

MetroPlan Orlando Board

DATE & TIME:

Wednesday, December 10, 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: 9:15 a.m. • FDOT	Secretary Tyler FDOT
V.	ROLL CALL & CONFIRMATION OF QUORUM 9:25 a.m.	Ms. Lisa Smith
VI.	COMMITTEE REPORTS: 9:25 a.m. • Municipal Advisory Committee • Community Advisory Committee • Technical Advisory Committee • Transportation System Management & Operations Advisory Committee	Commissioner Jordan Smith Ms. Nilisa Council Mr. Lenny Barden Ms. Lee Pulham
VII.	PUBLIC COMMENTS ON ACTION ITEMS 9:35 a.m. Comments on <i>Action Items</i> can be made in two ways: 1. In person at the meeting location listed at the top of this agenda. 2. Virtually via Zoom. Use the 'raise hand' feature during public comment to indicate you want to speak. How to comment: 1. Complete an electronic speaker card at MetroPlanOrlando.gov/SpeakerCard . Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker. 2. Each speaker has two minutes to address the board and should state his/her name and address for the record.	

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

VIII.	CONSENT AGENDA 9:40 a.m.	Section 1 (page 5)
A.	Minutes of the November 12, 2025 Board Meeting – page #6	
B.	Approval of Financial Report for October 2025 – page #12	
C.	Approval of the Travel Report for October 2025 – page #14	
D.	Approval of contribution to the UCF Foundation Distinguished Lecture Series– page #16	
E.	Approval of the 2025 Board & Committee Member Travel for MetroPlan Orlando Business – page #17	
IX.	OTHER ACTION ITEMS 9:40 a.m.	Section 2 (page #18)
A.	9:40 a.m. - 5 minutes Approval of the 2050 Metropolitan Transportation Plan (MTP) (Roll Call vote) – page #19	Ms. Taylor Laurent MetroPlan Orlando
B.	9:45 a.m. – 5 minutes Approval of Amendments to FY 2025/26/FY 2029/30 Transportation Improvement Plan (TIP) (Roll Call vote) – page #31	Mr. Alex Trauger MetroPlan Orlando
C.	9:50 a.m.- 10 minutes Election of MetroPlan Orlando Board Officers for 2026 – page #37	Chairman Dallari
X.	INFORMATION ITEMS FOR ACKNOWLEDGEMENT (ACTION ITEM) 10:00 a.m.	Section 3 (page #40)
A.	Executive Directors Report – page #41	
B.	FDOT Monthly Construction Status Report- November 2025 – page #43	
C.	Bicycle/Pedestrian Report– page #68	
D.	Air Quality Report – page #70	
E.	Meeting Summary from October 27 th Peer Exchange with Hillsborough, Pasco and Pinellas County MPOs – page #73	
F.	Letter of Appreciation for Peer Exchange – Hillsborough TPO – page #74	
G.	Letter of Support – The University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with NCHRP 17-139 , Traffic Speed Effects on Highway Safety Manual Crash Prediction Models – page #75	
H.	Letter of Support - The University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with NCHRP 17-145 , Impacts of Turn Lanes on Speed and Crashes Involving Vulnerable Road Users in Urban Areas – page #76	

I.	Letter of Support - The UCF-VTTI team for the work anticipated with NCHRP 23-50 , using Artificial Intelligence to Enhance Transportation Data Quality. – page #77	
J.	Transmittal Letter to FDOT Secretary Tyler re: Support resolutions for the I-4 St. John’s River Bridge – page #78	
K.	Letter of Support – FDOT National Railroad Partnership Program/Federal-State Partnership (NRP-FSP) – page #100	
L.	Transmittal of FY 2024/25 Federally Funded Projects to Federal Highway Administration; Federal Transit Administration; and Federal Aviation Administration – page #103	
M.	Bike Walk Central Florida Annual Report The full annual report on the Best Foot Forward pedestrian safety initiative can be viewed at: https://metroplanorlando.gov/wp-content/uploads/FY25-Annual-Report-for-MetroPlan-Orlando-BFF-Program.pdf	
N.	Memo from Mr. Huttman to Board Members re: BEBR 2025 Population Estimates – page #106	
O.	FDOT Safety Central Newsletter – page #109	
XI.	OTHER BUSINESS & PRESENTATIONS 10:00 a.m.	Section 4 (page #157)
A.	10 a.m. - 10 minutes MetroPlan Orlando's Annual Traffic Signal Retiming (TSR) Before and After Study -	Mr. Eric Hill MetroPlan Orlando
XII.	PUBLIC COMMENTS (GENERAL) 10:10 a.m.	
Public comments of a general nature can be made in two ways: 1. In person at the meeting location listed on page 1 of this agenda. 2. Virtually via Zoom. Use the ‘raise hand’ feature during public comment to indicate you want to speak. How to comment: 1. Complete an electronic speaker card at MetroPlanOrlando.gov/SpeakerCard. Hard copies of the speaker card are available in the meeting room and should be turned in to MetroPlan Orlando staff. The chairperson will call on each speaker. Each speaker has two minutes to address the board and should state his/her name and address for the record.		
XIII.	BOARD MEMBER COMMENTS 10:15 a.m.	
XIV.	NEXT MEETING: February 11, 2026	Chairman Dallari
XV.	ADJOURNMENT 10:15 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, November 12, 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. Pat Bates, City of Altamonte Springs
Hon. Lee Constantine, Seminole County
Hon. Maribel Gomez Cordero, Orange County
Hon. Bob Dallari, Seminole County
Hon. Mayor Jerry Demings, Orange County
Hon. Mayor Buddy Dyer, City of Orlando
Hon. Ken Gilbert, City of St. Cloud
Hon. Cheryl Grieb, Osceola County
Hon. Viviana Janer, LYNX/Central Florida Commuter Rail Commission
Ms. Stephanie Kopelousos, GOAA
Hon. Christine Moore, Orange County
Hon. Bryan Nelson, City of Apopka
Hon. Kelly Semrad, Orange County
Hon. Michael Sott, Orange County
Hon. Jordan Smith, Municipal Advisory Committee

MetroPlan Orlando
Board Minutes November 12, 2025
Page 1

Mr. Stephen Smith, Sanford Airport Authority
Hon. Mayra Uribe, Orange County
Hon. Nicole Wilson, Orange County

Members/Advisors attending the meeting via the Zoom Platform:

Mayor Art Woodruff, City of Sanford

Advisors in Attendance

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

Members/Advisors not in Attendance:

Honorable Jackie Espinosa, City of Kissimmee
Hon. Tony Ortiz, City of Orlando

Others in Attendance:

Mr. Lance Lyttle, GOAA
Mr. Jim Stroz, FDOT District 5
Ms. Carol Scott, FTE
Mr. Jonathan Scarfe, FDOT District 5

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. Mayor Pat Bates, City of Altamonte, led the Pledge of Allegiance.

II. CHAIR'S ANNOUNCEMENTS

Chairman Dallari thanked the jurisdictions that provided resolutions of support for FDOT to pursue new funding for the I-4 St. Johns River Bridge and DeLand Mayor Chris Cloudman for bringing the item to the CFMPOA for support. He also thanked the Board members that participated in the Peer Exchange with the MPO/TPOs from Hillsborough, Pinellas and Pasco Counties held on October 27th. Councilman Ken Gilbert reported on the October 10th Central Florida MPO Alliance Meeting. Commissioner Viviana Janer reported on the October 23rd Central Florida Commuter Rail Commission Meeting. Commissioner Mayra Uribe reported on the October 23rd MPOAC Meeting. Chairman Dallari MetroPlan Orlando staff member Mighk Wilson provided the Safety Moment highlighting Pedestrian Safety.

III. EXECUTIVE DIRECTOR'S ANNOUNCEMENTS & AGENDA REVIEW

Mr. Huttman acknowledged Mayor Art Woodruff who participated virtually. Mr. Huttman highlighted the Blind Experience held on October 15th and the 2050 MTP Public Meeting held on September 29th. Mr. Huttman discussed his attendance at the AMPO Annual Meeting in September and the NARC Executive Director's Council meeting in October. He gave an overview of the Lake-to-Lake Regional Trail workshop held on October 16th, and the Peer Exchange with MPO/TPOs from Hillsborough, Pinellas and Pasco Counties on October 27th. He called attention to legislation filed during committee weeks that address school zone and pedestrian safety, and e-bikes and scooters safety. Mr. Huttman also called attention to the items in supplemental folders.

IV. AGENCY REPORTS

GOAA – Orlando International Airport: Mr. Lance Lyttle, Chief Executive Officer, Orlando International Airport, provided an overview of the airport's priorities, governance and financial structure. He discussed the airport's strategic and tactical focus including parking solutions, baggage handling systems, and gate additions. Mr. Lyttle highlighted the airport's unique features, the Brightline rail connection and the upcoming direct flights from OIA to Tokyo in 2026. He showed a video highlighting the airport's future plans which include advanced technologies and improved passenger experience.

FDOT: Secretary John Tyler recognized Ms. Nicola Liquori, Executive Director, FTE. He discussed the growing concern for e-bike crashes and the work being done by FDOT e-bike safety campaign.

