form attached hereto as Attachment 1.
- F. Should any employee lose or have their credit card stolen, it is the responsibility of the cardholder to immediately notify the card issuer. In addition, the cardholder must notify the Director of Finance and Administration of the loss within one workday after discovery of the loss or theft of the card. The cardholder is required

to make a written report to the Director of Finance and Administration that will include the complete information on the loss, the date the loss was discovered, the location where the loss occurred, if known, the purchases that the cardholder had made prior to the loss, and any other information that is pertinent. Should the card be returned, it must be turned into the Finance and Administration Department. (ATTACHMENT I)

G. Terminating Employees - If an employee leaves MetroPlan Orlando their card must be collected and destroyed. The Director of Finance and Administration shall cancel the card with the issuer.

H. Non-compliance with the above may result in denial of future use of the card.

SECTION 13 SURPLUS PROPERTY.

Surplus property shall be disposed of in accordance with Chapter 274, *Fla. Stat.* All sales of personal property (except trade-in personal property) which has become obsolete and unusable, or the sale of which is otherwise determined to be in the best interest of MetroPlan Orlando, the market value of which is expected to be greater than **THIRTY-FIVE THOUSAND and 00/100 DOLLARS (\$35,000.00)**, shall be made to the highest, most responsive and responsible bidder obtained in accordance with the formal bid procedures contained in Section 4 of this Resolution. Property eligible to be sold under this section may also be sold through an appropriately advertised public auction (publication of notice not less than one week or more than two weeks prior to sale in a newspaper having a general circulation in the tri-county area). Surplus property may be disposed of for value to any person, or may be disposed of for value without bids to any governmental unit or political subdivision, or offered by sale or donation to private nonprofit agencies as defined in F.S. 273.01(3). All such sales or donations shall have the prior approval of the MetroPlan Orlando Board.

SECTION 14 EFFECTIVE DATE OF THESE POLICIES AND PROCEDURES.

The policies and procedures implemented by this Resolution apply only to contracts solicited or entered into after the effective date of these policies and procedures unless the parties agree to their application to a contract solicited or entered into prior to the effective date. These policies and procedures shall automatically be updated to remain in compliance with the definition of "property" and the related dollar amount for inventory and capitalization purposes as defined in §274.02(1), *Fla. Stat.*

These policies and procedures shall become effective on the date of adoption and apply retroactively to the fiscal year beginning July 1, 2025.

(Remainder of page left blank intentionally)

CERTIFICATE

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

Commissioner Robert Dallari, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
Wednesday, June 11, 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary



Board Action Fact Sheet

Meeting Date: June 11, 2025

Agenda Item: VIII.F. (Section 1)

Roll Call Vote: No

Action Requested: Approval for the Board Chair to approve FY'25 Budget Amendment #3 (if necessary) with Board ratification of the amendment at the September 10, 2025 meeting.

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

Summary/Key Information: The MetroPlan Orlando fiscal year ends on June 30 and closes by August 15 including year-end grant billings. To prevent issues with year-end grant billings including over-spent UPWP tasks, staff requests that the board allow the Chair to approve a budget amendment after the year end. This amendment will be brought back to the full board for ratification at the September 10, 2025 meeting.

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

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval

Supporting Information: None

Section 2



Board Action Fact Sheet

Meeting Date: June 9, 2025

Agenda Item: IX.A (Section 2)

Roll Call Vote: Yes

Action Requested: FDOT requests approval of amendments to the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP).

Reason: The project construction is being split into multiple phases, necessitating the creation of a new -2 construction phase for segment A of the project.

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

- FM # 441275-2: Complete Streets – Edgewater Dr. – Segment A from Lakeview St. to Lake Adair Blvd. – This amendment creates a 2-project phase for construction of Segment A. Funding is for FY 2025 and consists of \$2,980,360 in SU funds and \$297,036 in LF funds.

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

CAC:	Taken up on May 28, 2025
TSMO:	Taken up on May 30, 2025
TAC:	Taken up on May 30, 2025
MAC:	Taken up on June 5, 2025

Staff Recommendation: Recommends approval

Supporting Information: The following documents are provided at Section 2:

- FDOT letter dated May 7, 2025
- Proposed Board Resolution No. 25-05



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

05/07/2025 | 3:02 PM EDT

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

RE: Request to Revise Fiscal Year (FY) 2024/25-2028/29 Transportation Improvement Program (TIP)

Dear Mr. Huttman:

Florida Department of Transportation requests MetroPlan Orlando revise the FY 2024/25-2028/29 TIP to reflect project changes as described below.

Project #441275-2 is a new project added to the TIP in FY 2025. It is a construction phase for a LAP project with the City of Orlando to build complete streets elements for Segment A of the project. This phase of the project is anticipated to begin in 2026, however since funds are programmed in FY 2025 a formal amendment to the TIP is required to add the project.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
441275-2	Complete Streets – Edgewater Dr – Segment A	Lakeview St to Lake Adair Blvd	.0047 miles	CST	SU LF	\$ 2,980,360 <u>\$ 297,036</u> \$ 3,277,396	2025

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

Sincerely,

DocuSigned by:


9DBC1D0E3EB04EE...

Jonathan Scarfe
MPO Liaison Administrator, FDOT

c: FDOT D5 Work Program
Sofie Liatsos, FDOT PM

Amendment to the FY 2024/25 – 2028/29 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 2024/25 – FY 2028/29 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendment is described as follows:

- FM #441275-2: Complete Streets – Edgewater Dr. – Segment A from Lakeview St. to Lake Adair Blvd – Funding is in FY 2024/25 for CST and consists of \$2,980,360 in SU funds and \$297,036 in LF 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 2024/25 – FY 2028/29 TIP be approved as requested.

CERTIFICATE

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

Commissioner Bob Dallari, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
11th day of June 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Section 3



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

June 11, 2025

To: Commissioner Bob Dallari, Board Chair
MetroPlan Orlando Board Members

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for February

- Staff attended the Federal Planning Findings Meeting with the FDOT Office of Policy Planning on May 15
- I met with our State Lobbyists on May 19 to discuss a look ahead
- I met with Dale Allen of the Florida Greenways & Trails Foundation on May 20
- I moderated the Leadership Orlando Transportation Session on May 21
- I met with FDOT D5 Secretary Tyler on May 23
- I met with Congressman Soto's staff on May 27 to discuss federal reauthorization of the transportation bill
- I met with Senator Moody's staff on May 29 to discuss federal reauthorization of the transportation bill
- I attended the CAC meeting on May 28
- I attended the TSMO Committee meeting on May 30
- I attended the TAC meeting on May 30
- Staff attended the City of Altamonte Springs AGIL Event on June 4
- I met with Commissioner Dallari on June 4 for the MetroPlan Orlando agenda review
- I met with Commissioner Moore on June 5 for the MetroPlan Orlando agenda review
- I met with Commissioner Uribe on June 5 for the MetroPlan Orlando agenda review
- I met with Commissioner Semrad on June 5 for the MetroPlan Orlando agenda review
- I attended the Orange County State of the County Event on June 6
- I met with Mayor Demings on June 6 for the MetroPlan Orlando agenda review
- I met with Mayor Espinosa on June 9 for the MetroPlan Orlando agenda review
- I met with Council Member Gilbert June 9 for the MetroPlan Orlando agenda review

FDOT

- I continue regular monthly meetings with FDOT leadership

Association of Metropolitan Planning Organizations

- I continue to participate in regularly scheduled meetings of the AMPO Policy Committee

National Association of Regional Councils

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

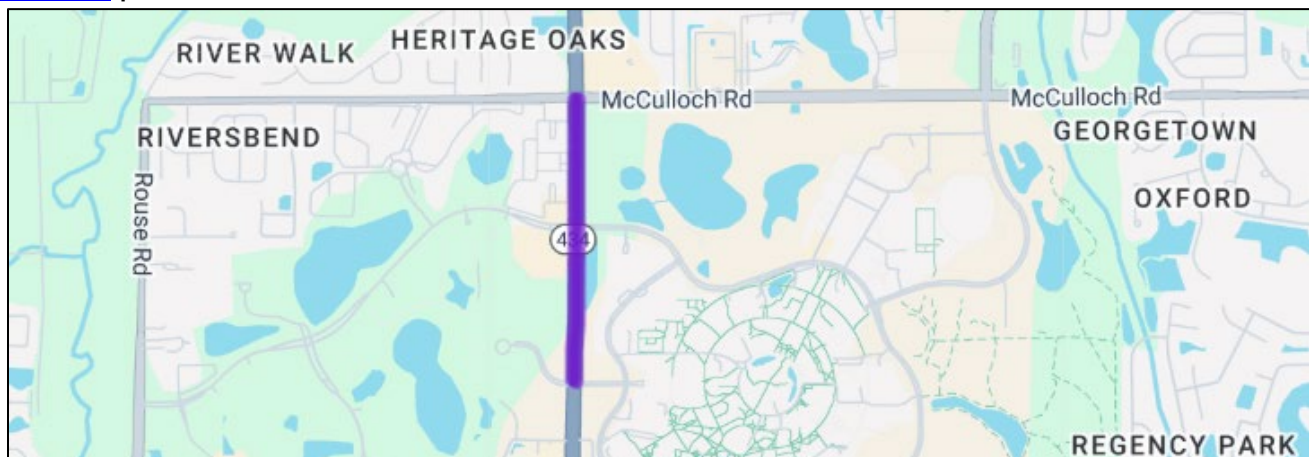
Orange, Osceola, and Seminole Counties Project Status Update as of May 5, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of the May 5th cutoff. The next cutoff date is June 2, 2025. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

ORANGE COUNTY

ORANGE COUNTY UPCOMING PROJECTS:

[448799-1](#) | S.R. 434 from Centaurus Boulevard to McCulloch Road

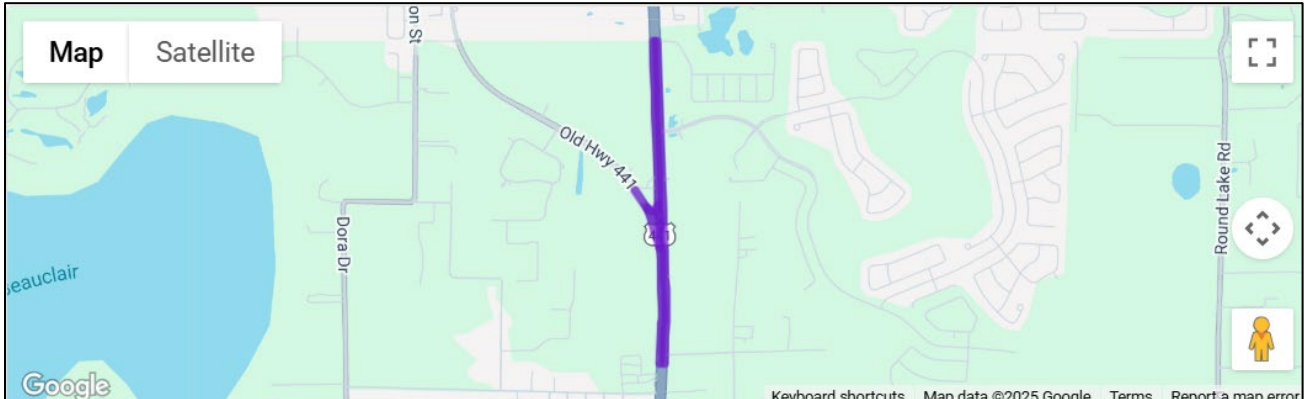


- Contract: T5846
- Contractor: American Design Engineering Construction, Inc.
- Construction Cost: \$1.4 million
- Project Start: June 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to resurface Alafaya Trail (State Road 434) from Centaurus Boulevard to McCulloch Road (Seminole County line).

Update: Notice to Proceed was issued on 5/7/25. A pre-construction meeting is scheduled for 5/13/25.

ORANGE COUNTY CURRENT PROJECTS:

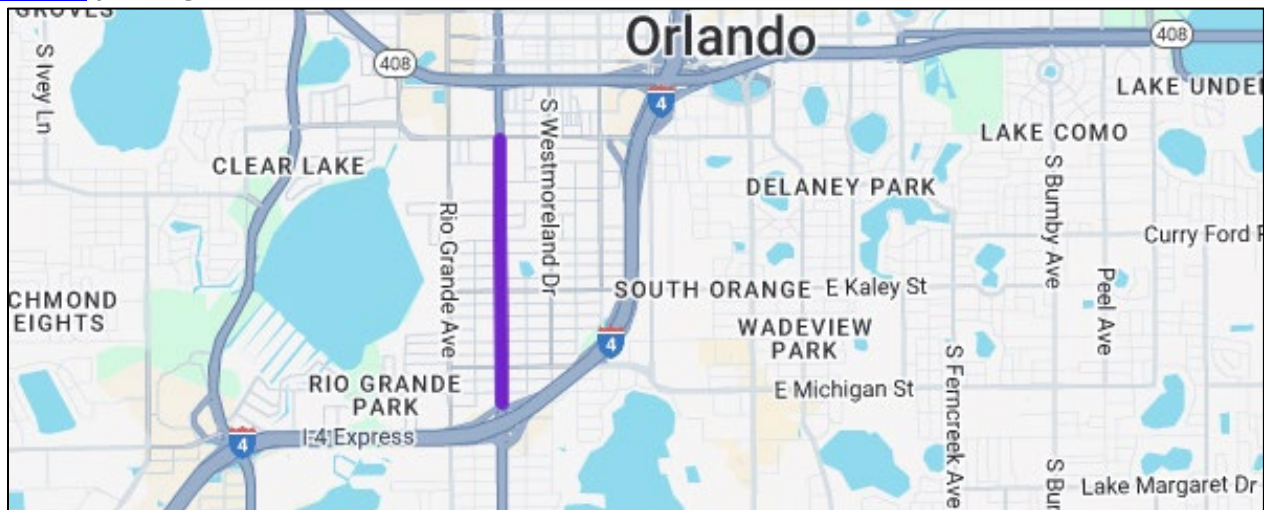
447610-1 | U.S. 441 from Wadsworth Road to Lake County Line



- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: April 2025
- Estimated Completion: Late 2025
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the Lake County line, between the cities of Apopka and Mount Dora. The project plans to resurface this segment of U.S. 441 to extend the life of the existing roadway. To enhance safety, the project includes modifications at the intersection of U.S. 441 and County Road (C.R.) 500A, which involves removing the left turn from eastbound C.R. 500A to northbound U.S. 441 and realigning the left turn from northbound U.S. 441 to westbound C.R. 500A. Pedestrian improvements are also planned at the Stoneybrook Hills Parkway intersection, including new crosswalks and pedestrian signals, as well as enhanced lighting.

Update: The contractor has begun installing MOT to shift the roadway configuration, barrier wall, and drainage in advance of median widening work. The utilities subcontractor has also placed utility location markers along the corridor to prepare for subterranean utilities work.

437575-1 | Orange Blossom Trail Phase 2A from 30th Street to Gore Street

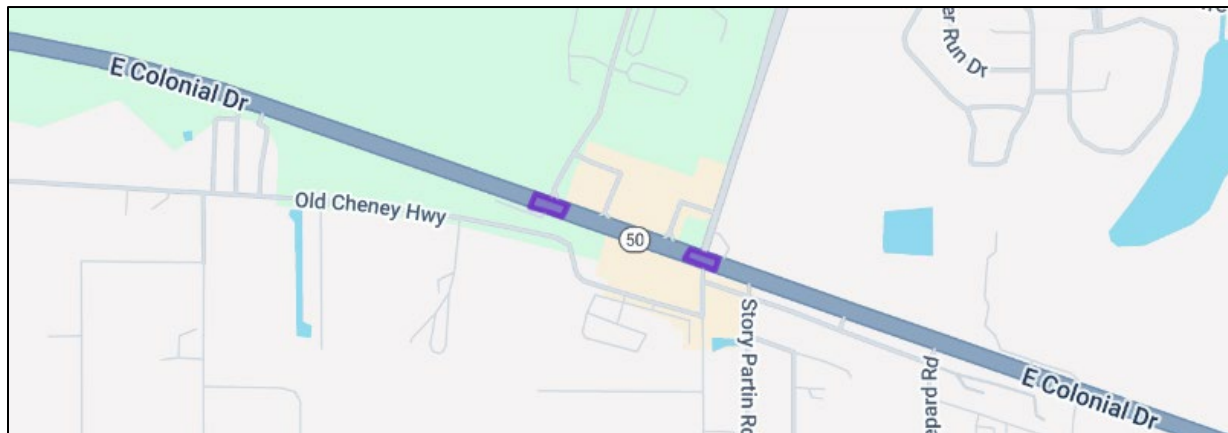


- Contract: T5804

- Contractor: Chinchor Electric, Inc.
- Construction Cost: \$2.3 million
- Project Start: January 2025
- Estimated Completion: Spring 2025
- **Description:** This project aims to construct new mast arm signals at Michigan Street. Curb ramps and pedestrian poles will also be upgraded to meet the American Disability Act (ADA) criteria.

Update: The contractor is continuing to install conduit, lighting, and pull boxes and is working on directional bore, sidewalk replacement, and pedestrian signals.

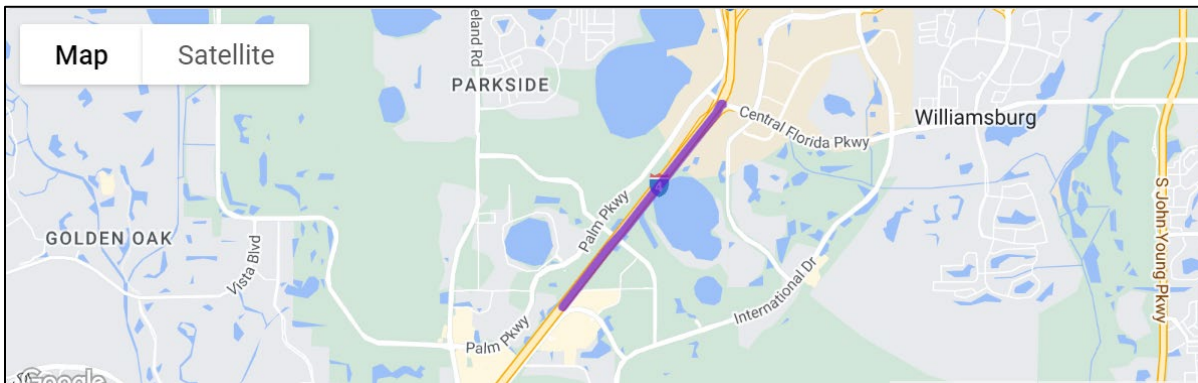
[452932-1](#) | S.R. 50 at Corner School Drive and Chuluota Road



- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Spring 2025
- **Description:** The project incorporates safety improvements at the intersections of Corner School Drive and Chuluota Road with Colonial Drive (State Road (S.R.) 50) in east Orange County. Proposed improvements include installing a new signal at the intersection of Corner School Drive and Colonial Drive and adding new pedestrian signals and crosswalks. At the intersection of Chuluota Road and Colonial Drive, new crosswalks and pedestrian signals will be added to the existing signal. New accessible ramps will be constructed at both intersections and intersection lighting will be included.

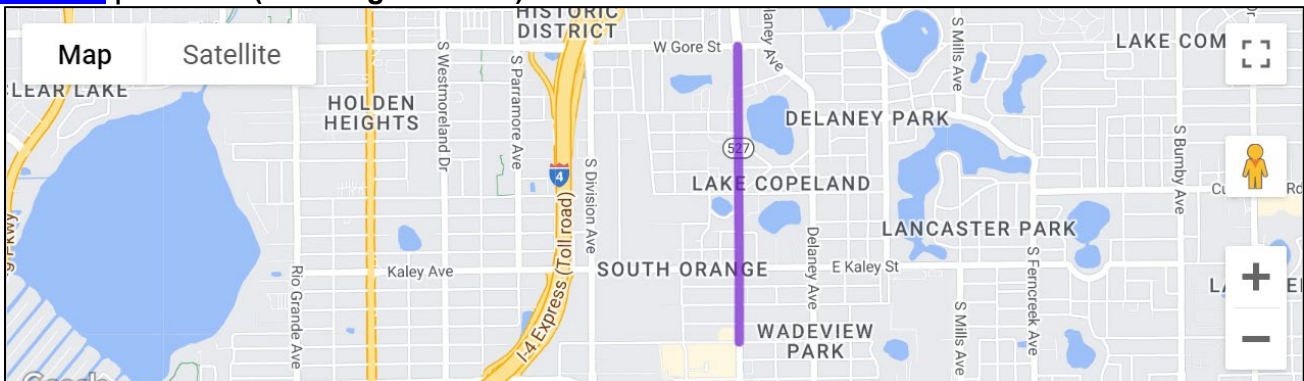
Update: The contractor has performed substantial concrete demolition and drill shaft operations, including casing and drilling at the northwest and southeast corners of the S.R. 50 and Corner School Drive intersection. Sidewalk construction is expected to begin soon.