V. ROLL CALL AND CONFIRMATION OF QUORUM

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

VI. COMMITTEE REPORTS

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

VII. PUBLIC COMMENTS ON ACTION ITEMS

None

VIII. CONSENT AGENDA

- A. Minutes of the September 10, 2025 Board Meeting
- B. Approval of Financial Report for August & September 2025
- C. Approval of the Travel Report for August & September 2025
- D. Approval to extend existing Streetlight contract through June 30, 2026
- E. Approval to Dispose of Fixed Assets and Other Non-Capitalized Equipment
- F. Approval of the 2026 Board & Committee Meeting Schedules

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

IX. OTHER ACTION ITEMS

- A. Approval of the FY 2025-26 – FY 2030-31 Transportation Improvement Program (TIP) Amendment(s) (**Roll Call vote**)

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

MOTION: Commissioner Viviana Janer moved approval of the FY2025/26-FY 2030/31 Transportation Improvement Program (TIP). Commissioner Christine Moore seconded the motion. A roll call vote was conducted, and the motion carried unanimously.

X. INFORMATION ITEMS FOR ACKNOWLEDGEMENT

- A. Executive Directors Report
- B. FDOT Monthly Construction Status Report- August, September and October 2025
- C. Air Quality Report
- D. MetroPlan Orlando Comments for Public Record-FDOT Tentative Work Program
- E. S.R. 438 Safety Improvements Open House Announcement
- F. Memo from Mr. Huttman to Secretary Tyler re: TIP Modification
- G. Quarter 3 PD&E Tracking Report

MOTION: moved approval of the Information Items for Acknowledgement: Items A through G. seconded the motion. Motion carried unanimously.

XI. OTHER BUSINESS/PRESENTATIONS.

A. 2050 MTP Update – Cost Feasible Projects

Ms. Taylor Laurent, MetroPlan Orlando, briefed the Board members on the continuing development of the 2050 Metropolitan Transportation Plan (MTP) including the draft cost-feasible plan and funding policy. Ms. Laurent provided an explanation of the different funding buckets and their applications within the MTP. She discussed with the Board members the trends in federal funding and the challenges of meeting transportation needs with available funds. She concluded with the next steps and key milestones for the MTP development cycle.

B. FDOT D5 Tentative Work Program

Mr. Jim Stroz, FDOT, presented the tentative five-year work program focusing on safety, preservation and capacity projects. He highlighted important dates and called attention to key projects including a resurfacing project along State Road 436, 437, and US 192, and capacity projects along State Road 50 and State Road 426. He noted that truck parking facilities are planned for sites on Sand Lake Road in Orange County and a site in Osceola County. Mr. Stroz provided a funding breakdown along with information on key projects for Orange, Osceola, and Seminole counties, project deferrals and deletions.

C. FDOT FTE Tentative Work Program

Ms. Carol Scott, Florida's Turnpike Enterprise, provided some background and historical information on Florida's Turnpike Enterprise emphasizing safety, resiliency and technology. She reviewed the growing transportation needs, revenues and expenditures and the prioritization process and provided a detailed breakdown of current construction projects, main table projects and final table projects. Ms. Scott stated that the program includes over \$381 million in major projects, funded through user tolls and concessions from service plazas. She next reviewed the major projects funded in the Work Program. Key projects include the Turnpike Widening Infrastructure Initiative, which aims to widen the turnpike mainline from Miami to Wildwood. She told Board members that additional information could be found on the Work Program website www.fdot.gov/wpph. Ms. Scott ended her presentation with a safety moment highlighting Teen Driving Safety.

XII. PUBLIC COMMENTS (GENERAL)

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

XIII. BOARD MEMBER COMMENTS

None.

XIV. NEXT MEETING: Wednesday, December 10, 2025, 9:00 a.m.

XV. ADJOURN BOARD MEETING

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

Approved this 10th day of December 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 10/31/2025

ASSETS

Operating Cash in Bank	\$	1,297,491.38
Petty Cash	\$	125.00
SBA Investment Account	\$	1,804,913.82
FL CLASS Investment Account	\$	1,959,647.97
Rent Deposit	\$	20,000.00
Prepaid Expenses	\$	2,299.60
Assessments Receivable	\$	616,376.00
Accounts Receivable - Grants	\$	531,550.70
Capital Assets - Net	\$	472,735.25

TOTAL ASSETS:

\$ 6,705,139.72

LIABILITIES

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

TOTAL LIABILITIES:

\$ 915,526.78

EQUITY

FUND BALANCE:

Nonspendable:

Prepaid Items	\$	2,299.60
Deposits	\$	20,000.00
Unassigned:	\$	5,767,313.34

TOTAL EQUITY:

\$ 5,789,612.94

TOTAL LIABILITIES & EQUITY:

\$ 6,705,139.72

Net difference to be reconciled:

\$ -

MetroPlan Orlando
Agencywide Revenues & Expenditures
For Period Ending 10/31/2025

Revenues	Budget	Current	YTD	Variance Un/(Ovr)	% of Budget
Federal Revenue	\$ 12,928,584.00	\$ 531,550.70	\$ 1,582,613.89	\$ 11,345,970.11	12.24%
State Revenue	\$ 122,149.00	\$ -	\$ 23,208.31	\$ 98,940.69	19.00%
Local Revenue	\$ 1,353,042.00	\$ 1,353,042.00	\$ 1,353,042.00	\$ -	100.00%
Interest Income	\$ 156,000.00	\$ 13,580.68	\$ 49,158.61	\$ 106,841.39	31.51%
Contributions	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	100.00%
Cash Carryforward	\$ 319,084.00	\$ -	\$ -	\$ 319,084.00	0.00%
Other	\$ 243,250.00	\$ 1,032.46	\$ 1,782.46	\$ 241,467.54	0.73%
Local Funds Transfer	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%
Total Revenues	\$ 15,711,559.00	\$ 1,899,205.84	\$ 3,048,112.30	\$ 12,663,446.70	19.40%
Expenditures					
Audit Fees	\$ 26,000.00	\$ 11,000.00	\$ 24,000.00	\$ 2,000.00	92.31%
Books, publications, subscriptions & memberships	\$ 24,991.00	\$ 1,979.00	\$ 8,986.90	\$ 16,004.10	35.96%
Community relations & advertising	\$ 142,600.00	\$ 2,613.16	\$ 5,161.21	\$ 137,438.79	3.62%
Computer Software	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	0.00%
Consultants	\$ 10,364,007.00	\$ 310,429.43	\$ 719,621.80	\$ 9,644,385.20	6.94%
Contingency	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	0.00%
Contractual/Temporary Services	\$ 6,410.00	\$ 262.00	\$ 1,597.00	\$ 4,813.00	24.91%
Depreciation/Amortization	\$ -	\$ 6,847.74	\$ 27,390.96	\$ (27,390.96)	0.00%
Equipment & Furniture	\$ 51,500.00	\$ -	\$ -	\$ 51,500.00	0.00%
Indirect Costs	\$ 618,103.00	\$ 40,806.48	\$ 230,608.06	\$ 387,494.94	37.31%
Legal Fees	\$ 30,000.00	\$ 2,925.00	\$ 14,025.00	\$ 15,975.00	46.75%
Office Supplies	\$ 11,000.00	\$ 572.49	\$ 1,749.49	\$ 9,250.51	15.90%
Operating Supplies	\$ 48,155.00	\$ 3,806.34	\$ 8,269.25	\$ 39,885.75	17.17%
Operating Transfers Out	\$ 564,450.00	\$ -	\$ 13,307.03	\$ 551,142.97	2.36%
Other Misc. Expense	\$ 3,750.00	\$ -	\$ 335.33	\$ 3,414.67	8.94%
Pass-Through Expenses	\$ 80,000.00	\$ 6,434.40	\$ 19,732.16	\$ 60,267.84	24.67%
Postage and Freight	\$ 3,700.00	\$ 0.74	\$ 103.03	\$ 3,596.97	2.78%
Printing and Binding	\$ 15,200.00	\$ -	\$ -	\$ 15,200.00	0.00%
Repair and Maintenance	\$ 7,500.00	\$ -	\$ 31.63	\$ 7,468.37	0.42%
Salaries and benefits	\$ 3,557,239.00	\$ 217,229.44	\$ 888,369.29	\$ 2,668,869.71	24.97%
Training	\$ 39,509.00	\$ 785.00	\$ 13,080.55	\$ 26,428.45	33.11%
Travel and Per Diem	\$ 64,945.00	\$ 7,093.33	\$ 15,756.43	\$ 49,188.57	24.26%
Total Expenditures	\$ 15,711,559.00	\$ 612,784.55	\$ 1,992,125.12	\$ 13,719,433.88	12.68%
Agency Balance	\$ -	\$ 1,286,421.29	\$ 1,055,987.18		

Travel Summary - October 2025

Traveler: Huttman, Gary

Dates: September 15-19, 2025

Destination: Providence, RI

Purpose of Trip: AMPO Annual Meeting

Cost: \$ 2,857.77

Paid By: MetroPlan Orlando Funds

Traveler: Rodriguez, Adriana

Dates: September 17-19, 2025

Destination: Daytona Beach, FL

Purpose of Trip: Florida Planning Conference

Cost: \$ 1,257.40

Paid By: MetroPlan Orlando Funds

Traveler: Huttman, Gary

Dates: October 13-14, 2025

Destination: Tallahassee, FL

Purpose of Trip: Meeting with FDOT Central Office L2L Regional Trail, Tallahassee, FL

Cost: \$ 296.78

Paid By: MetroPlan Orlando Funds

Traveler: Huttmann, Gary

Dates: October 5-8, 2025

Destination: Portland, ME

Purpose of Trip: NARC Executive Director's Meeting

Cost: \$ 2,392.77

Paid By: MetroPlan Orlando Funds

Traveler: Laurent, Taylor

Dates: September 16-19, 2025

Destination: Daytona Beach, FL

Purpose of Trip: Florida APA Conference 2025

Cost: \$ 1,228.28

Paid By: MetroPlan Orlando Funds

Traveler: Bouck, Lara

Dates: September 18-19, 2025

Destination: Daytona Beach, FL

Purpose of Trip: Florida Planning Conference 2025

Cost: \$ 1,410.70

Paid By: MetroPlan Orlando Funds



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: VIII.D. (Section 1)

Roll Call Vote: No

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

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

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

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

MetroPlan Budget Impact: Funds have been provided in our approved FY 2025/2026 budget for this purpose.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Staff recommends Board approval.

Supporting Information: None



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: VIII.E. (Section 1)

Roll Call Vote: No

Action Requested: Approval of Board & Committee Member Travel for 2026

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

Summary/Key Information: It is sometimes necessary for Board & Committee members to travel to Washington, DC, Tallahassee, Florida and to other locations in or out- side of Florida for MetroPlan Orlando business and to represent MetroPlan Orlando's interests. Therefore, approval is requested for Board and/or Committee members to travel as determined necessary or advantageous for the organization between January 1 and December 31, 2026.

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

MetroPlan Budget Impact: Travel will be in keeping with funding provided in our approved budget for FY2025/2026 and FY2026/2027.

Local Funding Impact: None

Committee Action:

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

Staff Recommendation: Recommends approval of this request.

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

Section 2



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: IX.A (Section 2)

Roll Call Vote: Yes

Action Requested: Board approval is requested for the 2050 Metropolitan Transportation Plan (MTP) – Resolution No. 25-12.

Reason: Federal and state regulations require MPOs to develop Metropolitan Transportation Plans (MTPs) through a performance-driven, outcome-based approach. The Plan must cover a 20-year horizon and is required to be updated every five years. Projects and programs must be in the Plan to receive federal and state funding. The MTP/LRTP was last updated December 9, 2020. Staff requests the Board take action to adopt the 2050 MTP and regional Congestion Management Process.

Summary/Key Information: The 2050 MTP was prepared cooperatively with partner agencies and engaged members of the public throughout the planning process. The Plan was adequately noticed and was made readily available for public review and comment, including electronically accessible formats. The 2050 MTP identifies roadway, transit, TSM&O, and active transportation (bicycle and pedestrian) facility improvements which are described in detail within the twenty chapters of the 2050 MTP and the Congestion Management Process. The Cost Feasible Plan (Chapter 19) identifies transportation projects that are expected to be able to be funded by the year 2050 within the Metropolitan Planning Area. Total value of the 2050 MTP Cost Feasible Plan is estimated at \$29.6 billion in federal, state, local, and toll funding.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

CAC:	To be taken up on December 3, 2025
MAC:	To be taken up on December 3, 2025
TSMO:	To be taken up on December 5, 2025
TAC:	To be taken up on December 5, 2025

Staff Recommendation: Recommends approval of the 2050 MTP.

Supporting Information: These documents are provided at Section 2:

- 2050 MTP Adopting Resolution 25-12
- 2050 MTP Summary of Plan Revisions (Draft vs Final)
- Official Record of Public Comments

Given the size of the file, the 2050 MTP Cost Feasible Plan is accessible at:

https://metroplanorlando.gov/wp-content/uploads/2050-MTP_Chapter19_Cost-Feasible-Plan_Draft_8-22-2025.pdf

Other 2050 MTP Technical Documentation is accessible at:
www.MetroPlanOrlando.gov/2050

Approval of the Orlando and Kissimmee Urbanized Areas' 2050 Metropolitan Transportation Plan

WHEREAS, MetroPlan Orlando is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando and Kissimmee Urbanized Areas; and

WHEREAS, Federal regulations 23 C.F.R. 450.306, 450.322, 450.324; 23 U.S.C. 134; Florida Statutes 339.175; 334.046, and 339.175; require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

WHEREAS, a primary responsibility of MetroPlan Orlando, as the MPO, is the development and adoption of a Metropolitan Transportation Plan (formerly: Long Range Transportation Plan) for the Orlando and Kissimmee Urbanized Areas and approved Metropolitan Planning Area; and

WHEREAS, the 2050 Metropolitan Transportation Plan is multimodal in scope and considers the transportation needs of the region as well as identifying what is financially feasible to accomplish; and;

WHEREAS, the 2050 Metropolitan Transportation Plan identifies roadway, transit, technology, safety, and bicycle and pedestrian transportation facility improvements, all of which are incorporated as part of this plan; and

WHEREAS, the 2050 Metropolitan Transportation Plan establishes MetroPlan Orlando's Congestion Management Process (CMP) to improve efficiency, reliability and safety through implementation of Transportation Systems Management and Operations (TSM&O) solutions and continued performance monitoring; and

WHEREAS, the 2050 Metropolitan Transportation Plan also incorporated by reference aspects of the Florida Transportation Plan (FTP) and its safety and modal-focused plans, Expressway Authority Master Plans and Transit Development Plans (TDP); and

WHEREAS, the 2050 Metropolitan Transportation Plan consists of a Cost Feasible Plan element and an Unfunded Needs Plan element; and

WHEREAS, the Cost Feasible Plan identifies transportation projects that we expect to be able to fund, within an acceptable margin of estimation for both costs and revenues, by the year 2050 within Central Florida; and

WHEREAS, MetroPlan Orlando is committed to supporting and seeking the advancement of a comprehensive transportation system that places a high priority on safety as well as on transportation projects that facilitate the use of many different modes and accommodate a comprehensive group of users; and

WHEREAS, as a Due Diligence Disclosure Statement, the 2050 Metropolitan Transportation Plan acknowledges certain uncertainties that may affect the plan, including:

1. New federal transportation legislation in the future may alter the revenue estimates used in the preparation of the Year 2050 Metropolitan Transportation Plan.
2. FDOT revenue estimates used for the preparation of the 2050 Metropolitan Transportation Plan may change as a result of differing fuel tax collections, new federal transportation legislation and/or state funding policy changes.
3. The development of funding plans and their sources for such toll roads and components of the Central Florida Expressway Authority Master Plan and Florida Turnpike Enterprise Work Program.
4. The identification of new and/or alternate funding sources that could make federal and/or state funds currently programmed available for programming to other transportation projects; and

WHEREAS, it is acknowledged that as the uncertainties are resolved, the 2050 Metropolitan Transportation Plan will be revised as appropriate; and

WHEREAS, both the proposed funded and unfunded transportation projects within the 2050 Metropolitan Transportation Plan have been presented for public review and comment in a public meeting, and the comments received from the public review process have been reported to and considered by the MetroPlan Orlando Board;

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board in its capacity as the Orlando Urbanized Area Metropolitan Planning Organization that the 2050 Metropolitan Transportation Plan is hereby approved as the adopted long range transportation plan for the Orlando and Kissimmee Urbanized Areas, superseding and replacing all previously adopted plans. The 2050 Plan:

- A. Sets the Direction for System Growth and Investment for the Next 25 Years
 - a. Identifies a multimodal transportation vision for long-term future projects in Orange, Osceola and Seminole Counties that includes roadway (Context-based Design, Capacity, and TSM&O) and transit projects, and identifies a Needs and Cost Feasible Plan based on goals, objectives, and targets.
 - b. The Cost Feasible Plan is established with a forecasted cost, based on year of expenditure, of \$29.6 billion for federal, state, local, and toll funded projects.
 - c. The Cost Feasible Plan follows the TMA funding allocation policy, directing eligible urbanized area funds to Off-State Highway System multimodal projects; and allocates funding annually to each of the following programs: Special Planning Studies, Safety Planning Studies, School Mobility, Signal Retiming, Regional Travel Data and Analyses, and Outreach and Training.
 - d. The Cost Feasible Plan includes:
 - i. 61 multimodal projects and programs on the National/State Highway System totaling \$1.1 billion;
 - ii. 2 high injury network countermeasures programs totaling \$146 million;
 - iii. 31 Context-based Design projects and programs totaling \$154 million;
 - iv. 30 TSM&O projects and programs totaling \$135 million;
 - v. 15 active transportation projects and programs totaling \$45 million; and
 - vi. \$13.3 billion in federal, state, and local transit investment (Capital, Operations & Maintenance).
- B. Coordinates Transportation System, Land Use and Funding
 - a. Land Use – Consistent with local government Comprehensive Plans, the 2050 Metropolitan Transportation Plan examines the impacts of land use and development upon the transportation system.
 - b. Funding – The 2050 Metropolitan Transportation Plan’s investment in the transportation system, based on existing revenue sources, is clearly unable to keep pace with the area’s population growth and its associated mobility needs.