[441113-1](#) I-4 at Daryl Carter Parkway Interchange



- Contract T5724
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: November 2022
- Estimated Completion: Summer 2025
- **Description:** This project will convert the Daryl Carter Parkway overpass, between Central Florida Parkway and State Road 535, into a diverging diamond interchange. The interchange will give motorists an alternate route to reach retailers and restaurants in the Lake Buena Vista area. Three new ramps connecting Interstate 4 (I-4) to Daryl Carter Parkway will be built: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. The project includes drainage improvements for Big Sand Lake, project 441113-3.
- **Update:** Crews opened the new traffic pattern on the overpass on 3/19. Crews are preparing to tie in the ramps (westbound I-4 exit ramp, eastbound I-4 exit ramp, and eastbound I-4 entrance ramp) to complete the conversion into a diverging diamond interchange (DDI). Crews shifted pedestrian traffic to the south side of the overpass in mid-April to complete ramp and sidewalk work on the north side and began installing Wrong Way Vehicle Detection Systems (WWVDS) in late April. Crews anticipate opening the ramps in early June.

[441145-1](#) | S.R. 527 (S. Orange Avenue) from Grant Street to Gore Street

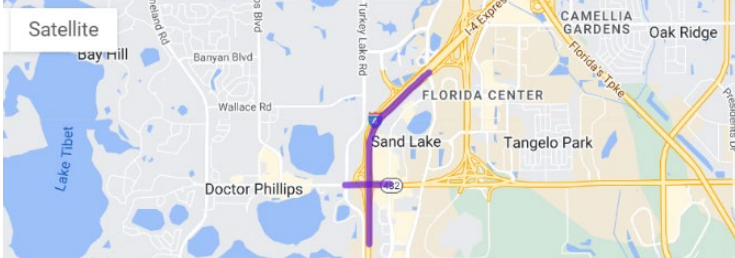
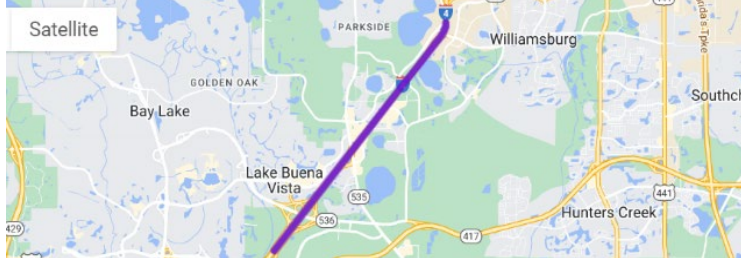


- Contract T5760
- Contractor: Hubbard Construction Company
- Project Cost: \$4.7 million
- Project Start: January 2024
- Estimated Completion: Spring 2025
- **Description:** The purpose of this job is to resurface State Road 527 (S. Orange Avenue) from Grant Street to Gore Street. In addition to repaving the roadway, the project plans to extend curb lines in certain areas to better define on-street parking and improve sight lines for traffic

turning onto Orange Avenue from side streets. Short, raised traffic separators are also planned within the existing center two-way left turn lane at four locations: south of Lake Beauty Drive, south of Copeland Drive, near Underwood Street and north of Annie Street. Improved crosswalks and new pedestrian lighting are planned, along with decorative sidewalk & crosswalk features in conjunction with the Pulse Memorial.

Update: The contractor is finalizing paving and is working on raising manhole covers to be flush with the pavement.

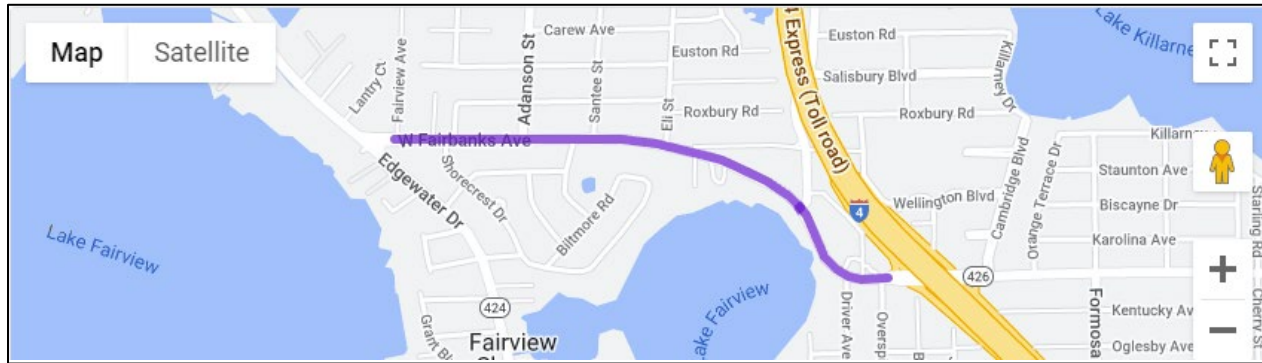
[444315-1](#) & [444315-3](#) | I-4 at Sand Lake Road Interchange

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

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

Update: Crews anticipate shifting motorists to a new westbound I-4 exit ramp to Sand Lake Road in mid-May. The new shift will bring motorists closer to the overpass and underneath a loop ramp that is being constructed.

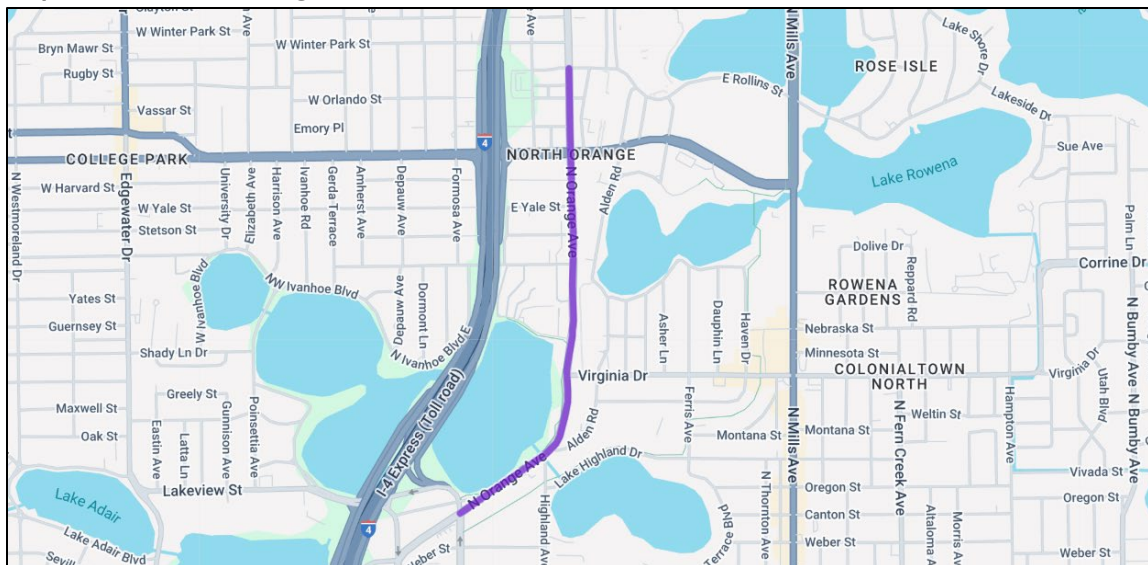
445211-1 | S.R. 426 from east of S.R. 424 (Edgewater Drive) to west of I-4



- Contract: E56B6
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$2.4 million
- Project Start: March 2024
- Estimated Completion: Spring 2025
- **Description:** This project plans to repave this segment of Fairbanks Avenue (State Road (S.R.) 426) from east of Edgewater Drive (S.R. 424) to west of Interstate 4 (I-4) to extend the life of the existing roadway. Pedestrian safety improvements are also planned, including upgrading pedestrian crosswalks, reconstructing sidewalk curb ramps and pedestrian signals, and adding new sidewalk at the intersection with Wymore Road. Other work includes traffic signal upgrades and necessary drainage modifications. Fairbanks Avenue within the project limits provides two travel lanes in each direction with a center, two-way left turn lane along most of the corridor. No changes to the lane configuration are planned.

Update: Final acceptance is pending.

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

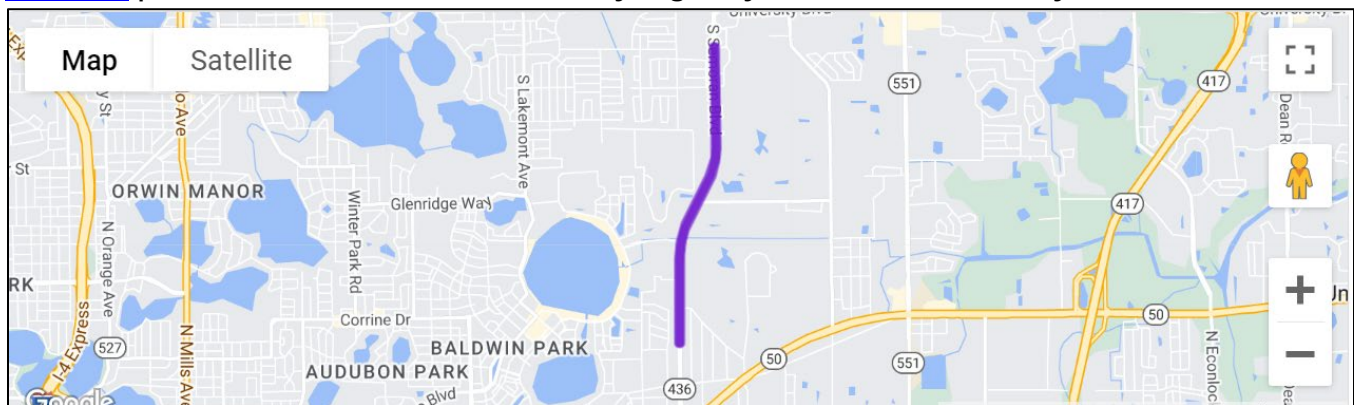


- Contract: E50F4
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Fall 2025

- **Description:** The purpose of the project is to make safety and operational improvements along North Orange Avenue (State Road (S.R.) 527) from Magnolia Avenue to Rollins Street in Orlando. The project plans to reconfigure the roadway to provide a single travel lane in each direction and use the existing outside travel lanes to provide more on-street parking. In some areas, the curb line will be extended, and in other areas floating islands will be built to help define the on-street parking and help to encourage safer driving speeds along the corridor. Pedestrian safety improvements are also planned. Additionally, the roadway will be repaved to extend the service life of the existing roadway. Drainage modifications and upgraded pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards are also planned.

Update: The contractor is working on utility improvements, concrete work, excavation, signalization, and pedestrian facilities.

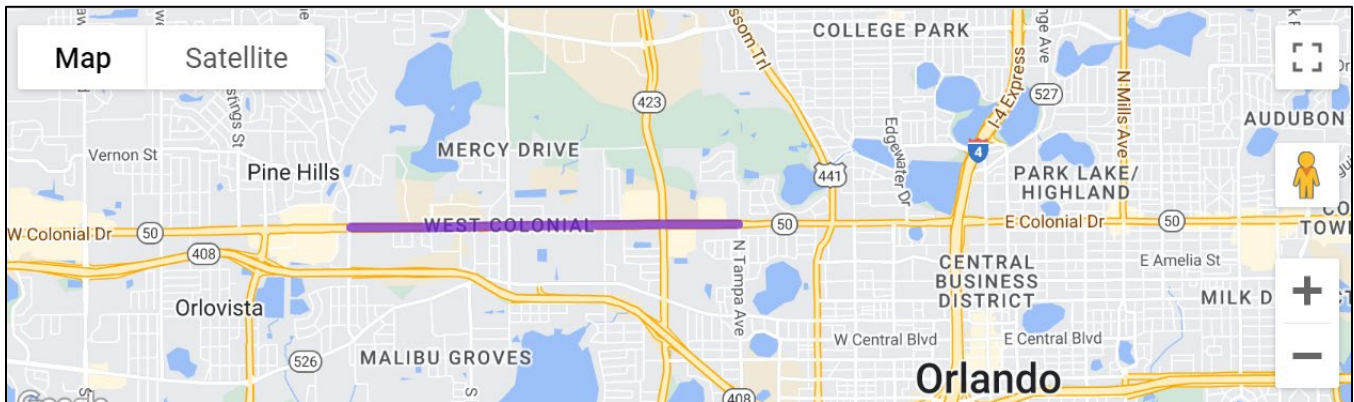
[445303-1](#) | S.R. 436 from north of Old Cheney Highway to south of University Park Drive



- Contract E57B5
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$11 million
- Project Start: November 2023
- Estimated Completion: Spring 2025
- **Description:** This project plans to construct improvements along State Road (S.R.) 436, from north of Old Cheney Highway to north of University Park Drive in Orlando. This project will repave the roadway and implement strategies to increase safety for all users along the project corridor. Safety improvements include speed management enhancements such as lane width reduction, a barrier curb, right turn lane elimination, driveway modifications, and traffic-calming landscaping. The project will also focus on cyclist safety with separate and designated bicycle facilities and particular emphasis on pavement markings. A midblock crossing with a Pedestrian Hybrid Beacon (PHB) will also be installed at University Park Drive.

Update: The contractor is completing thermoplastic pavement markings and installing permanent signage. Final punch list work and corrections to median sign bases are currently underway.

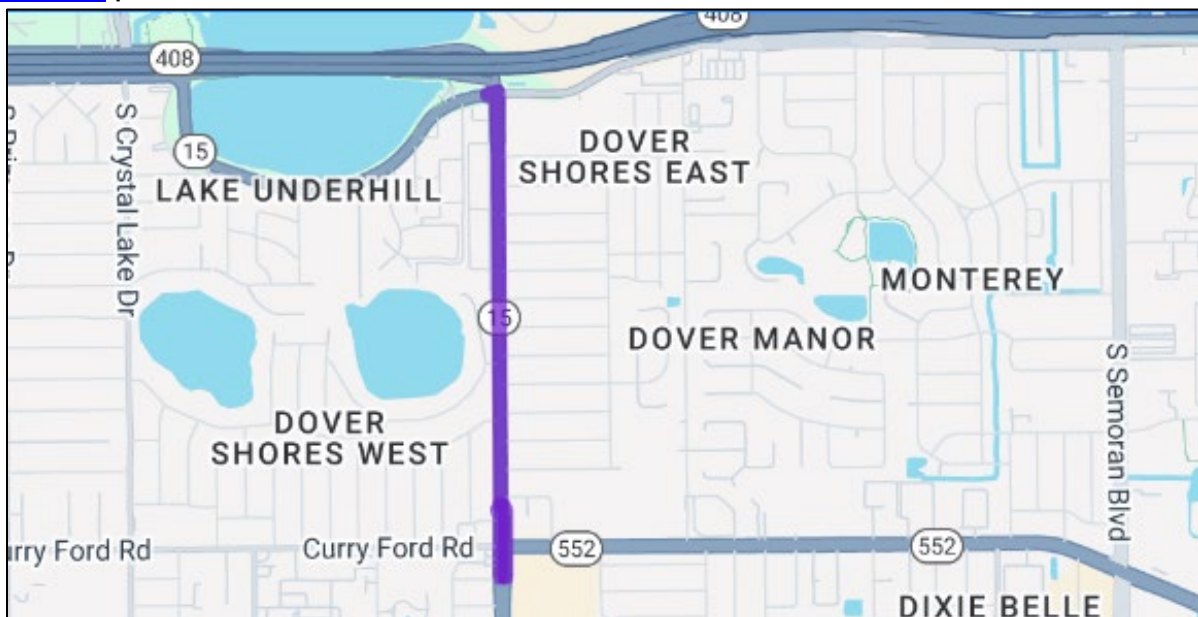
445694-1 | Colonial Drive/Martin Luther King Boulevard from Pine Hills Road to Tampa Avenue



- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 2024
- Estimated Completion: Fall 2025
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial Drive (State Road (S.R.) 50) between Pine Hills Road and Tampa Avenue. The project will improve crosswalk conditions and install new signal improvements. Additionally, the project will modify several existing median openings along the corridor to improve safety and operations.

Update: The contractor is continuing work on curbs, paving, sidewalks, signage, and utility installations.

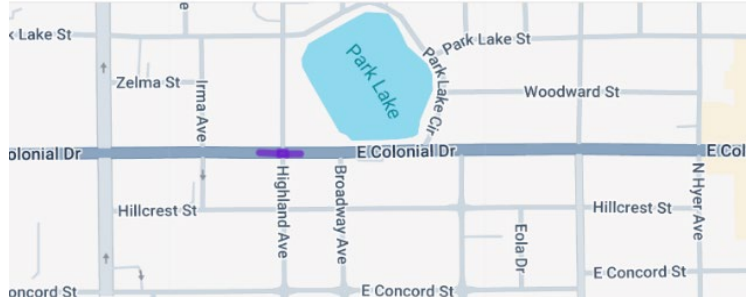
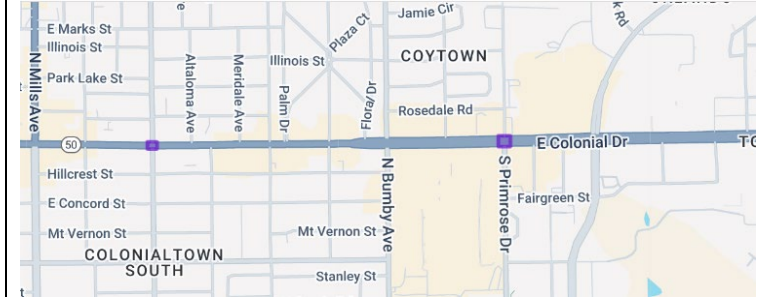
447090-1 | S.R. 15 from Devonshire Lane to Lake Underhill Road



- Contract: E57B8
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: November 2024
- Estimated Completion: Summer 2025

- **Description:** The goal of this project is to provide improvements along Conway Road (State Road (S.R.) 15) from Devonshire Lane to Lake Underhill Road in Orlando. In addition to resurfacing the travel lanes, the project provides some safety enhancements, including a separate bicycle lane and medians in certain locations to help reduce left turn and angle crashes.

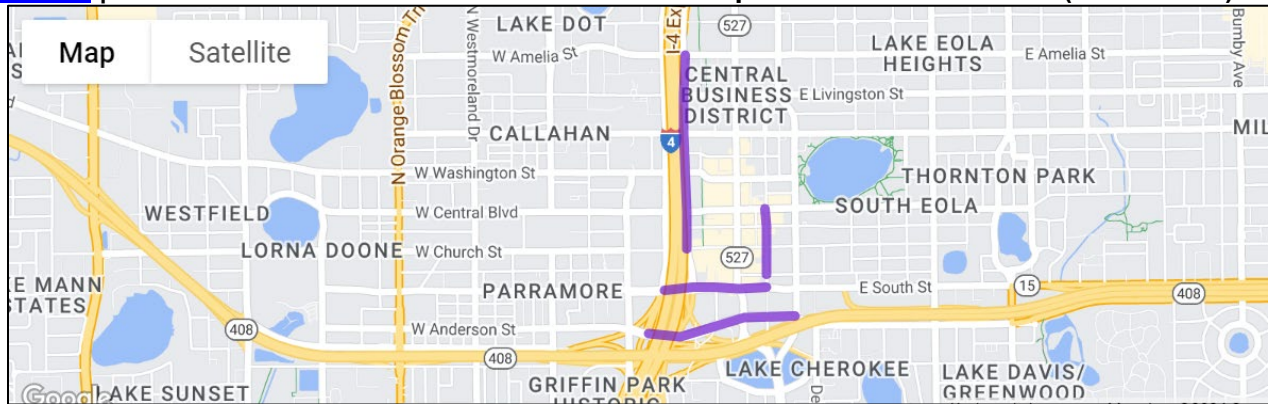
Update: The project has reached phase 3, so the lanes have been shifted to one travel lane each direction. Medians are being constructed to outline the left turn lanes. The contractor continues to work on paving, pedestrian signal bases, signage, and median separators.