- c. Year of Expenditure – The plan addresses Year of Expenditure requirements by forecasting inflation factors and programming projects in five-year increments (2026 - 2030, 2031 - 2035, 2036 - 2040) and a ten-year increment (2041-2050) for the final years of the Plan.
 - d. Coordination – The plan incorporates and includes coordination with the Central Florida Expressway Authority, FDOT, Florida’s Turnpike Enterprise, LYNX, SunRail, the Greater Orlando Aviation Authority, Sanford Airport Authority, and the Kissimmee Gateway Airport Authority plans and programs.
 - e. Other Factors – The plan includes future active transportation improvements; freight and goods movement strategies, environmental mitigation considerations, and recommendations for improving transportation system resilience, safety, and reliability.
- C. Is Guided by a Public Participation Plan and Incorporates Public Feedback
- a. Used a variety of creative communication tools to reach all parts of the region.
 - b. Provided public presentations throughout the area both in-person and in virtual environments.
 - c. Conducted a public meeting on September 29, 2025, to present the draft 2050 Plan and established an online summary and review of the Draft 2050 Plan at MetroPlanOrlando.org throughout the public comment period (September 29, 2025 – November 21, 2025).
 - d. Created and executed an additional Public Participation Plan for the 2050 Metropolitan Transportation Plan to ensure the plan update process included consideration of public input.
- D. Incorporated Feedback Received at Advisory Committee Meetings
- a. Community Advisory Committee (January 24, 2024 – December 3, 2025);
 - b. Technical Advisory Committee (January 26, 2024 – December 5, 2025);
 - c. Municipal Advisory Committee (February 8, 2024 – December 3, 2025);
 - d. Transportation Systems Management and Operations Advisory Committee (January 26, 2024 – December 5, 2025);
 - e. 2050 MTP Technical Workshops (February 8, 2024 – October 9, 2025); and
 - f. Transportation Disadvantaged Local Coordinating Board (February 15, 2024 – November 13, 2025)

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:
10th day of December 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary

Summary of Revisions to the 2050 MTP for Adoption

DATE: NOVEMBER 21, 2025



The purpose of this document is to summarize the changes to the 2050 Metropolitan Transportation Plan (MTP) after the draft documents were published for public review and comment. The revisions summarized below will be incorporated into the final 2050 MTP through its adoption, and are available to review upon request.

ALL CHAPTERS & APPENDICES

- Minor typographical revisions to address scrivener's errors.

CHAPTER 6 | ENVIRONMENTAL STEWARDSHIP & RESILIENCE

- Text changes to include additional information about the Florida Wildlife Corridor and its associated legislation.

CHAPTER 13 | MULTIMODAL NEEDS

- Minor edits to maps/figures to incorporate additional planning consistency projects.

CHAPTER 15 | PUBLIC PARTICIPATION FINDINGS, APPENDIX M | PUBLIC PARTICIPATION DOCUMENTATION AND RESULTS, AND APPENDIX N | RECORD OF PUBLIC COMMENTS

- Text changes to incorporate the final public participation and engagement metrics, documentation of events conducted, and outreach efforts made during the draft document public review period (September 2025 – December 2025), and documentation of public comments received by the 2050 MTP Team throughout the development of the 2050 Plan.

CHAPTER 17 | FINANCIAL RESOURCES

- Minor text changes to reference the Transportation Improvement Program (TIP) Fiscal Year (FY) 2026 – 2030, instead of a prior version of the TIP.

APPENDIX B | PLANS REVIEW SUMMARY

- Minor text changes to include additional information about the 2055 Florida Transportation Plan's Goals and Objectives for reference.

CHAPTER 19 | COST FEASIBLE PLAN AND APPENDIX Q | LOCAL TRANSPORTATION NEEDS AND OPPORTUNITIES

- Minor typographical revisions to address scrivener's errors.
- Request to change a local project's starting limit from Eagle Rock Lane to Eagles Trail (MTP ID# 80256).
- Addition of an interchange ramps project to Table Q-3 for planning consistency (MTP ID# 80276).
- Minor corrections to Table 19-6 | Florida's Turnpike Enterprise for planning consistency, including: updated cost estimates for a few projects, reordering of project records for consistency with future plans, and consolidation of maintenance projects into a single line item for record-keeping purposes.
- Revisions to incorporate the latest financial information for projects from the Transportation Improvement Program (TIP) Fiscal Years 2026 – 2030, per the modifications and amendments approved in October 2025, November 2025, and December 2025.

This document serves as the official record of public comments for the draft 2050 Metropolitan Transportation Plan (MTP). Content includes: 1) a summary of comments; 2) a report on our public meeting; 3) all comments received before the comment period, and 4) all public comments received during the comment period, September 29, 2025 – November 21, 2025.

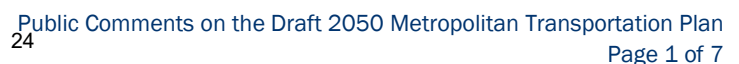
1. Written comment via email to MTP@metroplanorlando.gov
2. Written comment via mail sent to 250 S. Orange Ave., Suite 200, Orlando, FL 32801
3. Written comment during community events
4. Spoken comment at public meetings
5. Spoken comment via phone message on comment line (321-430-0721)

Central Floridians are passionate about transportation. A total of 34 comments were submitted, 14 before the public comment period, and 20 during. Commenters were thanked for participating in the planning process and provided additional information when needed.

Commenters encourage the improvement and expansion of the existing transit system. Especially more frequent service (nights, weekends, and buses every 15 minutes). Those who do have access to SunRail or LYNX appreciate the services and want more residents in the region to have access to transit.

The second most popular was congestion. Commenters expressed frustration over the levels of traffic throughout the region. Citing regular bottlenecks that prolong their drives when entering or leaving suburban areas like Poinciana, St. Cloud, Lake Mary, and Oviedo.

A couple of commenters discussed the dangerous conditions created during construction. They cited impeded visibility and overall poor safety infrastructure during the projects, making them feel unsafe (comments #20 and #21). One commenter is concerned about the intersection, Lake Sue Dr. and Corrine Dr. and suggests the addition of a traffic signal. (comment #23)





2050 MTP Public Meeting

The MTP Public Meeting was held on Monday, September 29, 2025 at the Orange County Multicultural Center, from 5-7 p.m., 18 participants came to get information on the 2050 Plan.

In a break with past formats, MetroPlan Orlando made this public meeting an open-house event, at which attendees could browse 13 information stations and discuss transportation issues with experts at each table. Each station had a digital monitor showing slides relevant to the content. Everyone was given a map of the room, so they could locate the stations that interested them most. Each map had a comment form on the back, which participants turned in at the end for a gift.



The most popular stations among attendees were the 2050 Issues & Drivers of Change and Safety (Vision Zero).

After the meeting, staff posted a video version of the public meeting content, which is available on YouTube and at MetroPlanOrlando.gov/2050. This video covers the high points of all the information stations and includes images and video clips from attendees.

THERE WAS A LOT TO TALK ABOUT

At the end of the night, five people turned in public comments. Topics of conversation were varied: transit, Brightline, safety, and the need for more multimodal transportation. Attendees told us that they enjoyed the public meeting format in which they could choose the topics they wanted to learn about and talk to people who had developed those portions of the plan.



PUBLIC NOTIFICATION.

The meeting was advertised through our website, email, and social media (LinkedIn and Facebook) beginning on September 11, 2025. Staff also promoted the meeting at events and meetings leading up to it.



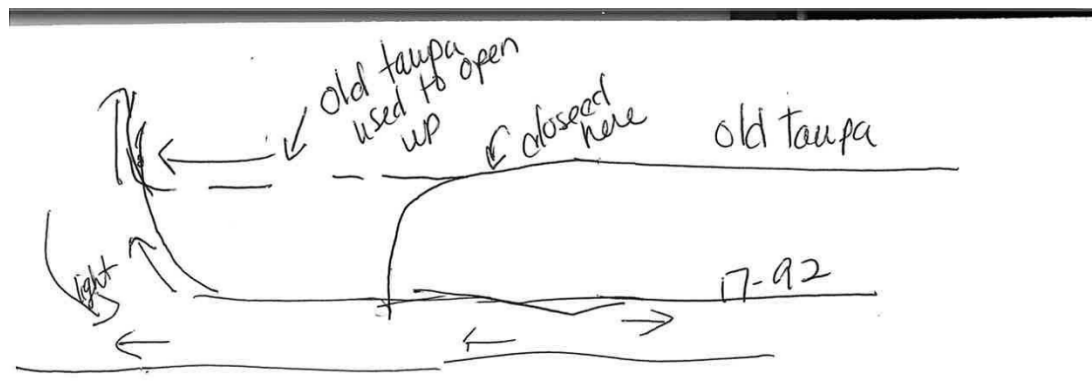
Record of Public Comments Received Before the Comment Period

Comment No.	Name	Date Received	Comment Method
1	Aurea Cortolaza	6/25/2025	Written Comment @ Community Event
The transportation is too slow. There is way too much traffic. (Translated from Spanish by staff)			
Comment No.	Name	Date Received	Comment Method
2	Daphne Battle	6/25/2025	Written Comment @ Community Event
More contracts with FreeBee allowed in Orange County.			
Comment No.	Name	Date Received	Comment Method
3	C. Leonard	6/25/2025	Written Comment @ Community Event
Increase Sun Rail, connect cities.			
Comment No.	Name	Date Received	Comment Method
4	Lena Rivera	7/24/2025	Written Comment @ Community Event
Why is public transportation only to 11 p.m.? If you're out and don't drive, you're stuck out. Also, the train does not go to Davenport, only from Poinciana Blvd to Davenport. A lot of people would take the train.			
Comment No.	Name	Date Received	Comment Method
5	Esther Bennet	7/24/2025	Written Comment @ Community Event
Poinciana needs an overpass to take off the traffic. Village 8.7 Haines City traffic, all through Poinciana. Fine driver, don't stop, got children and adults.			
Comment No.	Name	Date Received	Comment Method
6	Zadawa Colon	7/24/2025	Written Comment @ Community Event
My concern is more about the safety issues. There is a lot of construction, and the roads get small, especially at night, and the visibility is not good. I think that better lighting will help move forward in all aspects.			
Comment No.	Name	Date Received	Comment Method
7	Lisa Logan	7/24/2025	Written Comment @ Community Event
There is a need for more transportation in this area. Need Sunday services.			
Comment No.	Name	Date Received	Comment Method
8	Elisabeth Mathieu	7/24/2025	Written Comment @ Community Event
Please work on improving public transportation, bus, tramway, metro, we need better service.			
Comment No.	Name	Date Received	Comment Method
9	Michelle Carlos	7/24/2025	Written Comment @ Community Event
A suggestion: To create an emergency lane on major thoroughfares to avoid traffic stoppage.			

Comment No.	Name	Date Received	Comment Method
10	Joan Bender	7/24/2025	Written Comment @ Community Event

The road, Old Tampa meets 17-92 and was closed to divert traffic from Old Tampa. It's closed at the end, near the Electric Power Plant (see diagram on back). Reopen Old Tampa to the Polk/Osceola Line Rd.

Diagram on back:



Comment No.	Name	Date Received	Comment Method
11	Chanda Griesse	8/26/2025	Written Comment @ Community Event

More coverage is needed for bus stops. I'm thankful that the SCOUT alternative transportation system will be up and running in October. I'm hoping there will be a significant discount for students.

Comment No.	Name	Date Received	Comment Method
12	Metehn	8/28/2025	Written Comment @ Community Event

More frequent access; bus every 15 minutes, it takes me 3 hours.

Comment No.	Name	Date Received	Comment Method
13	Nadia Ramdas on behalf of St Cloud Residents	9/27/2025	Email

As we all know, Osceola County, specifically Saint Cloud, is growing exponentially. We are in dire need of additional roads. What should take 15 minutes takes 1 hour to get around. Narcoossee is the only way in and out of Sunbridge (Tavistock's master planned community, which will encompass 27,000 acres between Orange and Osceola counties). The values of our homes are going down because people are absolutely fed up dealing with horrendous traffic every single day. Narcoossee bottle necks at the Boggy Creek intersection and continues until after Cyrils Drive. It takes forever to drive just a few miles. We are patiently waiting for Sunbridge Parkway, which will connect us to the 528 allowing for more traffic flow but that still won't be sufficient.

Comment No.	Name	Date Received	Comment Method
14	Pedro Rodriguez	9/29/2025	Public Meeting

Can you bring up more collaboration between Brightline and GOAA with regards to funding.

Comment No.	Name	Date Received	Comment Method
15	Rod Olsen	9/29/2025	Public Meeting
Great job - wonderful presentations. I really appreciate the opportunity to participate.			

Comment No.	Name	Date Received	Comment Method
16	Jamie McMillan	9/29/2025	Public Meeting
Thank you! As a resident of Orlando, I appreciate all of the passionate work that MPO puts into improving our communities.			

Comment No.	Name	Date Received	Comment Method
17	Kevin Hale	9/29/2025	Public Meeting
Excellent presentations! Very organized, clean and clear. I'm not directly involved in the realm of planning, myself, so it was a great learning experience.			

Comment No.	Name	Date Received	Comment Method
18	Dalla Curenton	9/29/2025	Public Meeting
Really well presented information with good metrics and community involvement processes. It's a big job and all the work that goes into it makes all the difference. The focus on safety and modes of transportation is so critically important, I'm glad to see it is a primary focus.			

Record of Public Comments Received During the Comment Period

Comment No.	Name	Date Received	Comment Method
19	Mike Emmons	10/1/2025	Email
Please enhance the bottleneck in Lake Mary. As I get to Longwood, going west, it opens up. The Lake Mary area is always backed up. Perhaps run the pay lanes all the way up to Sanford??? Thank you.			

Comment No.	Name	Date Received	Comment Method
20	Emily McCormick	10/8/2025	Written Comment @ Community Event
The exit area for Running Bull Rd into Econlockhatchee Rd is extremely dangerous and has been under construction since the beginning of 2024. I am moving out soon, but it needs to be seriously addressed. I was in a severe crash in May 2024 due to the unsafe design and lack of safety infrastructure along the road.			

Comment No.	Name	Date Received	Comment Method
21	Aidan Tucker	10/8/2025	Written Comment @ Community Event
The section of 417 and the Oviedo area has been under improvement for a while. At night and during rain, visibility is awful, and the bends caused by the sectioned off area make it difficult (scary) to drive on. A floodlight/improved visibility would be nice.			

Comment No.	Name	Date Received	Comment Method
22	Fraser S. Howe Jr.	10/10/2025	Email
FYI, after living in Dr. Phillips since 1989 and working in the metro-Orlando region, I moved to Longwood in early 2024 to a townhouse next to the Longwood Station. I frequently take advantage of the option to use SunRail and Lynx and would like to see those options become available to more people in the region.			

Comment No.	Name	Date Received	Comment Method
23	Sean & Beth Anne Cuda	10/16/2025	Email
Did you consider placing a light at Lake Sue Drive and Corrine? I could not get a direct answer at the meeting and was told "probably there is a DOT requirement on distances between lights. What is the DOT requirement for distances between lights? The Beeman Park neighborhood is landlocked to Corrine. I believe we are the only neighborhood connected to Corrine this way, with no traffic light to exit our area. Compounding the traffic of the neighborhood is commercial traffic from Palmer's Nursery. When I asked the staff about this, they pointed to a spring on the backside of the neighborhood and said, "You can exit this way". I pointed out that it was indeed a spring and not a roadway and was a little concerned that staff thought a spring was a roadway. Additionally, we have no line of sight exiting on Corrine from Woodlawn due to the bike path, Palmer's and a fence that all about the intersection of Woodlawn and Corrine. There have been several accidents at this intersection in the past year alone. This is a hazardous situation and is not addressed in the plan. Would you consider a traffic light at Lake Sue Drive instead of a pedestrian crossing at Janice? Thank you for your time, Sean and Beth Anne Cuda			

Comment No.	Name	Date Received	Comment Method
24	Sofia Sarmento Rosa	10/21/2025	Written Comment @ Community Event
I would like Narcoosee St to have less traffic.			

Comment No.	Name	Date Received	Comment Method
25	Melody Rivas	10/21/2025	Written Comment @ Community Event
Different bus stops that are more consistent, because some are so far and inconvenient. Also, parking lots need more!!			

Comment No.	Name	Date Received	Comment Method
26	Donna	10/21/2025	Written Comment @ Community Event
Reduce the wait time for the bus.			

Comment No.	Name	Date Received	Comment Method
27	Bob	10/21/2025	Written Comment @ Community Event
I want weekend trains. More trains. I <3 trains.			

Comment No.	Name	Date Received	Comment Method
28	Mya Freeman	10/21/2025	Written Comment @ Community Event
I think I-4 Highway should be fixed. There is a lot of traffic, and it is unsafe for new drivers.			

Comment No.	Name	Date Received	Comment Method
29	Lola Bovell	10/21/2025	Written Comment @ Community Event
We need better East-West Central FL transportation, ideally a train.			

Comment No.	Name	Date Received	Comment Method
30	Javier Pagan	10/21/2025	Written Comment @ Community Event
This is my 2 cents. Take a look at the city of San Diego, California. The trolley system goes through the entire city. The bus system is also very robust, there is more information on MTS and SANDAG organizations for more info!			

Comment No.	Name	Date Received	Comment Method
31	Claudia T.	11/5/2025	Written Comment @ Community Event
We need access to public transportation – buses. In this area, scooters and electric bikes are probably more dangerous because of poor traffic control and congestion.			

Comment No.	Name	Date Received	Comment Method
32	Donald D'Orto Jr.	11/5/2025	Written Comment @ Community Event
We need dedicated two-way bus lanes, no cars allowed, with stations on 436, State Road 50, and south Narcoossee Rd. See Curitiba, Brazil, for a great example. Thank you.			

Comment No.	Name	Date Received	Comment Method
33	Margarette Dorelien	11/17/2025	Email
WE DO NOT need another TOLL ROAD!! WE need to expand TRI RAIL!!! To accommodate the elderly to get around to malls, amusement parks via Tri-Rail and bus! Give a commuter-friendly rail system along the I -4 corridor!			

Comment No.	Name	Date Received	Comment Method
34	Margarette Dorelien	11/18/2025	Email
Please consider the rail expansion strongly!! Thank you!			