447607-1 S.R. 50 at Highland Avenue	447717-1 S.R. 50 at North Fern Creek Avenue and Primrose Drive
 <p>The map shows the intersection of East Colonial Drive (State Road 50) and Highland Avenue. A purple dot marks the intersection. Surrounding streets include Zelma St, Irma Ave, Park Lake St, Woodward St, Hillcrest St, Broadway Ave, E Colonial Dr, E Concord St, and E Colonial Dr. Park Lake is visible to the north.</p> <ul style="list-style-type: none"> • Description: The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the on-street parking and reduce pedestrian crossing distances at the intersection. The curb reconstruction also includes modifications to more easily accommodate large vehicles making turns onto Highland Avenue. Other safety improvements include reconstructing the sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing sidewalk connections to bus pads. Necessary drainage modifications are also planned. Goes with 447717-1. 	 <p>The map shows the intersection of East Colonial Drive (State Road 50) and Primrose Drive. A purple dot marks the intersection. Surrounding streets include E Marks St, Illinois St, Park Lake St, Woodward St, Hillcrest St, E Concord St, Mt Vernon St, Stanley St, N Bumby Ave, S Primrose Dr, Fairgreen St, and E Colonial Dr. The map also shows COYTOWN and COLONIAL TOWN SOUTH.</p> <ul style="list-style-type: none"> • Description: This project will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Avenue and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive. Goes with 447607-1.

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

Update: The contractor is continuing to work on the tie-ins at the intersections, electrical connections, and preparations for mast arm installations. Most of the cabinet corners are already completed.

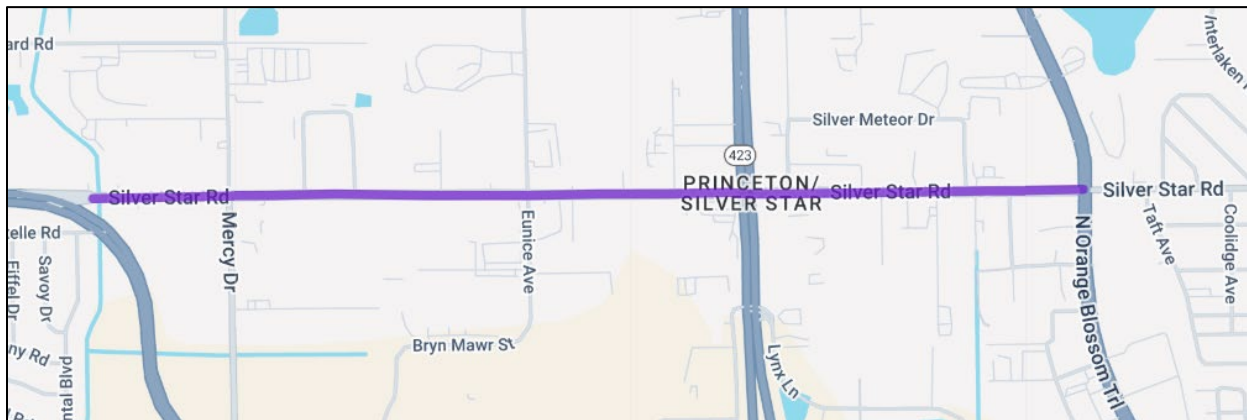
[447807-1](#) | Smart Orlando Downtown Advance Traffic Operations Performance (SODA TOP)



- Contract E59A5
- Contractor: Sice, Inc.
- Project Cost: \$974,000
- Project Start: June 2022
- Estimated Completion: Summer 2025
- **Description:** This is a design-build Intelligent Transportation Systems (ITS) project to install hardware and software to provide Transit Signal Priority (TSP) operation for signalized intersections and LYNX Buses in Orange County.

Update: The South Street reconfiguration is awaiting completion confirmation from the City of Orlando; it is open to the public.

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



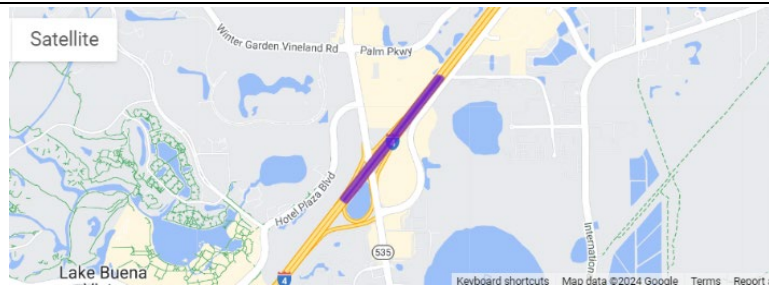
- Contract E53F6
- Contractor: Jr. Davis Construction Co., Inc.
- Construction Cost: \$4.9 million
- Project Start: December 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to implement operational and safety improvements along Silver Star Road (State Road (S.R.) 416) from Princeton Street (S.R. 438) to Orange Blossom Trail (U.S. 441). In addition to repaving the roadway, the project will install a raised traffic separator along Silver Star Road east of the John Young Parkway (S.R. 423) intersection, as well as channelizing islands at the Hansrob Road and the Wawa driveway, which will restrict left turns onto Silver Star Road at these locations. Traffic signal and pedestrian signal upgrades at Princeton Street, Eunice Avenue, and Mercy Drive are also proposed. Pedestrian and bicycle safety improvements along the project corridor are also planned. These include constructing a

new crosswalk on Silver Star Road near Princeton Street (S.R. 438), filling in sidewalk gaps and improving bicycle connectivity along the paved shoulders where possible, providing bus stops, and reconstructing curb ramps to meet current Americans with Disabilities Act (ADA) standards. Lighting improvements are proposed at the signalized crosswalks at Princeton Street, Eunice Avenue, and Mercy Drive, as well as new signing and pavement marking features.

Update: The contractor is continuing to work on milling and paving operations, drainage, sidewalk, and safety enhancements.

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

448914-1



Description: This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I4.

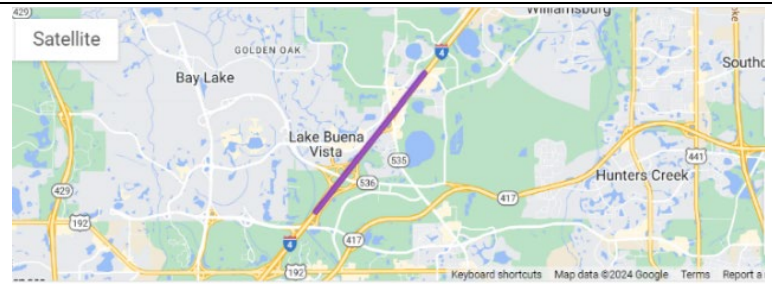
Planned improvements include:

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

This project will be constructed in conjunction with FPID 449771-1.

Please visit to www.i4beyond.com/project-designs/interim-improvements-to-i-4-and-county-road-c-r-532-in-osceola-county/

449771-1



Description: This project will add a single, buffer-separated, westbound managed lane to Interstate 4 (I-4) from west of State Road (S.R.) 536 to west of Daryl Carter Parkway. The complete managed lane will be built in three separate projects extending from west of S.R. 536 to west of Sand Lake Road (S.R. 482). The single, buffer-separated express lane will be open once all three segments are completed.

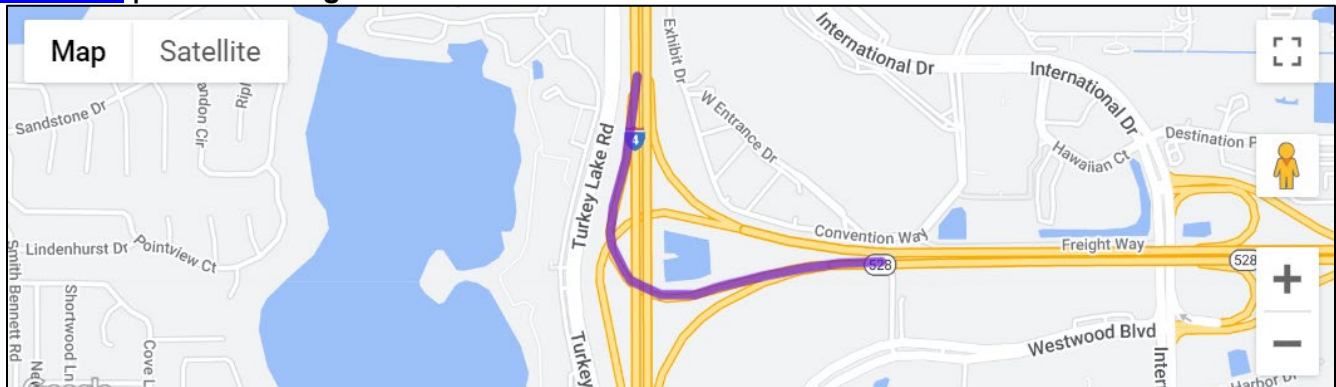
This project will be constructed in conjunction with FPID 448914-1.

To learn more, please visit to www.i4beyond.com/public-meeting/i4-at-apopka-vineland-road-s-r-535-interchange-public-meeting/.

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

Update: The project has been extended until 2028. Crews began pile driving near the I-4 and Apopka-Vineland Road interchange in early March and it is expected to take approximately two months. Crews have been installing MSE wall and conducting bridge work in the area that was formerly The Crossroads.

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

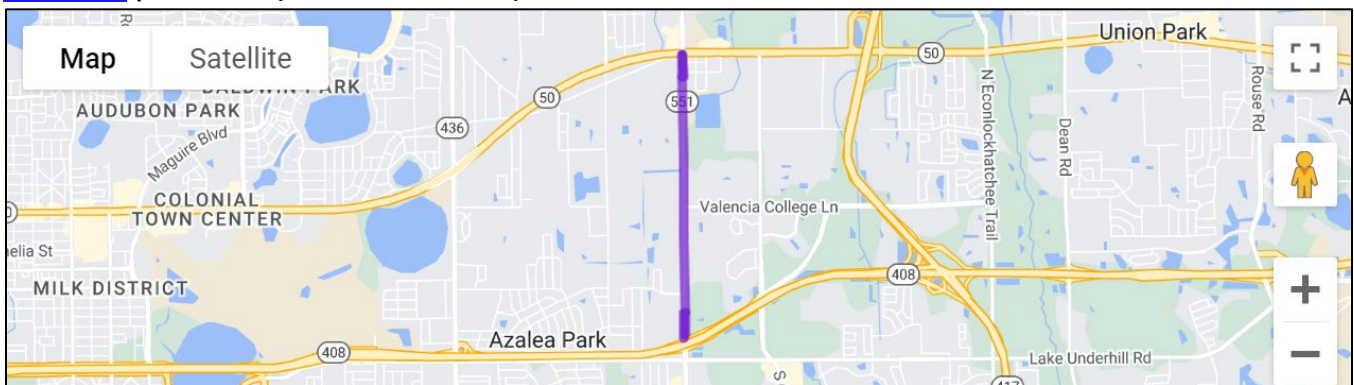


- Contract E58B1
- Contractor: Adaptive Consulting Engineers
- Project Cost: \$20 million
- Project Start: January 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of this project is to add capacity to the I-4 westbound on-ramp to eastbound State Road 528 (the Beachline Expressway)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

Update: The bridge deck pours over I-4 are complete. Crews are working on widening the ramp from one to two lanes. Currently they are removing barrier walls and paving to prepare for the shift to the new right lane.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

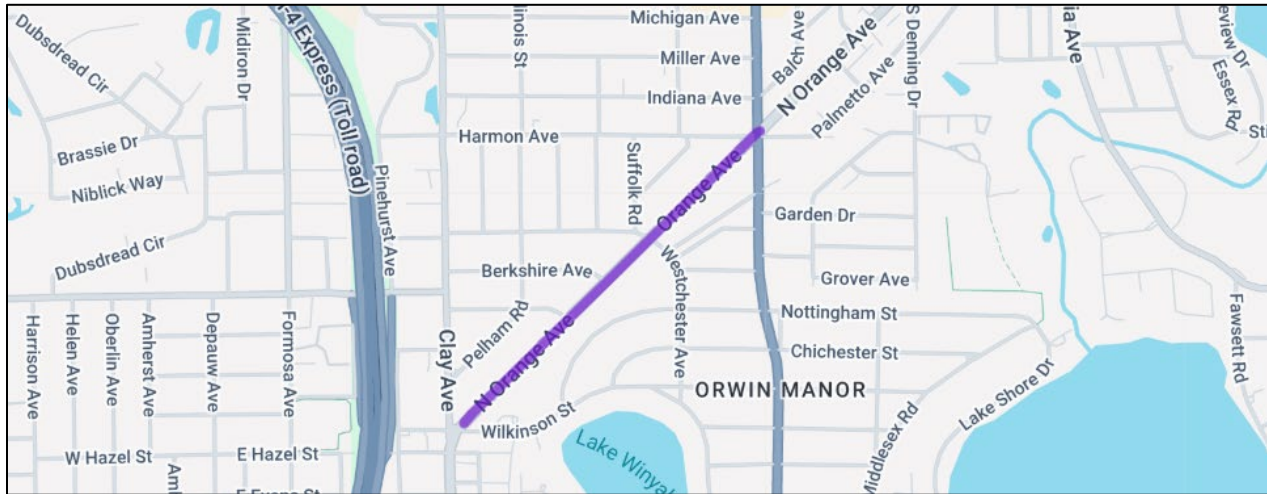
[437634-1](#) | S.R. 551 (Goldenrod Road) from S.R. 408 to S.R. 50



- Contract T5718
- Contractor: Southland Construction, Inc.
- Construction Cost: \$11.9 million
- Project Start: August 2021
- Estimated Completion: Spring 2025
- **Description:** The Florida Department of Transportation (FDOT) is resurfacing and implementing safety improvements on State Road (S.R.) 551 (Goldenrod Road) from S.R. 408 to S.R. 50. Safety improvements include widening the lanes to make room for bike lanes, constructing raised medians, upgrading traffic signals, and lighting and improving drainage.

Update: Project received final acceptance on 4/25/25.

[445691-1](#) | S.R. 527 From Clay Avenue to S. Orlando Avenue



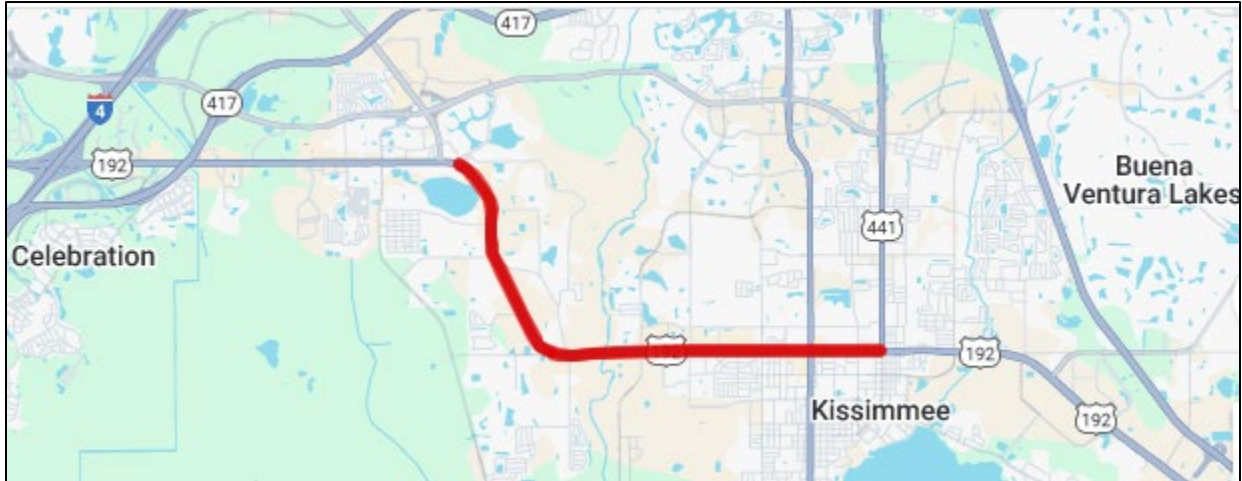
- Contract T5814
- Contractor: Atlantic Civil Constructors Corp.
- Project Cost: \$3.7 million
- Project Start: June 2024
- Estimated Completion: Spring 2025
- **Description:** This project aims to provide crash reduction countermeasures and increase safety for drivers and pedestrians alike at the North Orange Avenue (State Road (S.R.) 527) intersections of Clay Avenue and Harmon Avenue. This safety project also includes pavement widening, milling, and resurfacing; construction of new sidewalks and bus pads; construction of a raised crosswalk; construction of new drainage structures; replacement of signs and pavement markings; signalization improvements; construction of new mast arms; tree removal; pruning of trees and branches; inclusion of new lighting structures; and utility relocation along North Orange Avenue (S.R. 527) from Clay Avenue to South Orlando Avenue (U.S. 17/92). This project is located within the City of Orlando, just north of the City of Orlando's downtown core and within the Orlando Urban Area boundary.

Update: The project received final acceptance 04/06/25.

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

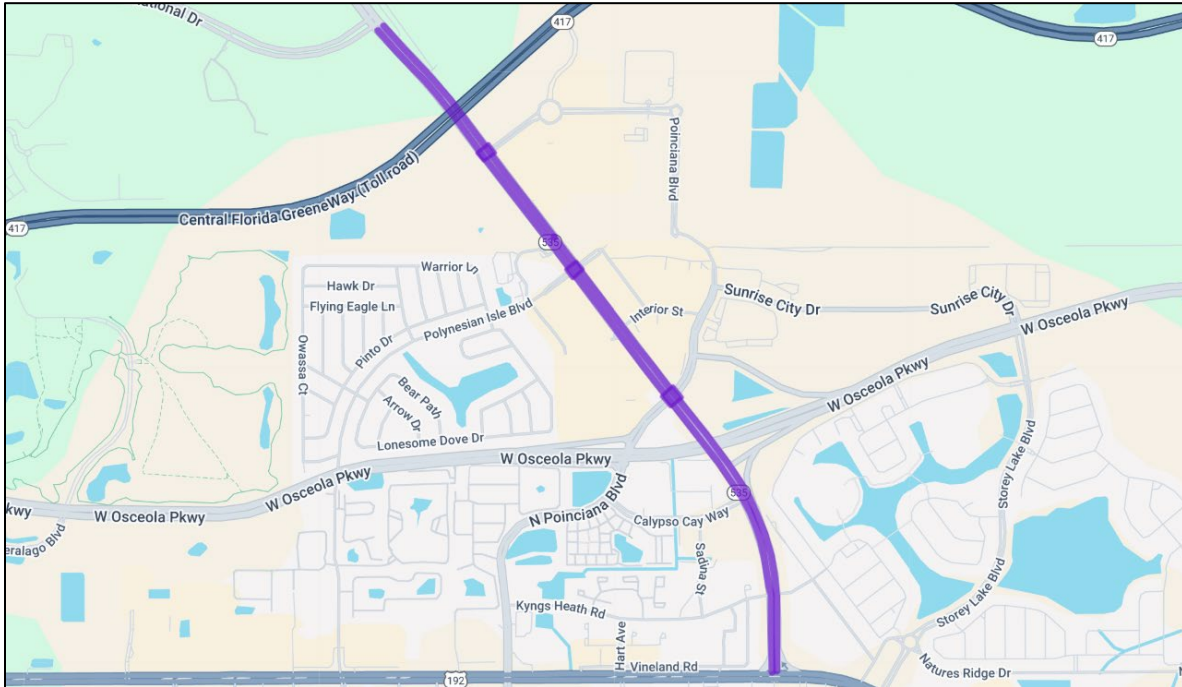
448783-1 U.S. 192 from Bamboo Lane to Main Street



- Contract: T5843
- Contractor: Hubbard Construction Company
- Construction Cost: \$26 million
- Project Start: Summer 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in Kissimmee. In addition to repaving the roadway, the project will provide new 7-foot-wide buffered bicycle lanes from east of Bamboo Lane to Hoagland Boulevard. The project also proposes pedestrian safety by adding signalized crossing opportunities at Club Sevilla, south of Four Winds Boulevard and at Oren Brown Road. At Club Sevilla, the project proposes to add a pedestrian activated signal and reconstruct the existing bi-directional median. The crossing near Four Winds Boulevard will be equipped with a Pedestrian Hybrid Beacon (PHB), and there will be a new traffic signal, pedestrian signals, and crosswalks at Oren Brown Road. A turn lane extension and pedestrian improvements at Old Vineland Road are also planned, as well as pedestrian curb ramp upgrades and sidewalk connections at Yates Road and Mann Street.