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: IX.B (Section 2)

Roll Call Vote: Yes

Action Requested: FDOT and Florida's Turnpike Enterprise (FTE) request approval of amendments to the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP).

Reason: FDOT is requesting the addition of one (1) project which received a federal discretionary grant be added to the TIP so that federal funds for the project can be authorized. FTE is requesting to amend one (1) project to include additional funds in FY 2026 and FY 2027.

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

- FM# 456094-1: Osceola County Basin Studies for Resilience – PROTECT Grant. This amendment adds a new project to receive a federal discretionary grant. Funding is for planning in FY 2026 and consists of \$1,750,000 in federal (PROD) funds.
- FM# 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding is for right-of-way in FY 2027 and consists of \$75,000,000 in state (MFF) funds, and construction in FY 2026 and consists of \$200,000,000 in state (MFF) funds.

MetroPlan Budget Impact: None.

Local Funding Impact: None.

Committee Action:

CAC:	To be taken up on December 3, 2025
MAC:	To be taken up on December 3, 2025
TSMO:	To be taken up on December 5, 2025
TAC:	To be taken up on December 5, 2025

Staff Recommendation: Recommends approval

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

- FDOT letter dated November 12, 2025
- FTE letter dated November 19, 2025
- Proposed Board Resolution No. 25-13



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

11/12/2025 | 3:13 PM EST

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

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

Dear Mr. Huttman:

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

Osceola County received funding through the PROTECT grant program for basin studies for resilience. Project #456094-1 has been added to the TIP. This will require a formal amendment so that federal funds for the project can be authorized.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
456094-1	Osceola County Basin Studies for Resilience – PROTECT Grant	N/A	N/A	PLN	PROD	\$1,750,000	2026

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
ISD Planning Manager, FDOT

c: Alex Trauger, FDOT
 Taylor Laurent, FDOT
 Jim Stroz, FDOT
 Kellie Smith, FDOT
 FDOT D5 Work Program



Florida Department of Transportation

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza
Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.
SECRETARY

November 19, 2025

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

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (The Enterprise) requests the following modifications to be made to MetroPlan Orlando's Adopted Fiscal Year 2026 – Fiscal Year 2030 Transportation Improvement Program (TIP) in compliance with the corresponding changes to the Department's Adopted Work Program.

Update Section 6: Toll Road Projects (page 180-266). Please amend the project information as described below.

FM# 446581-4 POINCIANA CONNECTOR

Current TIP Status: Project is included in the FY 2026-FY 2030 TIP.

PHASE	FUND SOURCE	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	MFF		\$40,465,539				\$40,465,539
Total ENV			\$40,465,539				\$40,465,539
PE	PKYI	\$905,996	\$26,272,260				\$27,178,256
TOTAL PE		\$905,996	\$26,272,260				\$27,178,256
ROW	MFF		\$50,000,000				\$50,000,000
ROW	PKYI	\$1,000					\$1,000
TOTAL ROW		\$1,000	\$50,000,000				\$50,001,000
RRU	PKYI	\$1,000					\$1,000
TOTAL RRU		\$1,000					\$1,000
Total Active Years		\$907,996	\$116,737,799				\$117,645,795
Total Prior Cost							\$17,294,499
Total Programmed		\$907,996	\$119,739,799				\$134,940,294

www.fdot.gov | www.floridasturnpike.com

Proposed Amendment:

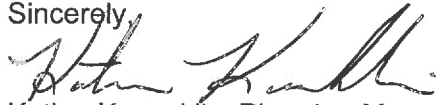
PHASE	FUND SOURCE	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	MFF		\$40,465,539				\$40,465,539
Total ENV			\$40,465,539				\$40,465,539
PE	PKYI	\$905,996	\$26,272,260				\$27,178,256
TOTAL PE		\$905,996	\$26,272,260				\$27,178,256
ROW	MFF		\$75,000,000				\$75,000,000
ROW	PKYI	\$1,000					\$1,000
TOTAL ROW		\$1,000	\$75,000,000				\$75,001,000
RRU	PKYI	\$1,000					\$1,000
TOTAL RRU		\$1,000					\$1,000
CST	MMF	\$200,000,000					\$200,000,000
Total CST		\$200,000,000					\$200,000,000
Total Active Years		\$200,907,996	\$141,737,799				\$342,645,795
Total Prior Cost							\$17,294,499
Total Programmed		\$200,907,996	\$141,737,799				\$359,940,294

Difference: The ROW cost has increased to \$75,000,000 and we have added Construction cost which is \$200,000,000.

Explanation: The scope of the project has been modified, and cost estimates have changed.

Thank you for your assistance with this matter. If you have any questions, please contact me at (407) 264-3808.

Sincerely,



Katina Kavouklis, Planning Manager
Florida's Turnpike Enterprise

cc: Taylor Laurent, MetroPlan Orlando Transportation Planner
Loren Hughes, Enterprise MPO Liaison
Victoria Williams, Enterprise Liaison Administrator

Amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program

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

WHEREAS, the Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) are requesting to amend the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requesting amendment is described as follows:

- FM #456094-1: Osceola County Basin Studies for Resilience – PROTECT Grant. Funding is for planning in FY 2026 and consists of \$1,750,000 in PROD funds;
- FM # 446581-4: Poinciana Connector. New Road Construction Project in Osceola County. Funding is for right-of-way in FY 2027 and consists of \$75,000,000 in MFF funds, and construction in FY 2026 and consists of \$200,000,000 in MFF funds; and

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

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

CERTIFICATE

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

Commissioner Bob Dallari, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
10th day of December 2025**

ATTEST:

Lisa Smith
Sr. Board Services Coordinator & Recording Secretary



Board Action Fact Sheet

Meeting Date: December 10, 2025

Agenda Item: IX.C (Section 2)

Roll Call Vote: No

Action Requested: To elect the Board Chair, Vice Chair and Secretary-Treasurer for the period December 10, 2025, through December 9, 2026.

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

Summary/Key Information: The Board's 2025 Officers are as follows:

Chairman:	Commissioner Bob Dallari
Vice Chairman:	Commissioner Christine Moore
Secretary/Treasurer	Commissioner Viviana Janer

MetroPlan Budget Impact: None

Local Funding Impact: None

Committee Action:

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

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

Supporting Information: Provided at Section 3:

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

History of Past Chairs Report – 1996-2025

History of Past Chairs Report

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

Jan 2019 – Dec 2019	Orange County Commissioner Betsy VanderLey
Jan 2020 – Dec 2020	Seminole County Commissioner Bob Dallari
Jan 2021 – Dec 2021	Osceola County Commissioner Viviana Janer
Jan 2022 – Dec 2022	Orange County Commissioner Mayra Uribe
Dec 2023 – Dec 2023	Orange County Commissioner Mayra Uribe
Dec 2023 – Dec 2024	Osceola County Commissioner Cheryl Grieb
Dec 2024 – Dec 2025	Seminole County Commissioner Bob Dallari

Section 3



December 10, 2025

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

From: Gary Huttman, Executive Director

Subject: Executive Director's Report for September

- I attended the GOAA TAKEOFF 2025 Event on November 14, 2025
- I interviewed with Invest Orlando on November 17
- I attended the Public Meeting for the Moving I-4 Forward Initiative on November 18
- I attended (virtually) the Senate Transportation Committee Meeting on November 18 to hear a panel discussion on the growing use of E-Bikes and the subsequent safety concerns
- I participated in the Lake-to-Lake Regional Trail Discussion on the Greenprint Master Plan
- I met with Tawny Olore, representing Seminole County, on November 24 to discuss transportation issues/concerns in Seminole County
- I met with Commissioner Dallari and several Seminole County staff members on November 25 to discuss transit issues
- I toured the Altamonte Springs AGIL with the new UCF Director of the School of Public Administration on November 25
- I met with Orange County Commissioner Wilson on December 1 to discuss MetroPlan Leadership
- I met with Commissioner Dallari on December 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Uribe on November 6 for a MetroPlan Orlando agenda review
- I met with Commissioner Semrad on December 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Moore on December 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Uribe on December 4 for a MetroPlan Orlando agenda review
- I met with Commissioner Janer on December 4 for a MetroPlan Orlando agenda review
- I met with Mayor Demings on December 5 for a MetroPlan Orlando agenda review
- I met with Mayor Espinosa on December 8 for a MetroPlan Orlando agenda review
- I met with Council Member Gilbert on December 8 for a MetroPlan Orlando agenda review
- I joined Board Members from the Palm Beach MPO on December 9 for their tour of the BEEP Headquarters and demonstration of the HOLON autonomous vehicle

FDOT

- I continue regular monthly meetings with FDOT leadership

Association of Metropolitan Planning Organizations

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

National Association of Regional Councils

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

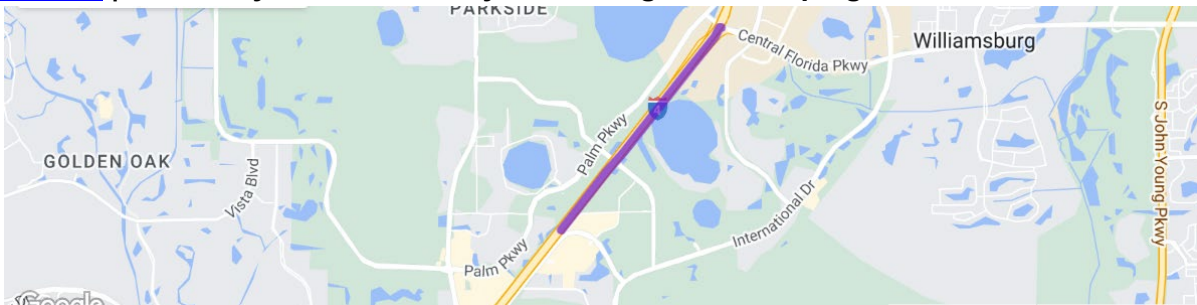
Orange, Osceola, and Seminole Counties Project Status Update as of November 3, 2025

The following is a brief status update on major FDOT road construction projects in Orange, Osceola, and Seminole counties as of November 3rd. The next cutoff date is December 8, 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:

[441113-2](#) | I-4 at Daryl Carter Parkway Interchange Landscaping



- Contract E56F9
- Contractor: Superior Construction Company Southeast, LLC
- Project Cost: \$83 million
- Project Start: October 2025
- Estimated Completion: Summer 2028
- **Description:** This project will landscape the Daryl Carter Parkway diverging diamond interchange overpass, between Central Florida Parkway and State Road 535. The interchange gives motorists an alternative route to reach retailers and restaurants in the Lake Buena Vista area.