OSCEOLA COUNTY CURRENT PROJECTS:

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



- Contract: T5823
- Contractor: The Middlesex Corporation
- Construction Cost: \$ 11.9 million
- Project Start: November 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to resurface State Road (S.R.) 535 from north of U.S. 192 to south of International Drive and implement operational and safety improvements along the corridor. The intersection at Poinciana Boulevard will also be modified to allow traffic on S.R. 535 to turn right or go straight through the intersection. S.R. 535 traffic desiring to turn left onto the side street would go through the intersection, make a U-turn and then turn right onto the side street. Traffic from the side streets can go straight through the intersection or turn right or left onto S.R. 535. Other safety improvements such as curb reconstruction to shorten pedestrian crossing distances, and turn lane and traffic signal upgrades, are planned at Kyngs Heath Road, Osceola Parkway eastbound on-ramp, Poinciana Boulevard and LBV Factory Stores Drive. The project will add a third left turn lane from southbound S.R. 535 onto eastbound U.S. 192. Pedestrian crosswalks and upgrade pedestrian signals, as well as enhance lighting at signalized intersections, are also planned.

Update: The contractor is working on pedestrian facility improvements, installing cabinets, sodding, paving, and signals.

OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

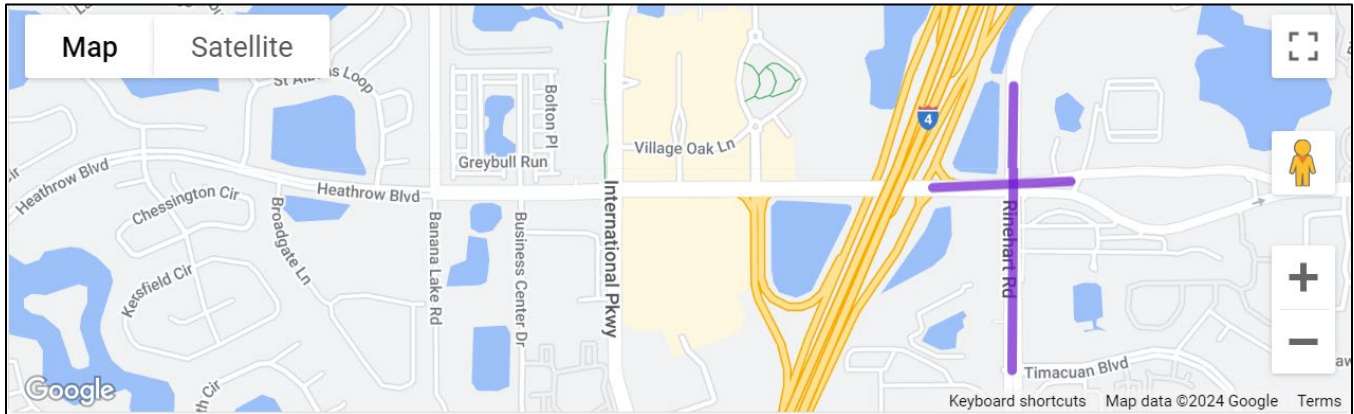
Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

None to report.

SEMINOLE COUNTY CURRENT PROJECTS:

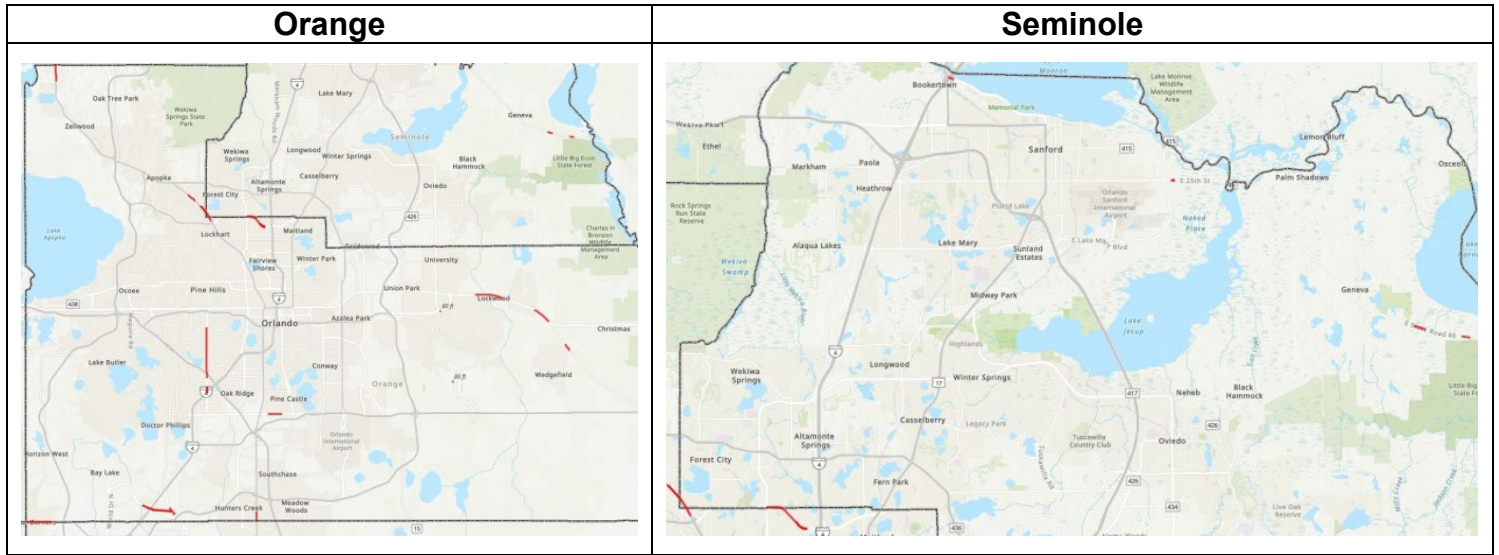
242592-6 | C.R. 46A and Rinehart Road Intersection C.R. 46A and Rinehart Road Intersection



- Contract: E57B3
- Contractor: Atlantic Civil Constructors Corporation
- Construction Cost: \$9.8 million
- Project Start: October 2023
- Estimated Completion: Summer 2025
- **Description:** The purpose of the County Road (C.R.) 46A (H.E. Thomas Parkway) and Rinehart Road intersection improvement project is to increase traffic efficiency while reducing congestion onto the Interstate 4 (I-4) and C.R. 46A interchange. The proposed enhancements will increase capacity at the intersection by modifying select existing turn lanes and adding new turn lanes. Construction began in the fall of 2023 and is anticipated to reach completion in 2025. For the most up-to-date project information, please visit: [C.R. 46A and Rinehart Road intersection project](#).

Update: The contractor will be working on cleanup, punch list items, and light pole installation. The contractor anticipates the completion of this project in early September.

452229-1 | SWRS - Districtwide Rumble Stripes Bundle 5A



- Contract: T5826
- Contractor: McShea Contracting, LLC
- Project Cost: \$2.5 million
- Project Start: January 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to enhance safety along select segments of state roadways in Brevard, Orange, and Seminole counties by installing rumble striping along the center and outside travel lane lines. The rumble stripes help to alert drivers if the vehicle moves outside the travel lane by creating vibration and noise. The roadways to be included will have speed limits of 50 mph or greater with flush shoulders, and which do not already have auditory or vibratory pavement markings. Roadways included are:

Brevard County

- U.S. 1:
 - From south of East University Boulevard to the Indian River County line
 - From south of Cheney Highway (S.R. 50) to Miller Cove Road
 - From south of Cuyler Street to south of Oak Grove Road
- S.R. A1A:
 - A 2,000-foot-long section east of the S.R. 401 interchange
 - From Coconut Point Park to Sebastian Inlet North
- S.R. 405:
 - From north of Foley Road to east of Angela Lane
- S.R. 520:
 - From west of I-95 to east of S.R. A1A
- S.R. 524:
 - From north of S.R. 520 to London Boulevard

Orange County

- S.R. 500/U.S. 441:

- From the Orange County line to north of Maitland Boulevard (S.R. 414)
- From south of Hunters Creek Boulevard to the Osceola County line
- S.R. 414:
 - From Forest City Road (S.R. 434) to the I-4 Interchange
- S.R. 50:
 - From east of North Avalon Park Boulevard to the S.R. 520 Interchange
- S.R. 520:
 - From Macon Parkway to Maxim Parkway
- S.R. 435:
 - From north of Westgate Drive to the I-4 Interchange
- S.R. 482:
 - From west of Horizon Park Drive to west of Sunport Drive
- S.R. 530:
 - From the Osceola County line to west of S.R. 429
- S.R. 536:
 - From west of the I-4 Interchange to Apopka-Vineland Road
- S.R. 435:
 - From south of Lake Bryan Beach Boulevard to International Drive South

Seminole County

- S.R. 46:
 - From east of East Lake Mary Boulevard to east of Rest Haven Road
- S.R. 500/U.S. 441:
 - From east of the Orange County line to Palm Avenue
- S.R. 15/600:
 - From the I-4 Interchange to Monroe Road

Update: Final acceptance is pending.

415030-6 | Oviedo Ultimate S.R. 426/C.R. 419 from Pine Avenue to Adeline B. Tinsley Way

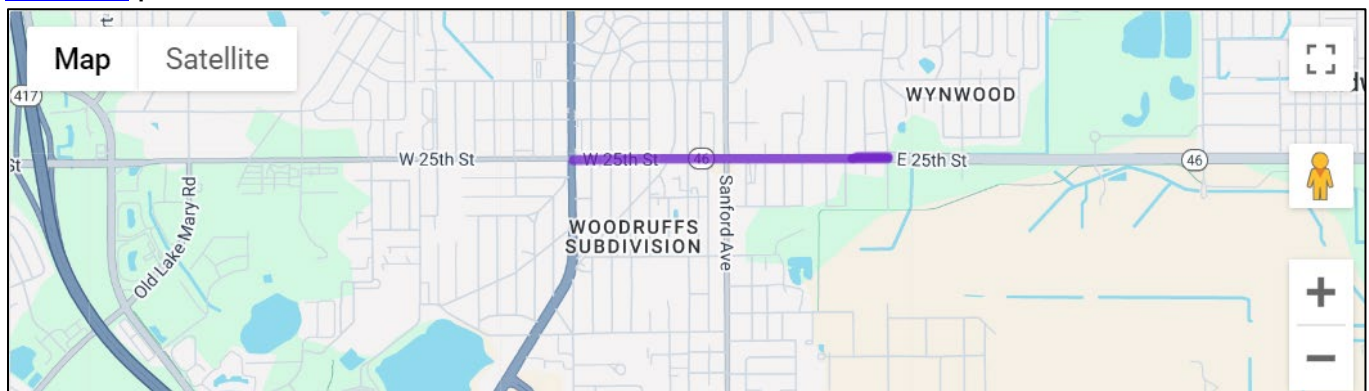


- Contract: T5736
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$21 million
- Project Start: January 2022
- Estimated Completion: Spring 2025

- **Description:** The proposed improvements to State Road 426/County Road 419 begin at Pine Avenue and extend east to Adeline B. Tinsley Way for 1.4 miles. The proposed improvements include widening the two-lane roadway to a four-lane divided urban roadway. It will consist of two travel lanes in each direction, separated by a 22-foot-wide raised grassed median, bike lanes, and sidewalks on both sides. This project will also include improvements to Lake Jessup Avenue and Oviedo Boulevard. Improvements to stormwater ponds for drainage and flood control are included in this project, as well. In addition, a pedestrian hybrid beacon (PHB) is being installed at Oviedo High School to aid students in crossing S.R. 426. This PHB will stop traffic in both directions when activated and has been proven to reduce pedestrian crashes by 55% and reduce serious injury and fatal crashes by 15%.

Update: The contractor is completing fiber optic cable installation, conduit work, and final punch list items, with all construction activities expected to be finished in early May.

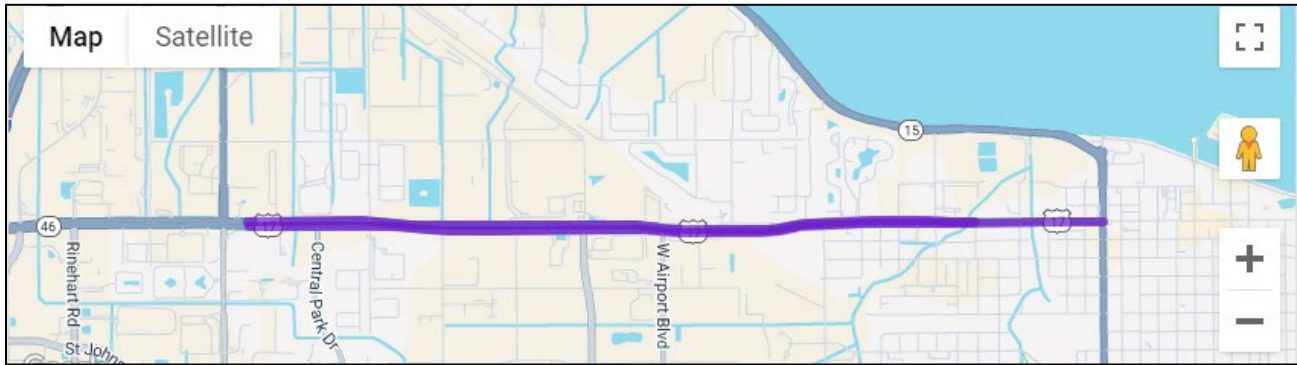
[445316-1](#) | S.R. 46 from U.S. 17-92 to Mellonville Avenue



- Contract: E57B2
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$5.7 million
- Project Start: September 2024
- Estimated Completion: Fall 2025
- **Description:** This project will improve safety and operations along State Road (S.R.) 46 from French Avenue (U.S. 17-92) to Mellonville Avenue in Sanford. The project proposes widening the sidewalk on the westbound side of S.R. 46 to 10 feet to enhance pedestrian mobility and accommodate bicycles. The sidewalk on the eastbound side of S.R. 46 will remain. The wider sidewalk is possible by changing the travel lane widths. The proposed widths are 11 feet for the outside lanes and 10 feet for inside lanes. A 6-foot-wide bicycle lane will also be added along eastbound S.R. 46, creating connectivity to the existing bicycle lane on Mellonville Avenue. To enhance safety, sections of raised, grassed or landscaped medians are included. The medians enhance safety by reducing the possibility of left turn and angle crashes at intersections.

Update: Friction course paving has been completed on the mainline roadway, with asphalt repairs at the railroad crossing still pending. The contractor has also begun installing signal loops and thermoplastic pavement markings.

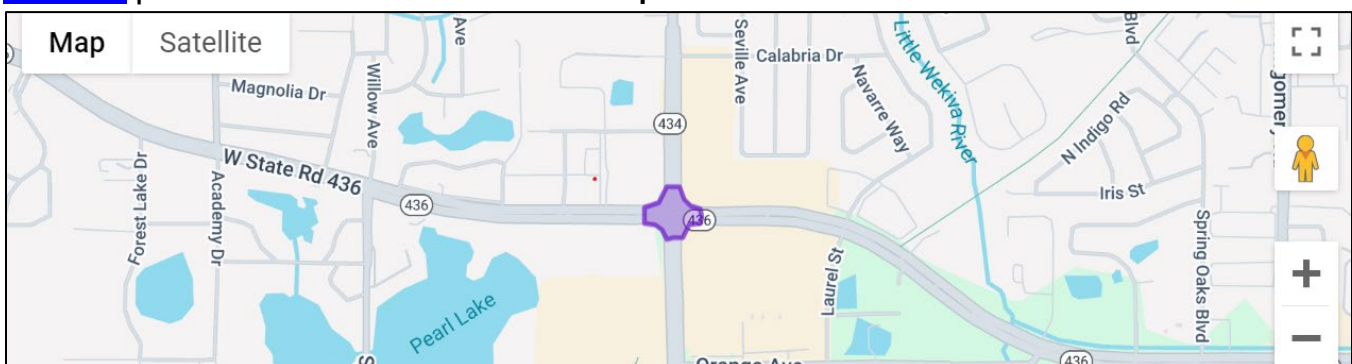
[447103-1](#) | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



- Contract: T5824
- Contractor: Masci General Contractors, Inc.
- Project Cost: \$16.7 million
- Project Start: September 2024
- Estimated Completion: Spring 2026
- **Description:** The Florida Department of Transportation (FDOT) will resurface State Road (S.R.) 46 from east of Monroe Road/ Upsala Road (County Road 15) to French Avenue (U.S. 17-92). In addition to resurfacing the roadway, the project recommends replacing the existing center two-way left turn with a raised median to enhance safety and help encourage slower driving speeds. Safety improvements will be made to pedestrian and transit facilities. Curb ramps will be reconstructed to current ADA criteria and new sidewalk will be constructed to fill gaps, providing a continuous route through the project limits. Some on-street parking will be eliminated to provide 7-foot-wide buffered bicycle lanes. New midblock crossings, along with new sidewalk to fill gaps and upgraded pedestrian curb ramps, are also planned. Existing lighting will be retrofitted to current criteria at three intersections: Central Park Dr/Old England Loop, Martin Luther King Jr. Boulevard/Rand Yard Road, and Airport Boulevard/West First Street. Obsolete driveways are to be removed to improve pedestrian mobility.

Update: The contractor has finished asphalt paving on both westbound and eastbound inside lanes, with friction course paving on the outside lanes and shoulders in both directions expected to be complete by mid-May. Concrete and widening improvements are still underway. Drilled shaft installation at Mangoustine Avenue, Harvest Time Drive, and Aero Lane is also complete.

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

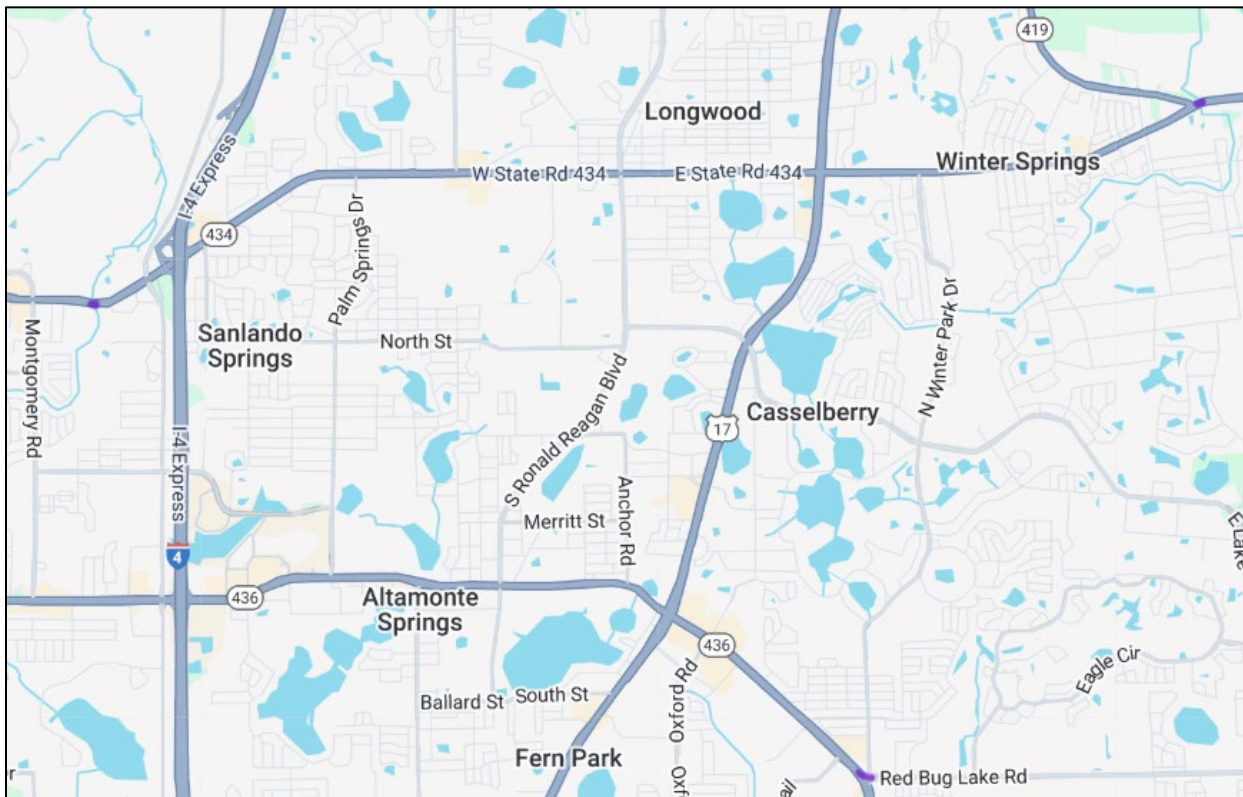


- Contract: E51F5
- Contractor: Alexander Design + Build, LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Spring 2025

- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436 and S.R. 434. This project plans to reconstruct and upgrade the existing traffic signal, including new mast arm signal poles. The project also proposes removing the free flow right turn lanes and bringing all turning movements under signal control. Pedestrian crosswalk and signal upgrades, as well as turn lane widening are included.

Update: The contractor is working on pedestrian pole foundations, subterranean prework, and bores for signal wiring. They have also begun asphalt paving and sidewalk concrete pouring, with plans to restore roadway capacity on southbound S.R. 434 once this work has been completed.

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



- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC
- Construction Cost: \$925,000
- Project Start: March 2025
- Estimated Completion: Summer 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (S.R.) 419 above Gee Creek. At this location, the culvert will be cleaned and repaired. Another protective layer of concrete will be sprayed onto the culvert as a preventative measure. The second bridge is on S.R. 434 over the Little Wekiva River. Multiple repairs will occur at this location, including waterproofing the bridge deck to protect it from cracking. Finally, joint seal replacements are planned for the flyover spanning S.R. 436 to Red Bug Lake Road.

Update: Shotcrete application at the Gee Creek culvert is ongoing, with completion projected for mid-May. Once a final inspection has been completed, crews will begin applying the epoxy coating to the S.R. 434 bridge.

RECENTLY COMPLETED:

None to report.

Memorandum

May 21, 2025

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: May 2025 Bicycle & Pedestrian Activity Update

City of Altamonte Springs

The SR 436 Complete Streets projects is improving pedestrian and bicycle infrastructure along this key corridor in Altamonte Springs. The project included widened sidewalks (10ft), a cycle track (5ft) on the north and south sides, enhanced curb ramps, and improved signal equipment, to promote safe and accessible multimodal travel. Upgraded lighting and improved crossings further enhance safety for pedestrians and cyclists.

Flexpath project: This project includes the construction of a new connection to the Seminole-Wekiva Trail, providing a seamless link for pedestrians and cyclists. Along Central Parkway, the project features widened sidewalks, improved signal equipment, updated signage, and new pavement markings to enhance safety and accessibility. Additionally, two raised pedestrian crossings have been installed to facilitate safer crossings for pedestrians. These improvements align with the City's commitment to promoting active transportation and creating a more connected community.

City of Orlando

City staff participated in several workshops at the 2025 Florida Commuter Transportation Summit. This offered participants the opportunity to learn more about it's Micromobility Program, Vision Zero Program, and several of its bike safety projects.

To kickoff National Bike Month, the city hosted a CyclingSavvy course in coordination with MetroPlan Orlando. This course was open to new employees in the Transportation Department and was a great way for the team to enhance their cycling knowledge and experience with a deep dive into unique strategies for mastering complicated bike scenarios in addition to a bike tour where that knowledge was put to the test.

The city plans to participate in the upcoming Bike Rodeo being held at the Grand Ave Recreation Center this Saturday, May 24th in order to support safe biking and rolling in the city. The event will be lead by OBTNext and Bike/Walk Central Florida, where they will fit kids with helmets, teach bike safety skills, and give away 40-50 bikes to kids in the community.

Seminole County

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 1

Limits: Mellonville Ave from Seminole Ave to
Celery Ave. Celery Ave from Mellonville Ave to
343 feet east of Sipes Ave.

Status: Under Construction (NTP 3/24/25).

Celery/Mellonville Trail (Lake Monroe Loop)
Phase 2

Limits: Celery Ave from 343 feet east of Sipes
Ave to Chickasaw Dr.

Status: Project on hold till ROW acquisition is
complete.

Oxford Rd Drainage & Sidewalk

Limits: Derbyshire Road to East Blvd (sidewalk
on west side only)

Status: Construction NTP expected Mau 2025.

Old Lake Mary Rd Sidewalks

Limits: Pineridge Road to W 25th Street

Status: 100% plan development in progress.
ROW still pending.

Orange Blvd/CR 431 Safety Improvements
(includes Ped/Bike enhancements)

Limits: SR 46 to Monroe Rd

Status: Design and ROW acquisition ongoing.
Permit applications in progress.

Cross Seminole Trail Connector Ramps at US
17-92

Limits: Cross Seminole Trail at US 17-92.

Connect sidewalks on US 17-92 to the Trail.

Status: Coordination with FDOT continues.

Plans & Specs are being updated.

Wymore Rd Drainage, Bike & Ped
Improvements

Limits: Orange County line to Spring Valley Rd

Status: Project complete.

Seminole Wekiva Trail Tunnels at SR 434 and
SR 436

Limits: One underpass at SR 434 at Orange
Blvd. and a second underpass at SR 436 at
Laurel St.

Status: Contract with design consultant to be
closed.

SR 434 Improvements to include
Roundabouts and Bike/Ped/Trail
improvements

Limits: SR 417 to Franklin St.

Status: Revised concepts under review along
with ROW cost for each.

Oranole Road/Linneal Beach Dr Sidewalks

Limits: Orange County Line to Playa Way.

Status: Construction NTP on 3/31/2025.

North Street Corridor Improvement Phase I

Limits: Raymond Ave / west North St / north
Palm Springs Drive

Status: Construction Manager at Risk in
negotiations.

North Street Corridor Improvements Phase 2

Limits: Palm Springs Drive from Center St to
North St

Status: Design at 60%.

North Street Corridor Improvements Phase 3

Limits: North St from Palm Spring Drive to
Ronald Reagan Blvd

Status: Project on hold pending funding.

Riverview Ave – Sidewalks

Limits: SR 46 to existing sidewalk at Narcissus
Ave

Status: Amendment for redesign scope
executed on April 8, 2025.

Sanford Ave and Rosehill Trail – RR Crossing

Limits: East side of Sanford Ave, north of
Rosehill Trail to north of CSX RR crossing.

Status: Pre-Con Meeting to be scheduled
tentatively in May 2025.

Oxford Rd Reconstruction

Limits: Oxford Rd SR 436 south to Fern Park
Blvd. Fern Park Blvd extension west to US 17-
92.

Status: Construction underway (14%
complete).

Air Quality Monitoring: Ozone Attainment Status

January - May

As of May 19, 2025

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	62	15-May
2024	63	8-May
2023	63	5-May
2022	62	3-Apr

2024 3-Year Attainment Average: 63

2025 Year-to-Date 3-Year Running Average: 63

Change 0

Osceola Co. Fire Station - Four Corners (#C097-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	62	16-Apr
2024	69	30-May
2023	61	5-May
2022	62	22-Apr

2024 3-Year Attainment Average: 64

2025 Year-to-Date 3-Year Running Average: 64

Change 0

Lake Isle Estates - Winter Park (#095-2002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	63	11-Apr
2024	65	24-Apr
2023	69	10-Jun
2022	60	3-May

2024 3-Year Attainment Average: 65

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

Change 1

Skyview Drive (#L095-0010)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	65	16-May
2024	68	18-Apr
2023	66	6-Sep
2022	62	3-May

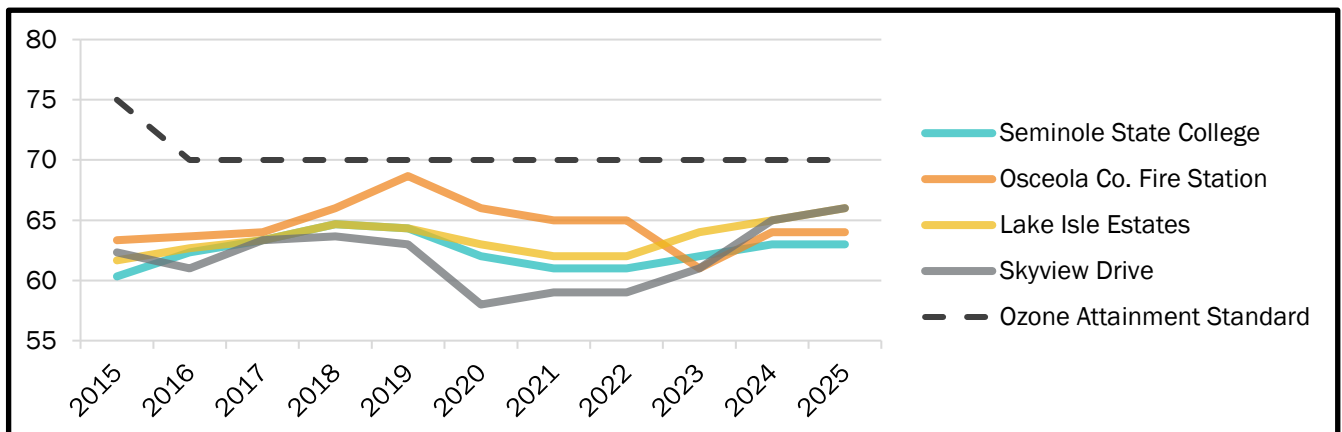
2024 3-Year Attainment Average: 65

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

Change 1

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of May 19, 2025

Lake Isle Estates - Winter Park (#095-2002)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	12	3-May
2024	44	1-Jan
2023	34	3-Oct
2022	19	10-Aug

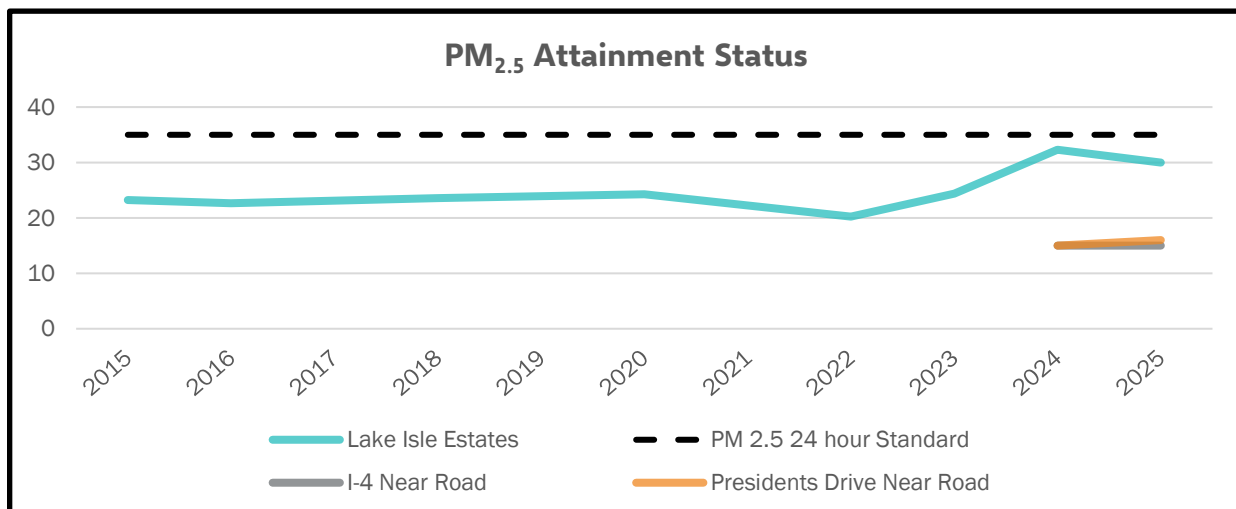
PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2024 30
 98th percentile, 3 year average - 2023 32
 Change (2)

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

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2024 15
 98th percentile, 3 year average - 2023 15
 Change 0

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	17	3-May
2024	15	8-Aug

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 16
 98th percentile, 3 year average - 2024 15
 Change 1



Air Quality Monitoring: Primary NO₂ Attainment Status

As of May 19, 2025

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

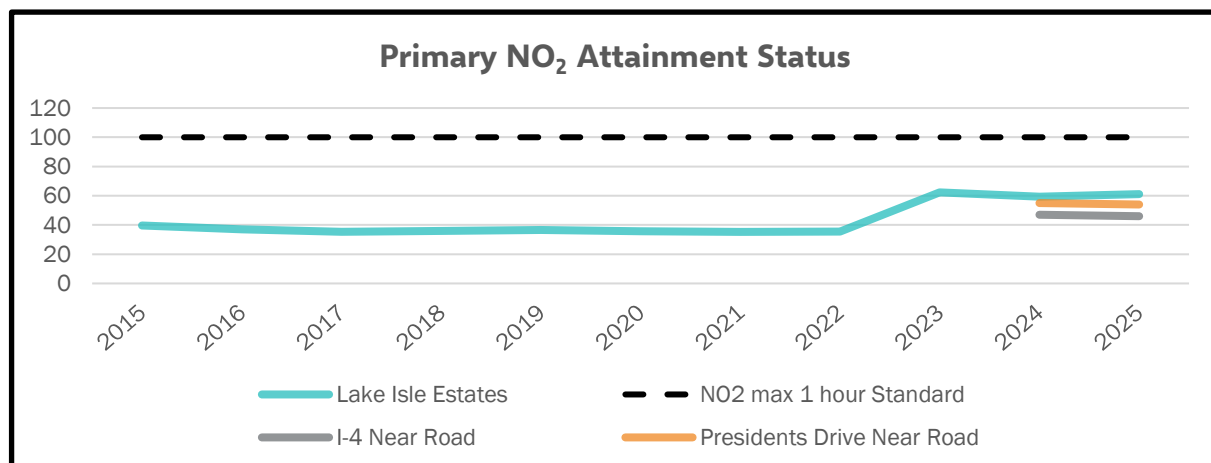
NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2025	61
98th percentile, 3 year average - 2024	59
Change	2

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

NO ₂ max 1 hour average NAAQ Standard	100
98th percentile, 3 year average - 2025	46
98th percentile, 3 year average - 2024	47
Change	(1)

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

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



Source: Florida Department of Environmental Protection

May 15, 2025

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

RE: *Road to Zero: Moving Toward a Safer SR 436* - City of Casselberry Safe Streets and Roads for All (SS4A) Implementation Grant Application

Secretary Duffy:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I wish to convey support for the City of Casselberry's SS4A Implementation Grant Application *Road to Zero: Moving Toward a Safer SR 436*.

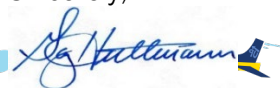
Traffic deaths and serious injuries have reached record levels in Central Florida, exceeding the national average per 100,000 population. Casselberry's fatality rates per 100,000 population are even higher than the region's. We have the unfortunate distinction of being one of the most unsafe places in America for people to walk. Our region must use all available resources to move towards the elimination of serious injuries and fatalities due to automobile crashes.

While Casselberry is doing everything possible to slow and reverse these trends, the SS4A grant will greatly boost and accelerate its efforts to implement its Vision Zero Action Plan to address complex traffic safety problems with a focus on its most problematic corridor: SR 436. SR 436 in Casselberry is one of the busiest roads in Central Florida in terms of traffic volume. It is also fronted by dense housing and businesses and is a major transit corridor. Regional partners, including MetroPlan and Casselberry, have worked for several years to identify issues and opportunities to improve the corridor, with a particular focus on the safety of people walking, biking, and using transit. The SS4A grant will provide a means for Casselberry and its partners to leverage local funds to provide a significant positive impact to this critical corridor.

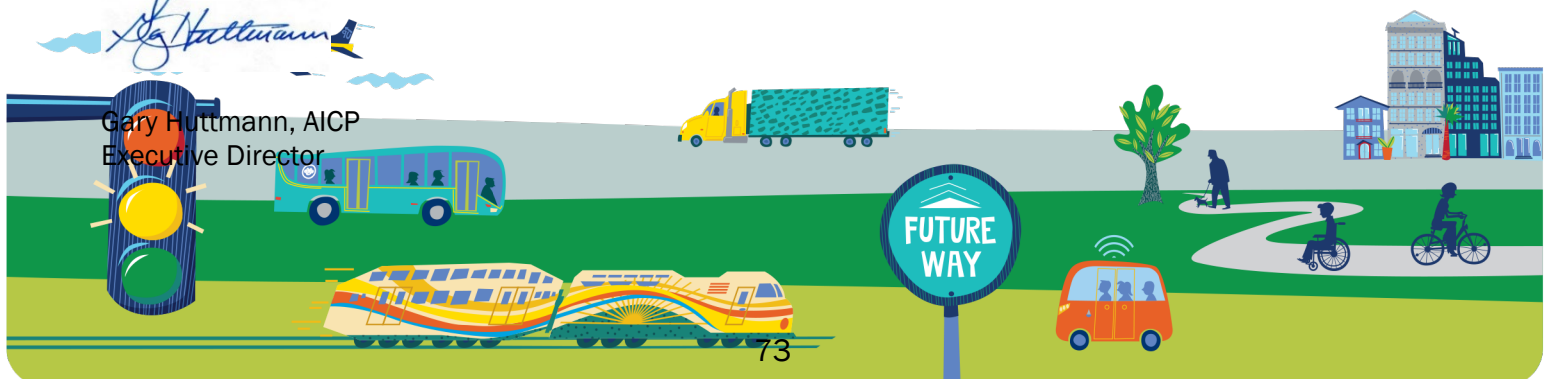
Casselberry has been an important partner in the regional effort led by MetroPlan Orlando to develop multiple, aligned Vision Zero Action Plans. We look forward to continuing to support Casselberry's efforts to achieve zero traffic deaths and serious injuries.

Thank you for your favorable consideration of this important regional project being led by the City of Casselberry.

Sincerely,



Gary Huttman, AICP
Executive Director



May 20, 2025

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

Re: LYNX FY27 Public Transit Service Development Grant Application

Secretary Tyler,

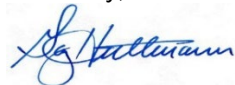
On behalf of MetroPlan Orlando, I am pleased to provide this letter of support for the proposed Real-Time Technology Signage project submitted by LYNX under FDOT's FY27 Public Transit Service Development Grant Program. This initiative represents a vital step toward advancing real-time data integration, interagency coordination, and responsive public transportation services across Central Florida.

We recognize the growing need for more efficient, data-driven solutions in our public service infrastructure, and the value this initiative brings to enhancing multimodal connectivity, and ultimately delivering better service to our residents, particularly those who depend on public transit.

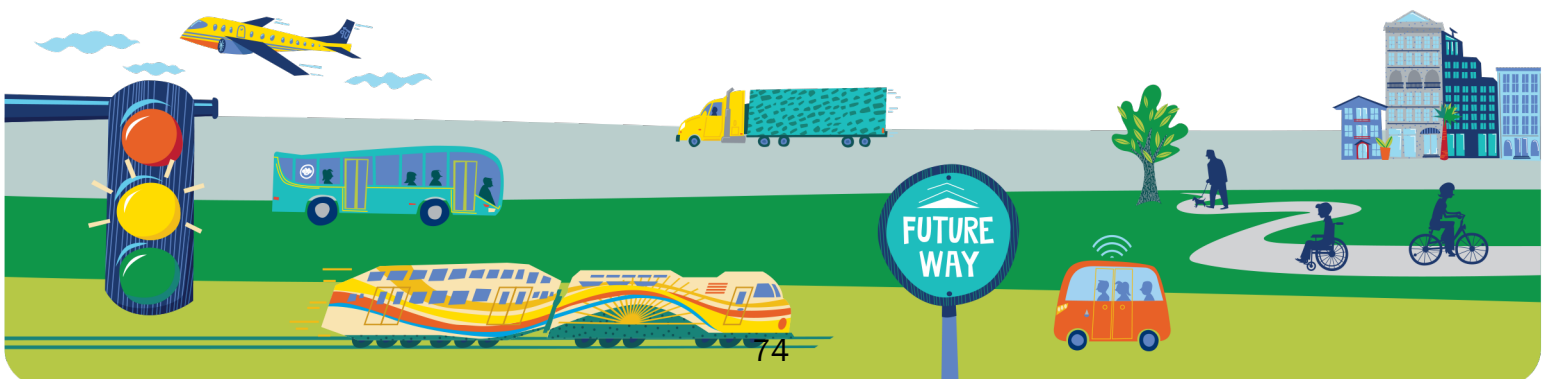
We believe LYNX's approach demonstrates both vision and capacity to complete this project. We are confident that the Real-Time Technology Signage project will serve as a model for scalable and impactful transportation solutions throughout Florida.