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



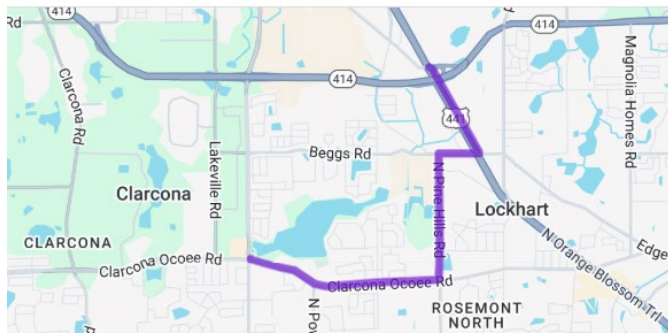
- Contract: T5859
- Contractor: American Design Engineering Construction Inc.
- Construction Cost: \$2.7 million
- Project Start: December 2025
- Estimated Completion: Summer 2026
- **Description:** The purpose of this project is to reconstruct and upgrade the existing traffic signal at the intersection of Orange Blossom Trail (U.S. 441/ State Road 500) and Clarcona-Ocoee Road to include new signal poles, new signal heads with enhanced visibility for drivers, and new pedestrian signals. Additional intersection improvements include the extension of the eastbound right-turn lane.

[continued on next page]

ORANGE COUNTY CURRENT PROJECTS:

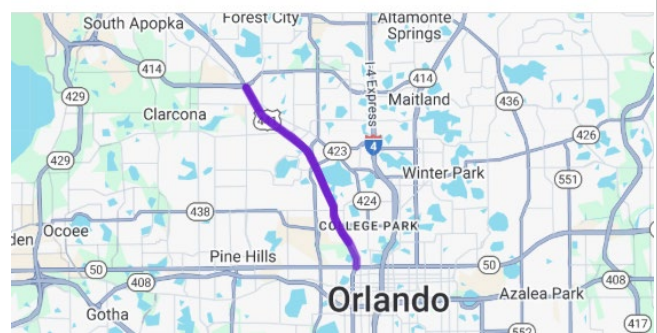
436433-1 & 447104-1 | S.R. 500 (U.S. 441) – From North of S.R. 50 to S.R. 414 Interchange Ramps

436433-1 Coast to Coast Trail - Orange County Gap Trail Segment 2



The purpose of this project is to construct a multi-use trail facility, which will connect the Clarcona-Ocoee Connector Trail to the west and the Seminole Wekiva Trail to the east. This is part of the Coast-to-Coast Trail in Orange County.

447104-1 U.S. 441 from S.R. 50 to S.R. 414 Ramps



The Florida Department of Transportation (FDOT) is resurfacing approximately 6.5 miles of U.S. 441 (Orange Blossom Trail) from north of Colonial Drive (State Road (S.R.) 50) to the S.R. 414 ramps. This work will extend the life of the existing roadway and enhance overall safety.

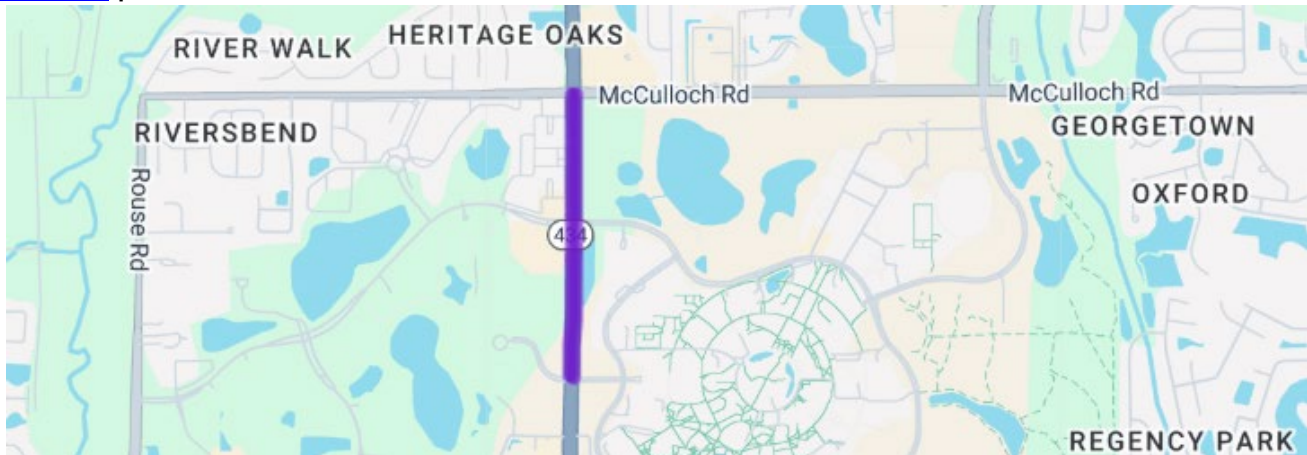
Other improvements include the installation of bike lanes in select locations, filling in sidewalk gaps, and reconstructing pedestrian curb ramps to meet current Americans with Disabilities Act (ADA) standards. FDOT will also replace the existing open median at Mott Avenue with a directional median to reduce potential conflict points. This change will allow left turns from U.S. 441 onto Mott Avenue while restricting left turns from Mott Avenue and Pope Road onto U.S. 441. A bi-directional median will also be installed at Busby Avenue/National Street to help improve traffic flow.

Additional safety improvements include narrowing travel lanes by one foot to help moderate vehicle speeds, widening turn lanes, adding median landscaping, and upgrading traffic signals and lighting to improve visibility and traffic efficiency.

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

Update: Project began on 11/2/25. Contractor is working on milling and resurfacing.

448799-1 | S.R. 434 from Centaurus Boulevard to McCulloch Road

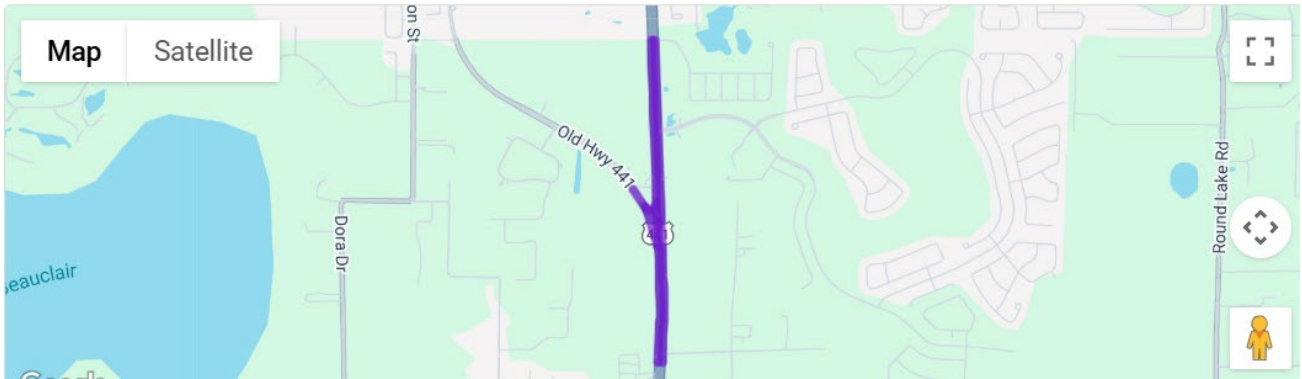


- Contract: T5846
- Contractor: American Design Engineering Construction, Inc.
- Construction Cost: \$1.4 million
- Project Start: June 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of this project is to resurface Alafaya Trail (State Road (S.R.) 434) from Centaurus Boulevard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

Update: The contractor is currently finalizing signalization work.