Thank you for your leadership and continued support of forward-thinking initiatives like this. Please feel free to contact me should you require additional information.

Sincerely,



Gary Huttman, AICP
Executive Director



May 29, 2025

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

RE: Letter of Support for Seminole County – Micro Transit Service Grant Application

Secretary Tyler:

MetroPlan Orlando is pleased to offer our support for Seminole County and its application for funding through the Florida Department of Transportation to enhance a Micro Transit Service that will improve mobility throughout Seminole County.

As the metropolitan planning organization for Orange, Osceola, and Seminole counties, MetroPlan Orlando recognizes that innovative transportation solutions like micro transit are essential to building a comprehensive and effective regional mobility network. This proposed service aligns with our mission to advance safe, efficient, and accessible multimodal transportation options that meet the diverse needs of the residents we serve.

The micro transit service proposed by Seminole County addresses key priorities identified in MetroPlan Orlando's 2045 Metropolitan Transportation Plan by closing critical first- and last-mile gaps, improving service availability for areas with limited transportation choices, and supporting individuals who require more flexible and reliable transportation options. The service is also designed to complement existing LYNX fixed-route operations and will provide an adaptive mobility option based on real-world travel patterns and local demand.

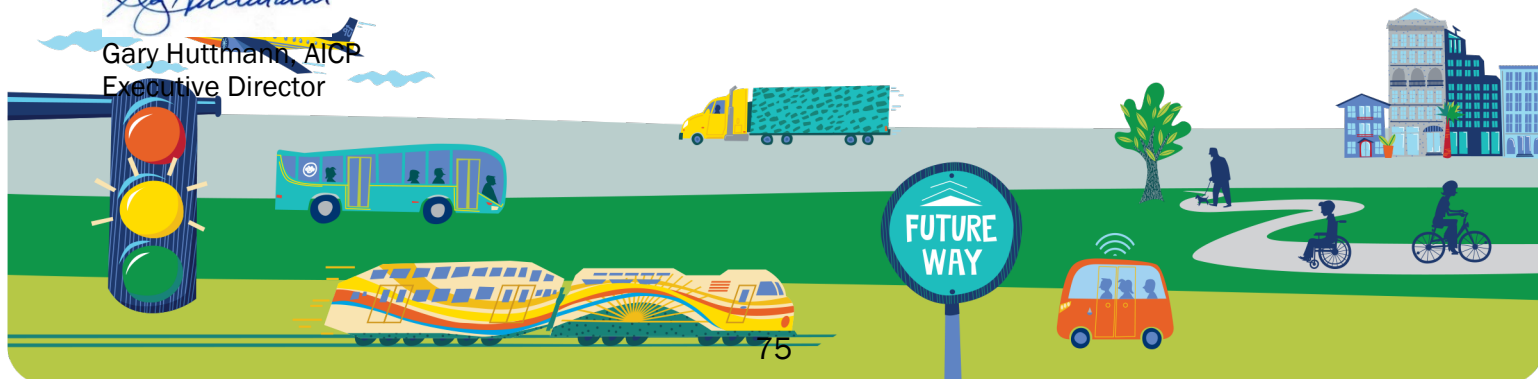
MetroPlan Orlando is committed to supporting this project through regional coordination, technical assistance, and continued collaboration with Seminole County to ensure the new service is well-integrated with current transit infrastructure and future planning efforts. This initiative represents a strategic investment in the region's transportation future and will enhance the overall performance and resilience of our mobility system.

We encourage FDOT to approve funding for this forward-thinking initiative. MetroPlan Orlando looks forward to continued partnership with Seminole County and FDOT as we work together to expand high-quality transportation options for all Central Florida residents.

Sincerely,



Gary Huttman, AICP
Executive Director





U.S. 17-92 PD&E Study

From Ivy Mist Lane to Avenue A

Osceola County

Financial Project Identification (FPID) Number: 437200-2



Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to U.S. 17-92 from Ivy Mist Lane to Avenue A, including alternatives to widen the existing two-lane roadway to four lanes.

The purpose of this study is to address current and future travel demand and improve safety. The project is approximately 3.8 miles in length, extending through the communities of Poinciana and Intercession City.

The PD&E Study will determine the location and conceptual design of the preferred roadway improvements and the associated social, economic, and environmental effects of the proposed improvements.

The study recommendations include:

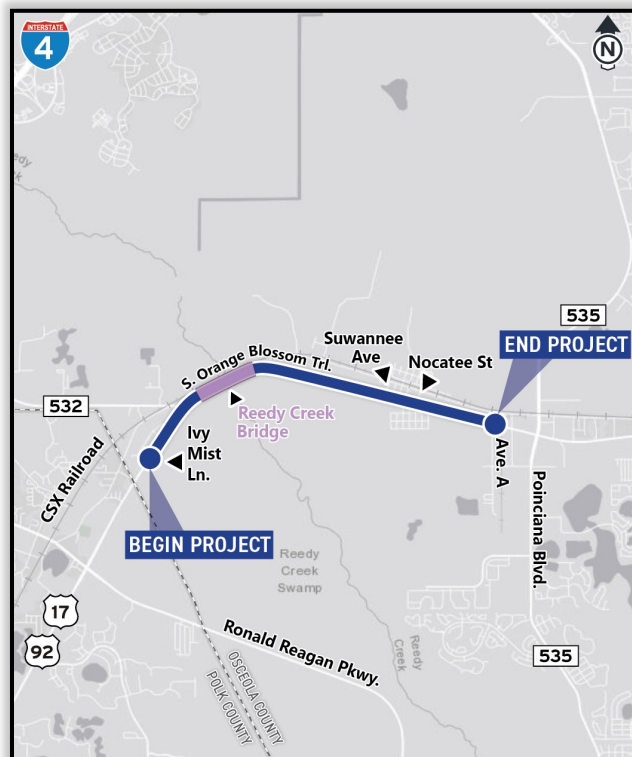
- Widening
- Addition of raised medians
- Shared use paths
- Intersection improvements
- Pedestrian crossing features
- Stormwater treatment

The preferred alternative and the analysis results are being shared with the community through stakeholder meetings and a public hearing.

Preferred Alternative

The PD&E Study is evaluating two alternatives:

- No Build Alternative — Maintains the existing conditions and includes planned projects in the study area.
- Build Alternative — Expands the roadway to four lanes (two lanes in each direction) throughout the study limits.



Contact Information:

David Graeber
FDOT Project Manager
386-943-5392
David.Graeber@dot.state.fl.us

CFLRoads.com

Project Status & Estimated Costs*

PD&E Study:	Ongoing; completion in 2025	\$ 1.7 million
Design:	Funded; Fiscal Year 2026	\$ 8.8 million
Right of Way:	Unfunded	\$ 77.1 million
Construction:	Unfunded	\$ 117.9 million

***subject to change**

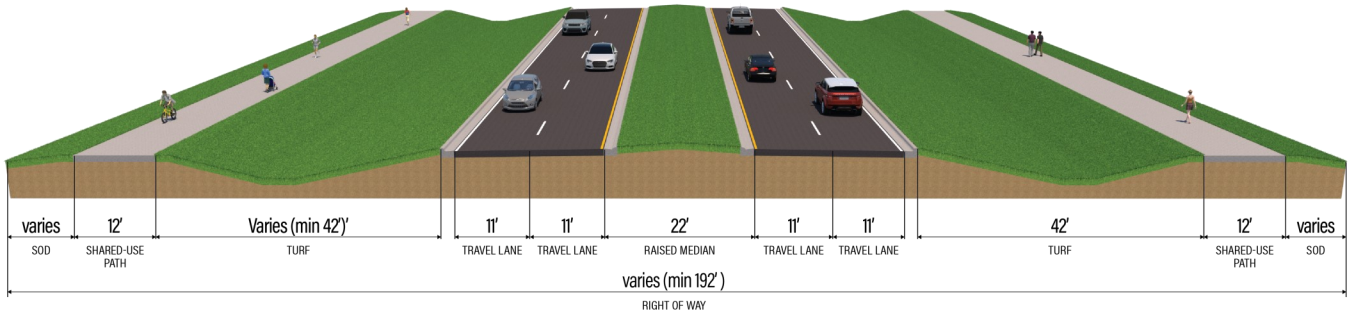
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Melissa McKinney, FDOT District Five Title VI Coordinator, at Melissa.McKinney@dot.state.fl.us.

Preferred Typical Sections

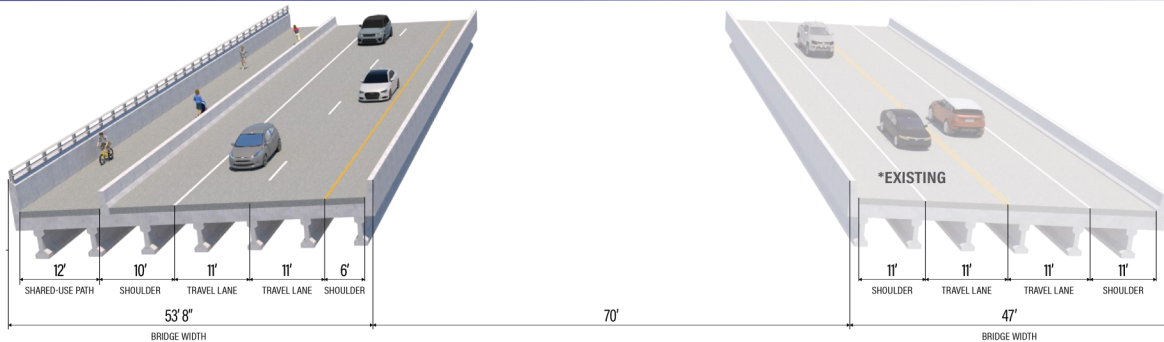
There are four typical sections, shown below, identified as part of the preferred alternative. The map to the right indicates the location that each typical section is being applied.



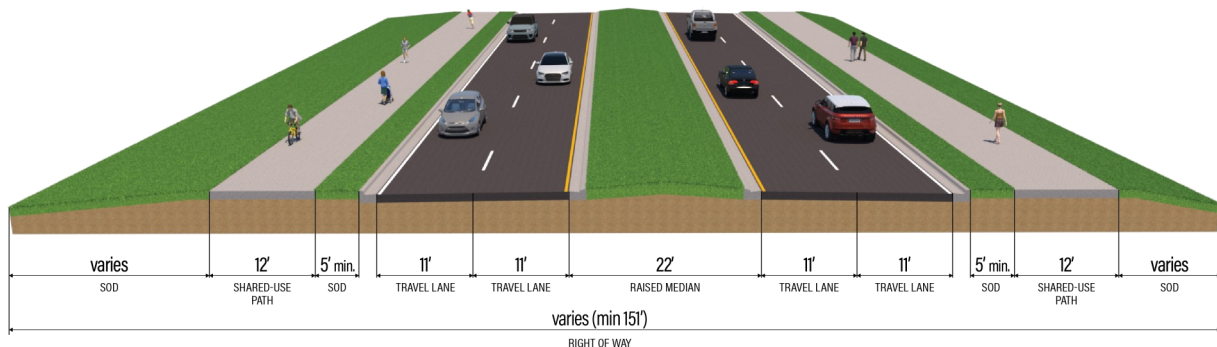
1 Typical Section 1 — Ivy Mist Lane to Reedy Creek Bridge, East of Old Tampa Highway to Suwannee Avenue, and Nocatee Street to Avenue A



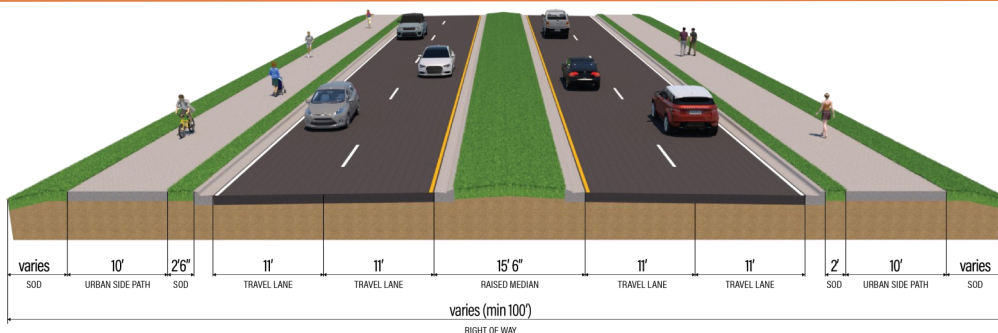
2 Typical Section 2 — Reedy Creek Bridge



3 Typical Section 3 — Just East of Reedy Creek Bridge to East of Old Tampa Highway



4 Typical Section 4 — West of Suwannee Avenue to Nocatee Street





U.S. 17-92 PD&E Study

From Ivy Mist Lane to Avenue A



Financial Project Identification (FPID) Number: 437200-2

Public Hearing

Thursday,
June 26, 2025
5:30 PM

Miracle Springs Church
5646 S Orange Blossom Trail
Intercession City, FL 33848

Project Limits



Public Hearing





April 30, 2025

The Honorable Sam Graves
Chairman
House Committee on Transportation and Infrastructure
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and Infrastructure
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the Association of Metropolitan Planning Organizations (AMPO), thank you for your continued leadership on the House Committee on Transportation and Infrastructure and for your unwavering commitment to improving our nation's transportation systems. As the Committee turns its focus toward the next surface transportation reauthorization, your bipartisan efforts will be critical in shaping policies that deliver real results to communities across the country.

AMPO is a national, member-based organization that represents the interests of Metropolitan Planning Organizations (MPOs) across the United States. Our members are united by a commitment to advancing regional solutions that reflect both regional and national priorities, ensuring that federal investment results in effective, community-driven infrastructure improvements.

There are 410 Metropolitan Planning Organizations (MPOs) nationwide. As federally mandated and locally driven organizations, MPOs are key to ensuring that federal transportation investment reflects regional priorities. MPOs work to support project delivery, improve safety, alleviate congestion, and drive economic growth. MPOs collectively program billions of dollars in both formula and discretionary funding, advancing projects that generate meaningful, lasting benefits for the regions they serve.

As we look ahead to the expiration of the Infrastructure Investment and Jobs Act (IIJA), we are presented with a critical opportunity to reflect on its implementation and make meaningful improvements to better support the long-term needs of our national transportation system. With this in mind, AMPO respectfully submits the following policy priorities for your consideration as the Committee begins work on the next surface transportation authorization bill. These recommendations reflect the on-the-ground experience of MPOs and are intended to strengthen the federal-state-regional-local partnership that underpins our national infrastructure strategy:

#1 Increase Planning Funds

Planning is the foundation of effective project delivery. It builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development, ensuring taxpayers that every dollar is wisely spent.

Metropolitan Planning (PL) funds are the core source of federal financial support for MPOs to conduct transportation planning required under federal law, including long-range plans, transportation improvement programs (TIPs), robust public engagement, and performance-based planning. MPOs are also on the front lines of critical efforts such as freight coordination, congestion management, integrating housing and land use considerations, and conducting vital scenario planning. These complex activities demand sophisticated modeling, extensive public outreach, and seamless interagency coordination. Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs.

While MPOs have risen to the challenge and become vital conveners for collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. This limited resource empowers MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility. Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

Recommendations:

- **Increase PL Funding:** Congress should increase metropolitan planning (PL) funds in Section 104 from a set number to a percentage. AMPO urges that planning funds be set at 3% of total formula allocations.
- **Establish a Funding Floor:** Congress should establish a dedicated funding floor to ensure that smaller MPOs, particularly those serving rural areas, receive a fair and adequate share of these vital resources, recognizing their unique planning challenges and resource constraints. This minimum, which would benefit the smallest communities, is only possible if there is an increase in overall planning funds.

#2 Direct Recipient Status for Planning Funds

MPOs possess a deep understanding of their regions' transportation needs, witnessing first where infrastructure is failing, traffic patterns are evolving, and connectivity is crucial. This regional perspective enables MPOs to effectively translate federal transportation investments into tangible benefits for residents: safer streets, smoother commutes, access to economic opportunities, and reliable infrastructure that strengthens regional prosperity.

However, the current process for federal formula funding often involves lengthy approval chains and administrative hurdles. This bureaucratic red tape can delay critical projects, inflate costs, and leave regions waiting for essential repairs and upgrades that Congress intended for them.

In the upcoming reauthorization, Congress has a significant opportunity to streamline this process by directly allocating Federal Highway Trust Fund formula dollars intended for local decision-making through the established metropolitan planning process directly to MPOs. This direct allocation will empower local and regional leaders to deliver smarter planning, accelerate project development, and implement better transportation projects that directly advance critical national transportation goals.

Recommendations:

- **Direct Suballocation:** To enhance efficiency, accountability, and responsiveness to regional priorities, Congress should amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients. Specifically, when the Secretary annually apportions funds to states, the Secretary shall directly sub-allocate Obligation authority and all associated responsibilities to metropolitan planning organizations that have formally chosen direct recipient status for funding allocated under 23 U.S.C. § 104(b)(6) or 49 U.S.C. § 5305(g). This direct relationship will simplify administrative processes and ensure that vital planning resources are directly aligned with locally developed regional transportation plans and priorities.
- **Opt-out Option:** Congress should allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation. For MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process.

#3 Direct Recipient Status for TMAs for Suballocated Programs

Certain capital formula funds should be sent directly to MPOs covering Transportation Management Areas¹ (TMAs) with an opt-out option.

Recommendations:

- **Direct Suballocation to MPOs with TMAs:** Congress should allocate obligation authority and funding directly to MPOs within a transportation management area for those programs Congress has created or intended funding to be suballocated, including STBG, CMAQ, and CRP. For the purposes of this proposal, and contingent upon the integration of the Safe Streets for All program into HSIP as outlined in priority #6, we have included a portion of the HSIP program.
- **Opt-out Option:** Congress should allow MPOs within TMAs that do not wish to directly receive these capital funds to opt-out of direct suballocation. For TMA MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process. However, the respective MPO shall retain project selection priority for these funds, accompanied by strengthened requirements to ensure robust regional coordination and alignment with regional priorities.

¹TMA: An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area (TMA).

Source: [Federal Transit Administration](#)

#4 Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects

Effective transportation planning, conducted by MPOs, is the fundamental first step in guiding sound infrastructure investments and achieving national transportation goals. MPOs are tasked with developing comprehensive transportation plans, conducting vital analyses, and engaging the public in a process that shapes the future of our transportation networks. However, the requirement for a local match to access federal PL funds creates an unnecessary barrier to these essential activities, especially for smaller and rural MPOs with constrained resources.

Requiring a local match for the very funds intended to support federally mandated planning activities places a disproportionate burden on regions with limited budgets. This requirement can hinder their ability to conduct thorough and effective planning. To ensure that all MPOs, regardless of their size or economic capacity, can fulfill their critical planning responsibilities, we strongly urge Congress to eliminate the local match requirement for PL funds. This action will provide MPOs with the necessary flexibility to dedicate their limited resources directly to the essential planning work that underpins sound transportation investments and ultimately benefits the entire nation.

Additionally, to ensure that all regions have reliable access to federal capital transportation funds and can effectively address their critical infrastructure needs, we urge Congress to establish reduced local match requirements for key capital programs (STBG, HSIP, CMAQ, and CRP). Additionally, flexible options for meeting the local match, such as allowing in-kind contributions or leveraging other resources, would provide crucial flexibility and ensure that vital projects are not unduly delayed due to local funding limitations. Reducing this financial barrier will empower communities to invest in essential infrastructure improvements, leading to a safer, more efficient, transportation network for the nation.

Recommendations:

- **Eliminate the Local Match Requirement for PL:** Congress should eliminate the local match requirement for PL funds to provide MPOs with greater flexibility to address critical infrastructure needs. Reducing this financial burden will particularly benefit rural and economically distressed communities that often face challenges in accessing essential federal funds
- **Reduce Local Match Requirements and Allow for Flexible Options for Suballocated Programs:** Congress should also establish reduced local match requirements for State and suballocated funds be used in projects in small urban (under 200,000) and rural areas. Furthermore, flexible options for meeting the local match, such as in-kind contributions or leveraging other federal resources, should be provided to accommodate the unique financial circumstances of different regions.

#5 Allowing for Carryover of Planning Funds and Suballocated Funds

Transportation projects often require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. To ensure the

seamless progression of critical long-term infrastructure projects, Congress should allow for the carryover of federal transportation funds from one fiscal year to the next. This crucial flexibility will eliminate unnecessary disruptions, promote consistent progress on projects vital for enhancing safety, improving mobility, and bolstering economic growth. By allowing for the carryover of funds, Congress can facilitate more cost-effective project management and ensure the timely delivery of essential transportation improvements to communities across the nation.

Recommendation:

- **Allow Carryover of PL Funds and Suballocated Funds:** Congress should allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next by aligning obligation and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

#6 Formulize Safe Streets and Roads for All (SS4A)

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America’s road safety crisis but could be delivered more efficiently via formula at the regional level. The addition of SS4A funding and policy intent to HSIP will complement the existing highway safety program.

While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today’s roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations. In contrast, the SS4A program fills critical gaps by empowering local and regional governments to proactively develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. SS4A investments allow communities to identify and address systemic safety risks, not just respond after crashes happen.

SS4A’s local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

Recommendation:

- **Formulize SS4A:** The Safe Streets for All program should be incorporated into the Highway Safety Improvement Program and distributed (via formula) to MPOs who have and/or are developing safety action plans. The funding can be used by MPOs and Rural Transportation Planning Organizations² (RTPOs) to develop and implement safety action

² Rural Transportation Planning Organizations (RTPOs) are designated to develop transportation improvement programs and long-range plans for non-metropolitan areas. Federal transit law (49 U.S.C. § 5301 et seq) and the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning spell out provisions for the organizations. [Source: Federal Transit Administration](#)

plans. MPOs who choose not to participate would be excluded from receiving funding and funds should be redistributed to the State for projects eligible under HSIP. Many of the programmatic requirements included in the SS4A program should carry over and be included.

#7 Establish Intelligent Transportation System (ITS) Deployment Formula Program Suballocating 65% to MPOs

As federal policy evolves to incorporate emerging technologies, it is critical that any new funding programs are structured to empower regions directly. Suballocating funds to regions ensures that investments are responsive to on-the-ground needs, encourage regional innovation, and align technology deployment with broader transportation planning and community goals. Regions are at the forefront of managing complex, multimodal systems and face growing demands for real-time data, cybersecurity protections, and technology integration. Yet many lack the dedicated resources needed to invest in emerging tools, build technical capacity, and manage increasingly sophisticated datasets.

Recommendation:

- **Establish ITS deployment formula program suballocating 65% to MPOs:** AMPO supports the development of a stand-alone ITS deployment bill that makes available, through a formula, \$2 billion to State DOTs and regional governments to deploy and scale ITS and connected vehicle technology. We believe that no less than half of the funding should be directly allocated to local governments through MPOs and Rural Transportation Planning Organizations.

#8 Expand Eligibility of Planning Funds

To empower MPOs to proactively address emerging regional needs and enhance transportation planning, the eligible uses of PL funds should be expanded. This increased flexibility will allow MPOs to more effectively support local partners, project delivery, and address critical regional challenges.

Recommendation:

- **Expand Eligible Uses of PL:** Congress should expand the eligible uses of PL funds to include activities such as preliminary design, fiscal administration of local projects, economic development studies directly linked to transportation, and critical data procurement. This expanded flexibility will empower MPOs to proactively address emerging regional needs and enhance transportation planning in a more meaningful way.

#9 LOT Coalition Priorities

The Local Officials for Transportation (LOT) coalition, comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors unites the leading national associations that represent local, regional, and rural governments across the United States.

Recommendation:

- **Support the LOT Coalition Priorities:** AMPO urges Congress to support the [LOT Coalition's recommendations](#) which aim to improve transparency, accelerate project delivery, and better align federal transportation investments with local needs, regionally identified priorities, and national performance goals.

#10 Invest in Regional Innovation and Leadership Through an MPO Institute

MPOs are on the front lines of addressing increasingly complex transportation challenges. To effectively navigate this evolving landscape, dedicated and sustained resources are needed to research, develop, and implement innovative planning practices. A robust and well-funded MPO-focused institute will serve as a vital national hub for collaboration, best practice dissemination, and capacity building.

Recommendation:

- **Invest in the MPO Institute:** Congress should support and significantly build upon the existing success of the "MPO Institute" program, a vital initiative of the AMPO 501(c)(3) Research Foundation that provides essential training and capacity-building resources directly to MPOs. This dedicated initiative requires crucial and expanded resources to undertake eligible activities specifically focused on enhancing and improving metropolitan planning practices in surface transportation, ensuring its continued growth, broader reach, and lasting impact on the nation's transportation planning capabilities. By investing in the MPO Institute, Congress will directly empower MPOs, particularly smaller and rural regions, with the knowledge and skills necessary to effectively address the transportation needs of their regions and advance national goals.

AMPO remains committed to working with the House Committee on Transportation and Infrastructure to support effective and efficient transportation policies. Thank you again for your leadership and for your ongoing partnership with the regions that keep America moving. We appreciate your consideration of these proposals and would welcome the opportunity to share additional information or discuss them further. If you have any questions, please reach out to Katie Economou, Legislative Director, at keconomou@ampo.org.

Sincerely,



William Keyrouze
Executive Director
The Association of Metropolitan Planning Organizations (AMPO)



April 30, 2025

The Honorable Sam Graves
Chair
House Committee on
Transportation and Infrastructure
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on
Transportation and Infrastructure
Washington, DC 20515



Dear Chair Graves and Ranking Member Larsen:

The Local Officials in Transportation (LOT) coalition appreciates your ongoing leadership and the House Committee on Transportation and Infrastructure's steadfast commitment to supporting effective transportation solutions for our nation.



Our coalition is made up of the organizations representing metropolitan planning organizations (the Association of Metropolitan Planning Organizations); counties, boroughs, and parishes (the National Association of Counties); economic development organizations and rural transportation planning organizations (the National Association of Development Organizations); regional planning organizations (the National Association of Regional Councils); cities, towns, and villages (the National League of Cities); and mayors (the U.S. Conference of Mayors).



The LOT Coalition amplifies the voices of thousands of organizations and individuals across the nation with a vested interest in the long-term success of our transportation system. Together, our members own, maintain, plan for, support and fund millions of road miles and hundreds of thousands of bridges.



As a part of our work, we advocate in Washington for federal policy priorities that recognize the pivotal role that local organizations play in our national transportation system and that make it easier for communities to develop, plan for, and build infrastructure that connects people, neighborhoods, and businesses.



As we approach the end of the Infrastructure Investment and Jobs Act (IIJA), we have an opportunity to reflect on what worked in that legislation, as well as identify areas for new policies that can even better support our transportation system.

To that end, we respectfully request your consideration of the following policy priorities as you work together to draft and develop the next surface transportation legislation.

1. Streamline Delivery of Key Formula Funds Directly to Regional Organizations and Local Governments

America's local governments and regional planning organizations play an integral role in our nation's transportation system, planning, coordinating, and delivering projects that keep communities connected and regional economies thriving. Regional planning organizations develop comprehensive plans and allocate federal highway and transit funds, while local governments own and maintain roughly 75 percent of our roads (3.1 million miles) and approximately half of the nation's bridges.

In today's evolving economy, cities, counties, and regions are the engines underpinning national efforts to revitalize manufacturing, onshore industries, and increase economic output. However, without continued federal investment, local and regional governments could face nearly \$100 billion in lost federal funding, threatening progress, stability, and economic growth.

To sustain momentum, Congress should first guarantee predictable formula funding, ensuring baseline support and allocating a greater share of federal funds to regions to advance transportation priorities in communities that keep the nation's economy moving forward. Additionally, Congress should preserve federal funding for key discretionary grant programs (see Proposal #2). Specifically, the Safe Streets and Roads for All program, the competitive Bridge Investment Program, and transportation technology and innovation funding are significant areas where local and regional organizations can be integral partners to meet national transportation goals.

Congress should also provide long-term, sustainable funding for public transit and support recovery, innovation, and the sector's critical role in the U.S. economy, employing over 430,000 workers directly. Additionally, for intercity passenger rail, Congress should reauthorize key programs like Amtrak funding, the Federal-State Partnership for Intercity Passenger Rail program, and the Corridor ID Program, maintaining strong, predictable investment levels to meet growing demand for new and expanded services. Advance appropriations or other multi-year funding structures will be critical to providing stability for future rail investments.

A. Changes to Formula Funding

Local governments and regional organizations see firsthand where pavement is cracking, bridges are aging, and traffic patterns are shifting. Local and regional leaders identify community-specific challenges and understand the unique needs that vary block-by-block, expanding across entire counties and regions. This attention allows them to translate federal investments into clear benefits for residents like safer streets, smoother commutes, connections to good paying jobs, and resilient corridors that bolster economic opportunity. Yet too often, federal formula funding Congress provides to support this essential work gets stuck in lengthy approval chains and administrative hurdles, delaying projects, driving up costs, and leaving communities desperate for critical repairs and upgrades.

The LOT Coalition proposes legislative changes that cut through bureaucratic red tape by ensuring that Federal Highway Trust Fund formula dollars that Congress intends for regions

and localities reach those areas directly and are available without unnecessary delays. This direct allocation ensures that local and regional leaders can deliver smarter planning, quicker project development, and better transportation projects that advance national transportation goals.

The LOT Coalition proposes that the share of formula programs that Congress intended for local decision-making through the regional planning process should be sent directly to metropolitan planning organizations (MPOs) covering Transportation Management Areas (TMAs) with an opt-out option.¹ These programs include the Metropolitan Planning Program (see Proposal #3), Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Carbon Reduction Program, and Highway Safety Improvement Program.

For MPOs without TMAs and RTPOs, the LOT Coalition proposes that funding continue to go to the states. However, for funding obligated within areas of 50,000-200,000 people, a state shall only fund projects that are locally selected through the MPO process and the state shall not influence that decision in any way other than to provide technical assistance or as otherwise requested. For funding in an area with a population under 50,000, the state shall consult with the federally designated RTPO that represents that area, if there is one.

The LOT Coalition also asks that Congress continue the Bridge Formula Program and give local decision makers more control over those funds. Local governments own approximately half of all bridges in the country, and locally owned bridges are twice as likely to be in “poor” condition as a state-owned bridge. Federal efforts to help locally owned bridges have often come through assistance for “off-system” bridges, or bridges not on the Federal-aid Highway System.

However, locally owned and off-system are not synonymous, with 27 percent of bridges owned by local governments being on the Federal-aid Highway System. Additionally, State DOTs own approximately 17 percent of off-system bridges. Giving locals more control over these dollars will ensure that they are used for the bridges that need it the most.

Federal transportation formula funds intended for local and regional use should be awarded solely to projects approved through the federally mandated, publicly vetted Transportation Improvement Program (TIP) selection process, ensuring that investments reflect genuine community priorities and advance national objectives. Although MPOs already prioritize projects in their TIPs, too often that process is bypassed. Strengthening the link between planning, project selection, and funding will guarantee federal dollars effectively address both local/regional needs and national goals.

Recommendations for Formula Programs

- **Direct Suballocation of Federal Funds to Metropolitan Planning Organizations (MPOs) with TMAs:**

¹ An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area (TMA). [Source: Federal Transit Administration](#)

- Directly allocate a portion of key highway program funds to MPOs with Transportation Management Areas (TMAs) based on each MPO's share of its state's total TMA population.
 - Congress should directly suballocate to said MPOs the shares of formula funding that it intended for local decision making through the regional planning process. Those programs include:
 - Metropolitan Planning (PL)
 - Surface Transportation Block Grant Program (STBG)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - Carbon Reduction Program (CRP)
 - Congress should continue the Bridge Formula Program (BFP) created under the Infrastructure Investment and Jobs Act (IIJA) and fold it in among the other programs above as a locally suballocated program.
 - MPOs that do not wish to directly manage funds may opt out. For MPOs that opt-out of direct suballocation, funding intended to go to that area shall continue to be provided to the State, but shall be allocated in the metropolitan area that funding was intended for and the MPO shall have project selection priority.
- **Strengthening Local Coordination**
 - Direct allocation will only occur for MPOs with TMAs. Otherwise, funds will continue to go to the states for distribution through the existing process, but with strengthened requirements for local coordination, including the project selection process.
 - For funding from the above-mentioned programs (STBG, PL, CMAQ, CRP, BFP, HSIP) obligated by states to areas **between 50,000 and 200,000** (i.e. MPOs without TMAs), the state shall only fund projects that are **locally selected through the MPO process**, and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested.
 - Before a state obligates any funding from the above-mentioned programs (STBG, CMAQ, CRP, BFP, HSIP) to an area with a population **less than 50,000**, a State shall coordinate with the regional transportation planning organizations that represent the area, if one exists.
 - **Requirements and Accountability**
 - Suballocated funds must be used according to the purpose of their original program (e.g., STBG, HSIP, CRP, PL, CMAQ, BFP).

- MPOs must select projects through a performance-based planning process tied to national goals and must also consider regional competitiveness, regional diversity, and land use and involve local officials and transit agencies.
- MPOs may establish competitive processes through which local governments submit projects scored against clear performance metrics.
- MPOs must publicly post a list of selected projects, explaining how each project advances national goals.
- Congress should also allow MPOs and RTPOs to carry over unobligated funding from one fiscal year to the next by aligning obligation and contract authority enabling more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.
- Congress should not allow states to transfer sub-allocated funds for any purpose.

B. Changes to Formula Funding: Safety

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. The addition of SS4A funding and policy intent to HSIP will complement the existing highway safety program.

While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations. In contrast, the SS4A program fills critical gaps by empowering local and regional governments to proactively develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. SS4A investments allow communities to identify and address systemic safety risks, not just respond after crashes happen. SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies.

Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

Recommendations for Safety Programs:

- Congress should grow HSIP by \$2 billion annually and set that amount aside to deliver an expanded SS4A program for distribution directly to the metropolitan and rural transportation planning organizations within the state based on the most recent data (e.g. FARS, close calls, etc.) and solicit projects to make safety capital improvements in alignment with their safety

plans and best practices. Legislatively, this could be structured similarly to how HSIP sets aside funding for the Railway-Highway Crossings Program [23 U.S.C. 130(e)(1)].

- Any metropolitan and rural transportation planning organization that does not have a recent comprehensive safety action plan may use a percentage of their area's safety funding to complete their safety plan while also soliciting projects from political subdivisions of the state with comprehensive safety action plans in place to advance safety capital projects.
- Any metropolitan and rural transportation planning organizations with SS4A funding may engage with a member that is a political subdivision of the state (e.g. city or county) to conduct part or all the capital management or retain outside services (e.g. engineering or safety firms) to conduct this work. Congress should not allow states to transfer sub-allocated funds for any purpose.

C. Changes to Formula Funding: Innovation

As federal policy evolves to incorporate emerging technologies, it is critical that any new funding programs are structured to empower regions and locals directly. Suballocating funds to metropolitan areas and local governments ensures that investments are responsive to on-the-ground needs, encourage regional innovation, and align technology deployment with broader transportation planning and community goals.

Regions are at the forefront of managing complex, multimodal systems and face growing demands for real-time data, cybersecurity protections, and technology integration. Yet many lack the dedicated resources needed to invest in emerging tools, build technical capacity, and manage increasingly sophisticated datasets.

Recommendation for Innovation Programs

- Congress should direct any innovation dollars to regions to advance innovation and technology across the full network, allowing them to deploy smart infrastructure solutions that improve safety, efficiency, and resilience across diverse communities.

2. Maintain Competitive Federal Funding Access for Local Governments and Regional Organizations

Local governments own and maintain roughly 75 percent of our roads and nearly half of our bridges, and they are now core partners in thousands of competitively awarded transportation projects across the country supported by federal discretionary funding to make America safer, better connected, and more economically competitive. Expanding competitive access to transportation funding has been transformational for big and bold infrastructure projects as well as economically transformative projects across the country for more than a decade with the BUILD program, and several IJIA programs followed this model.

We urge Congress to not remove competitive discretionary grants, especially without adding eligibility and access for local governments and regions within existing formula programs. Doing

so would create a devastating loss of access to federal funding for cities, counties, and regional organizations across the country.

Specifically, the BUILD Program, Safe Streets and Roads for All program, the Bridge Investment Program, Rail Crossing Elimination Program, and transportation technology and innovation programs like SMART are all programs where competitive access to discretionary programs allows the federal government to make significant investments with limited funding available and enables local and regional organizations to be effective partners to meet national transportation goals.

Recommendations:

- Congress should maintain access to federal grant programs for cities, counties, and their regional organizations in all available competitive discretionary programs.
- Reduce the administrative burden of applying for and executing federal discretionary grants throughout the full life cycle of grants.

3. Strengthen Transportation Planning, Performance, and Project Delivery Overview

Planning is the foundation of effective project delivery: it builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development. This assures taxpayers that every dollar is wisely spent. Clear visibility into how funds are allocated and spent builds public trust and enables policymakers and practitioners to adjust strategies in real time, ensuring investments remain aligned with our shared national goals.

Metropolitan Planning (PL) funds are the core source of federal financial support for MPOs to conduct transportation planning required under federal law, including long-range plans, transportation improvement programs, public engagement, and performance-based planning. Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs.

While MPOs have risen to the challenge and become vital conveners for regional collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

Recommendations:

- Congress should increase Metropolitan Planning (PL) funds in Section 104 to **3%** of the amount remaining after distributing Surface Transportation Block Grant (STBG) and

Highway Safety Improvement Program (HSIP) funds. Increased planning funds for MPOs [and RTPOs] empowers them to set clear safety, mobility, and asset-management goals and articulate a coherent vision for local, regional, and national investments, while also making investments in innovation.

- Congress should allow MPOs and RTPOs to carry over unobligated funding from one fiscal year to the next by aligning obligation and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

4. Dedicated Formula Funding for Rural Transportation Planning

While the Moving Ahead for Progress in the 21st Century Act (MAP-21) recognized Rural Transportation Planning Organizations (RTPOs) as part of the federal transportation planning framework, it did not provide any dedicated funding to support their work. Today, more than 300 RTPOs across the country conduct critical transportation planning activities for rural regions, including developing long-range plans, identifying project priorities, coordinating with local governments, supporting economic development goals, and ensuring rural voices are included in state and federal decision-making.

Unlike MPOs, which receive PL funds, RTPOs must rely on inconsistent, piecemeal funding sources, making it difficult to sustain operations or build the technical capacity needed for effective regional planning. Rural communities face increasing infrastructure needs, safety challenges, and demands for connectivity.

Recommendation:

- Congress should establish a separate, formula-based program modeled on the PL funds allocated to MPOs, that provides funding to RTPOs. Providing RTPOs with a reliable funding stream will strengthen rural transportation planning, improve project delivery, and ensure more equitable access to federal investment across all parts of the country.

5. Streamline Environmental Processes and Permitting for Smaller Projects and Rebuilding

America's infrastructure environmental processes require streamlining, and Congress should establish an expedited, flexible environmental review and permitting pathway, particularly for smaller-scale transportation projects and projects that are rebuilding in the existing and established right-of-way that would lead to safer outcomes for transportation users. For many transportation projects arriving at a categorical exclusion is highly likely, but each project must move through the current burdensome process, wasting time and resources. Prioritizing early coordination and standardizing documentation can help accelerate project delivery without compromising essential environmental protections. By streamlining the environmental and permitting process, Congress can ensure federal investments yield timely, cost-effective transportation infrastructure improvements.

Recommendation:

- Congress should establish an expedited environmental review and permitting pathway, particularly for smaller-scale transportation projects and projects that are rebuilding in the existing and established right-of-way.

We appreciate your consideration of these proposals and would welcome the opportunity to share additional information or discuss them further.

Sincerely,

The Local Officials in Transportation Coalition



National Association of Counties



Association of Metropolitan Planning Organizations



National League of Cities



National Association of Development Organizations



U.S. Conference of Mayors



National Association of Regional Councils

Section 4



2050 MTP Status Report | May/June 2025

WHAT IS THE 2050 MTP?

The Metropolitan Transportation Plan (MTP) establishes the vision of Central Florida's entire transportation system for Orange, Osceola, and Seminole Counties. This plan for the year 2050 identifies current and future transportation needs. Projects must be included in the plan to receive federal and state funding. The plan is updated every five years to reflect the changing dynamics of the region.



ONGOING WORK AND PROGRESS TO DATE

BACKGROUND & EXISTING CONDITIONS

- Refinement of final reports underway.
- Compiling source contributions to the Data Source Guide.

GOALS & OBJECTIVES

- Refinement of final reports underway.

TECHNICAL ANALYSIS

- Coordination with FDOT on the Central Florida Regional Planning Model underway.
- Final revisions of health and housing components underway.
- Preparation of draft environmental documents underway.
- Final preparation of the resilience documents underway.
- Final refinement of Financial Resources technical memo underway.

NEEDS ASSESSMENTS & FUNDING SCENARIO PLANNING

- Modal needs assessment summary reports are under development.
- Preparations for development of and coordination to refine the planning consistency needs lists for non-TMA-Eligible projects are underway.
- Final revisions of the freight component underway.
- The consolidated report detailing the cost estimation methodology was finalized.
- Updates to project prioritization scoring to incorporate updated databases.
- Continued development of a 2050 MTP Data Visualization Dashboard.
- Continued reviewing feedback from the 2050 MTP Summit (4/9) and 2050 MTP Technical Workshop #8 (4/10) to identify refinements to the funding scenarios in preparation of developing the second iteration of funding scenarios for discussion.





2050 MTP SCHEDULE

Task	2024				2025			
	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Background & Existing Conditions								
Goals & Objectives								
Technical Analysis, Needs Assessment, Funding Scenario Comparisons								
Cost Feasible Plan Development								
Plan Adoption & Implementation								

UPCOMING 2050 MTP MEETINGS AND OUTREACH EVENTS

Date/Time	Meeting/Event	Location
May 20, 2025	People of Ocoee Meeting	Huntley Park Community Center
May 31, 2025	Safe Kids, Strong Futures Fair	Children's Safety Village
June 4, 2025	Community Pop Up	LYNX Walmart Poinciana Superstop/ Osceola County
June 12, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/
July 10, 2025	Community Pop Up	LYNX Seminole Centre Superstop/ Seminole County
August 14, 2025 at 2:00pm	2050 MTP Technical Workshop	Virtual / Zoom https://metroplanorlando.gov/calendar/

For more information on the 2050 MTP, contact:

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(407) 481-5672

Para obtener más información, contacte:

Mary Ann Horne

2050 MTP Public Information Manager

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MetroPlanOrlando.gov/2050



April 14, 2025

Surveys Completed: 2/Event Attendance: 9

Emails added to mailing list: 1

Location: **ORANGE**/ 2050 Plan Community Conversation

MTP 2025 Goal Ranking

1 (Tie) SAFETY

1 (Tie) RELIABILITY

1 (Tie) CONNECTIVITY

1 (Tie) PROSPERITY

2 COMMUNITY



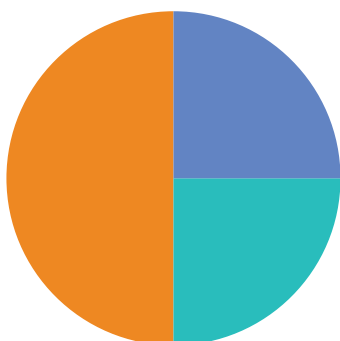
Top Transportation System Changes

- Better connections between public transportation and your final destination
- More frequent public transportation that goes to more places
- Enhanced pedestrian crossings
- Expanded trail systems
- More roads that are friendly to cyclists and pedestrians
- Other (Accessible disability transportation)



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



- Safety: 25%
- TSM&O: 25%
- Accessible Disability Transportation: 50%

Demographics



ETHNICITY
50% White
50% Prefer not to answer

GENERATIONS
50% born 1965-1980
50% born 1997-2012

April 19, 2025



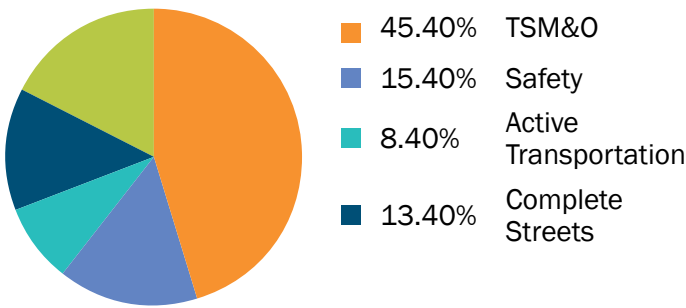
Top Transportation System Changes

- More bus stops with features like shade, seating, and lighting.
- More frequent public transportation that goes to more places.
- Better connections between public transportation and your final destination.



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



Demographics

ETHNICITY		GENERATIONS	
60%	Black or African American	20%	Born 1945 and Before
20%	Hispanic	20%	1965-1980
20%	White	20%	1981-1996
		20%	1997-2012
		20%	Prefer not to say



Orange County District 1 Safety Expo

April 19, 2025

Surveys Completed: 30/Event Attendance: 250

Emails added to mailing list: 1

Location: **ORANGE**/ 2050 Plan Community Conversation

MTP 2025 Goal Ranking

1 (Tie) SAFETY

1 (Tie) RELIABILITY

1 (Tie) CONNECTIVITY

1 (Tie) PROSPERITY

1 (Tie) COMMUNITY



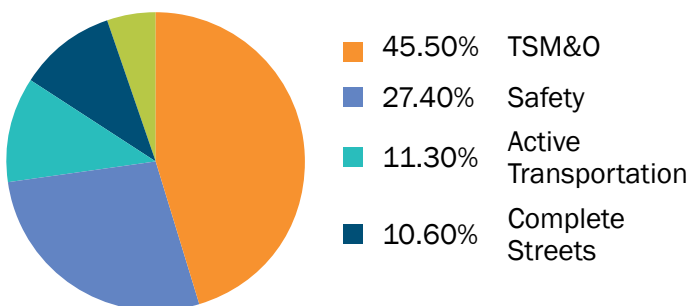
Top Transportation System Changes

- Better connections between public transportation and your final destination.
- More “smart” traffic signals and sensors.
- More bus stops with features like shade, seating, and lighting.
- More frequent public transportation that goes to more places.



Funding

If \$100 could make transportation better in Central Florida, how would you spend it?



Demographics

ETHNICITY

3.3%	American Indian or Alaska Native
6.7%	Asian
13.3%	Black or African American
3.3%	Middle Eastern or North African
20%	Hispanic
30%	White
23.3%	Prefer not to answer

GENERATIONS

23.3%	1946-1964
6.7%	1965-1980
36.7%	1981-1996
3.3%	2013 and after
30%	Prefer not to say



SMPS Central Florida Annual Event (Society for Marketing Professional Services)

May 1, 2025

Location: REGIONAL / 2050 Plan Presentation
Count: 120

Alex Trauger provided a keynote presentation on the 2050 MTP future drivers of change and moderated two panel discussions focused on planning for the future. The first panel included representatives from FDOT, GOAA, LYNX, and CFX. The second panel included representatives from Orange County, Osceola County, and Seminole County.

The panels participated in a Q&A session with the audience. Discussion topics centered around safety, transportation funding, population and development impacts, changes to comprehensive plans/land development codes, transit service expansion, intercity passenger rail, growth and planned expansion at Orlando International Airport, ongoing toll funded projects and studies, and impact of innovative technologies on the transportation system (Advanced Air Mobility, Autonomous Cars and Transit Vehicles, Micro Mobility, and Connected Vehicles/Infrastructure).

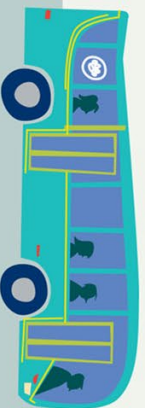




metropolitan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

2050 Metropolitan Transportation Plan Status Update

May/June 2025



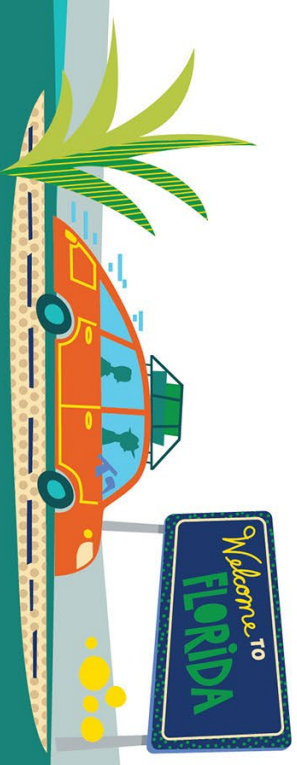
General Updates

2050 MTP Planning Consistency Lists

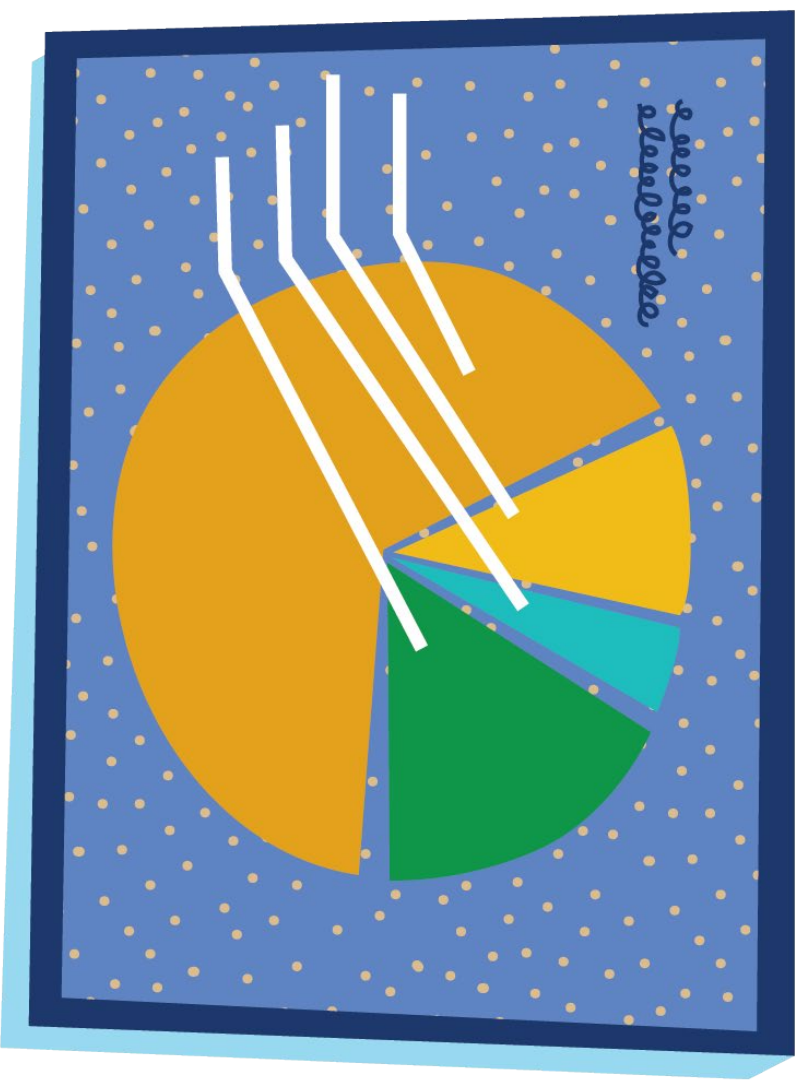
- Locally-Funded or Partner-Funded projects lists development
- Responses due 6/13/25

2050 MTP Needs Dashboard – Coming Soon

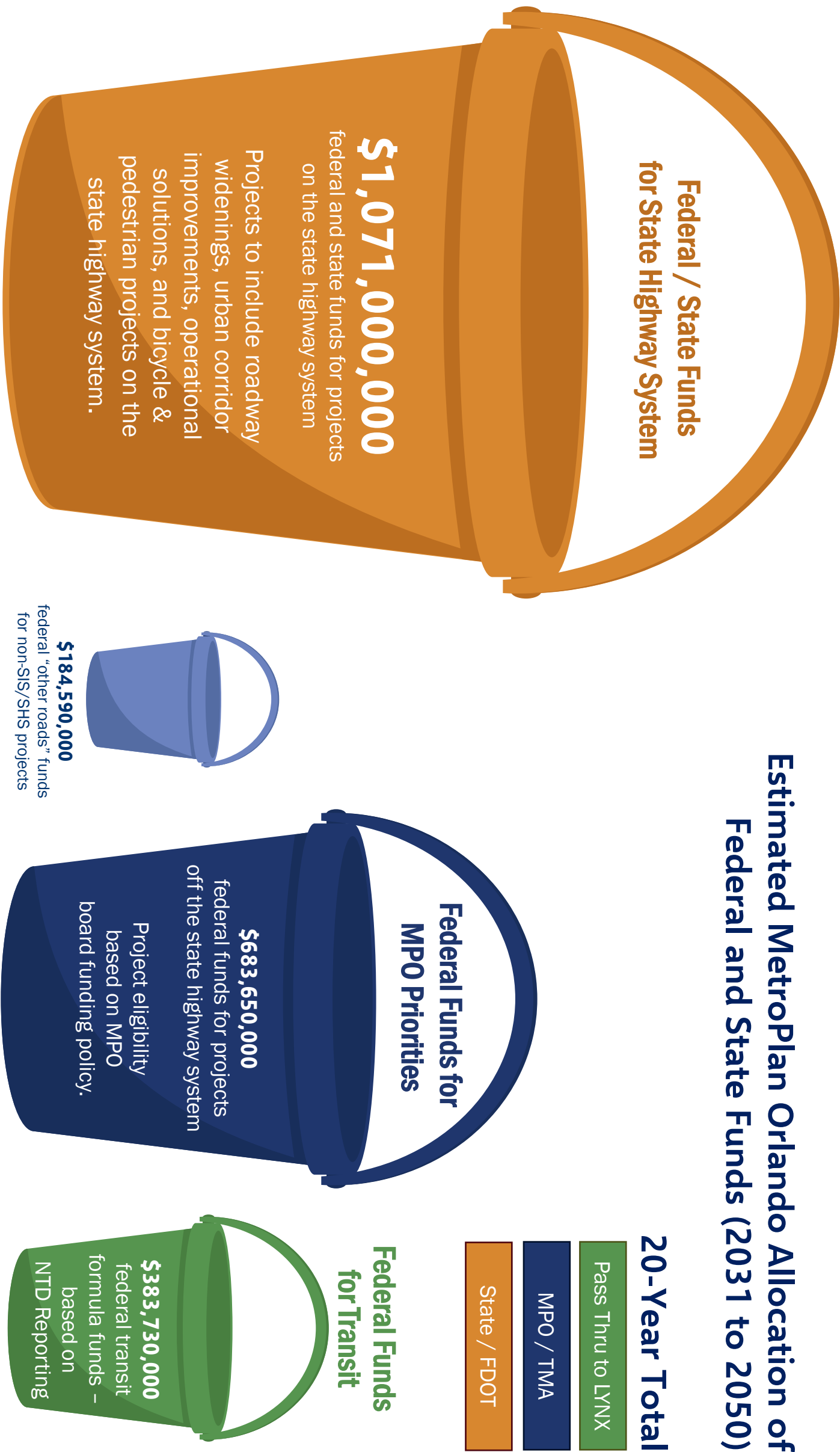
- Interactive dashboard to view transportation project needs and their priority scores
- “How To” video in progress



Funding Policy Follow-Up



Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)



Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)

Federal / State Funds for State Highway System

\$54M/Year

federal and state funds for projects on the state highway system

Projects to include roadway widenings, urban corridor improvements, operational solutions, and bicycle & pedestrian projects on the state highway system.

Annualized Estimates

Pass Thru to LYNX

MPO / TMA

State / FDOT

Federal Funds for MPO Priorities

\$34M/Year

federal funds for projects off the state highway system

Project eligibility based on MPO board funding policy.

Federal Funds for Transit

\$19M/Year

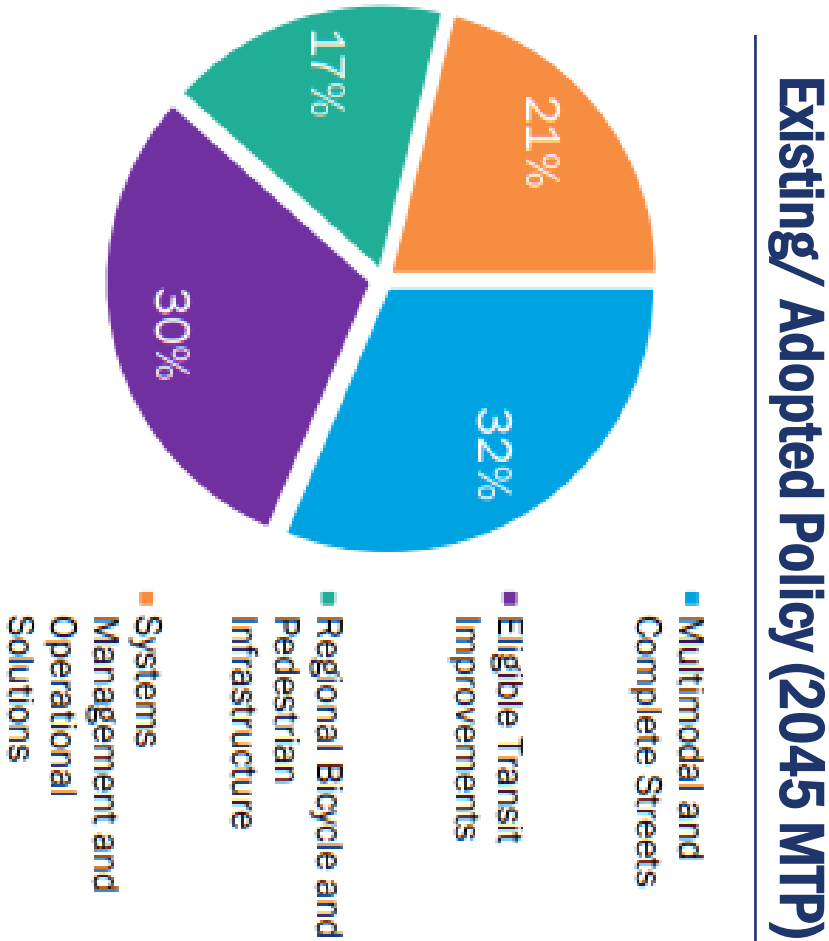
federal transit formula funds – based on NTD Reporting

\$9.2M/Year

federal “other roads” funds for non-SIS/SHS projects

Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)

Annualized Estimates & Adopted Policy



Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)

High Injury Network Countermeasures (Safety Projects)
Complete Streets / Urban Corridor Improvements
Transportation Systems Management & Operations (TSMO)
Active Transportation (Bike & Pedestrian Projects)
Transit Capital
Widening / New Corridor Development

Annualized Estimate & 2050 MTP Funding Scenarios



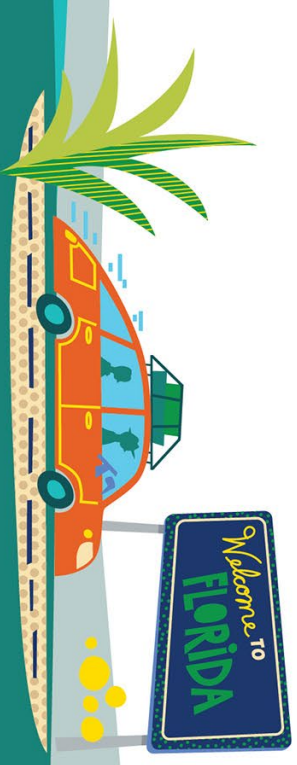
Next Steps

Next Board & Committee Meetings (late-June / early-July)

- Discuss 2nd Draft Funding Scenarios
- Provide Feedback for 2050 MTP Team to develop a “recommended funding scenario”

Late-August / Early-September Board & Committee Meetings

- Preview of 2050 MTP Cost Feasible Plan based upon “recommended funding scenario”





2050 MTP Schedule

WE ARE HERE

	2024				2025			
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec
<div><div><div>WE ARE HERE</div></div></div>								
Goals, Objectives, Measures								
Trends, Conditions, Uncertainties								
Multimodal Needs Assessments								
Funding Scenarios								
Develop Cost Feasible Plan								
Seek Board Adoption								Must be adopted by Dec 2025
Agency / Public Participation								



Thank you!

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MTP@MetroPlanOrlando.gov