[continued on next page]

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

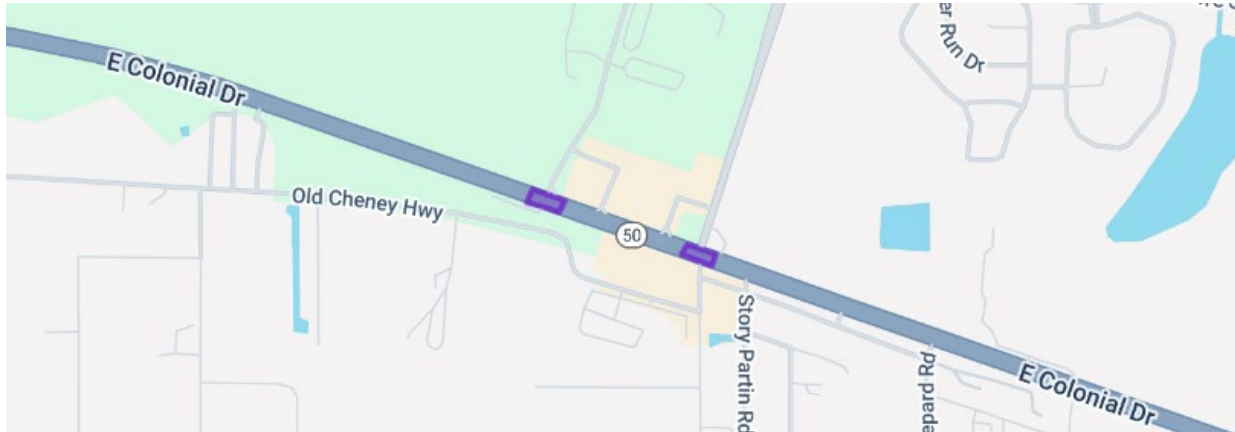


- Contract: T5838
- Contractor: Masci General Contractors, Inc.
- Construction Cost: \$7.7 million
- Project Start: April 2025
- Estimated Completion: Spring 2026
- **Description:** The purpose of this project is to implement operational and safety enhancements along U.S. 441 from Wadsworth Road to the Lake County line, between the cities of Apopka and Mount Dora. The project plans to resurface this segment of U.S. 441 to extend the life of the existing roadway. To enhance safety, the project includes modifications at the intersection of U.S. 441 and County Road (C.R.) 500A, which involves removing the left turn from eastbound C.R. 500A to northbound U.S. 441 and realigning the left turn from northbound U.S. 441 to westbound C.R. 500A. Pedestrian improvements are also planned at the Stoneybrook Hills Parkway intersection, including new crosswalks and pedestrian signals, as well as enhanced lighting.

Update: The contractor continues to work on concrete improvements, roadway widening, and paving, as well as sidewalk tie-ins for the intersection of U.S. 441 and C.R. 500A. The contractor has also begun driveway demolition and repouring on C.R. 500A as of late October.

[continued on next page]

452932-1 | S.R. 50 at Corner School Drive and Chuluota Road

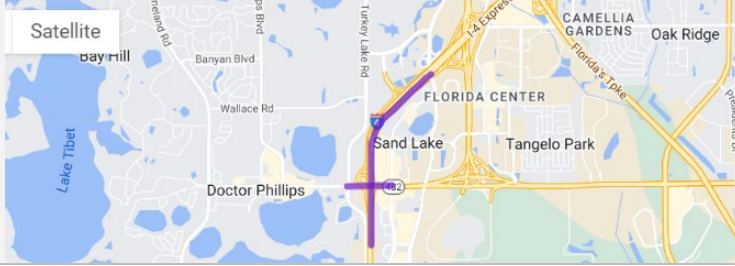
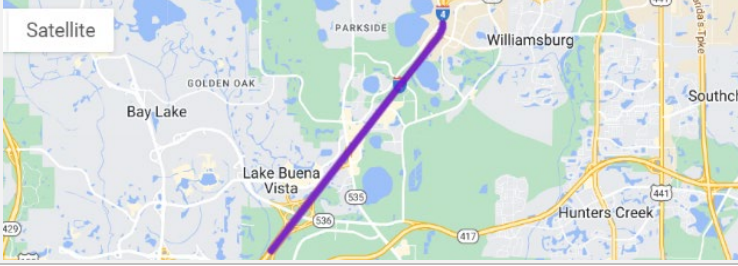


- Contract: E52F4
- Contractor: Garcia Civil Contractors
- Project Cost: \$1.6 million
- Project Start: January 2025
- Estimated Completion: Late 2025
- **Description:** The project incorporates safety improvements at the intersections of Corner School Drive and Chuluota Road with Colonial Drive (State 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 turned on the new traffic signal at the intersection of S.R. 50 and Corner School Drive. The traffic signal was activated on Oct. 14.

[continued on next page]

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

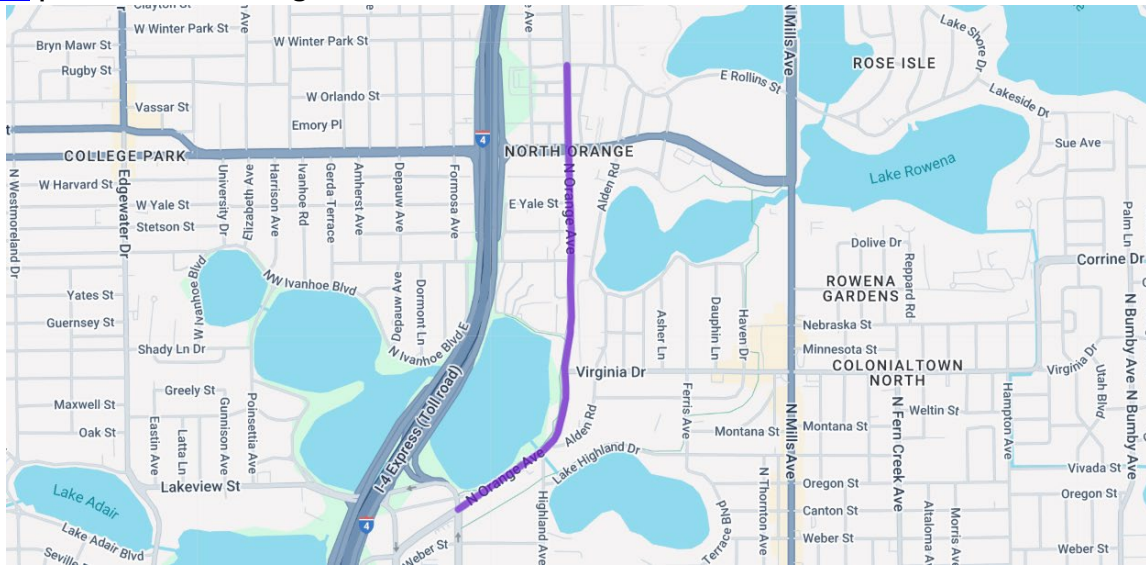
444315-1	444315-3
	
Description: This project will convert the Sand Lake Road and I-4 interchange into a diverging diamond interchange. The Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic at an interchange cross to the opposite side of the road on both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

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

Update: The project has been extended to December 2027. Crews are pile-driving on both sides of Sand Lake Road, between the eastbound and westbound I-4 bridges, to build the new bridge that will become the I-4 Express extension. A jack and bore operation is taking place under Sand Lake Road.

[continued on next page]

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

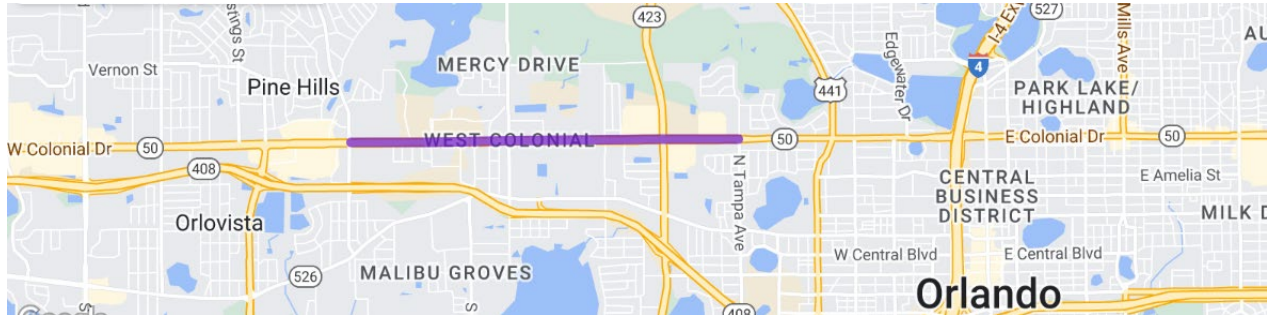


- Contract: E50F4
- Contractor: Ranger Construction Industries, Inc.
- Construction Cost: \$4 million
- Project Start: January 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of the project is to make safety and operational improvements along North Orange Avenue (State Road (S.R.) 527) from Magnolia Avenue to Rollins Street in Orlando. The project plans to reconfigure the roadway to include a single travel lane in each direction and use the existing outside travel lanes for additional on-street parking. In some areas, the curb line will be extended, and in other areas floating islands will be built to help define the on-street parking and help to encourage safer driving speeds along the corridor. Pedestrian safety improvements are also planned. Additionally, the roadway will be repaved to extend the service life of the existing roadway. Drainage modifications and upgraded pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards are also planned.

Update: Contractor is finalizing paving operations throughout the project corridor. Once this layer is completed, the contractor will wait two weeks for the final layer.

[continued on next page]

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

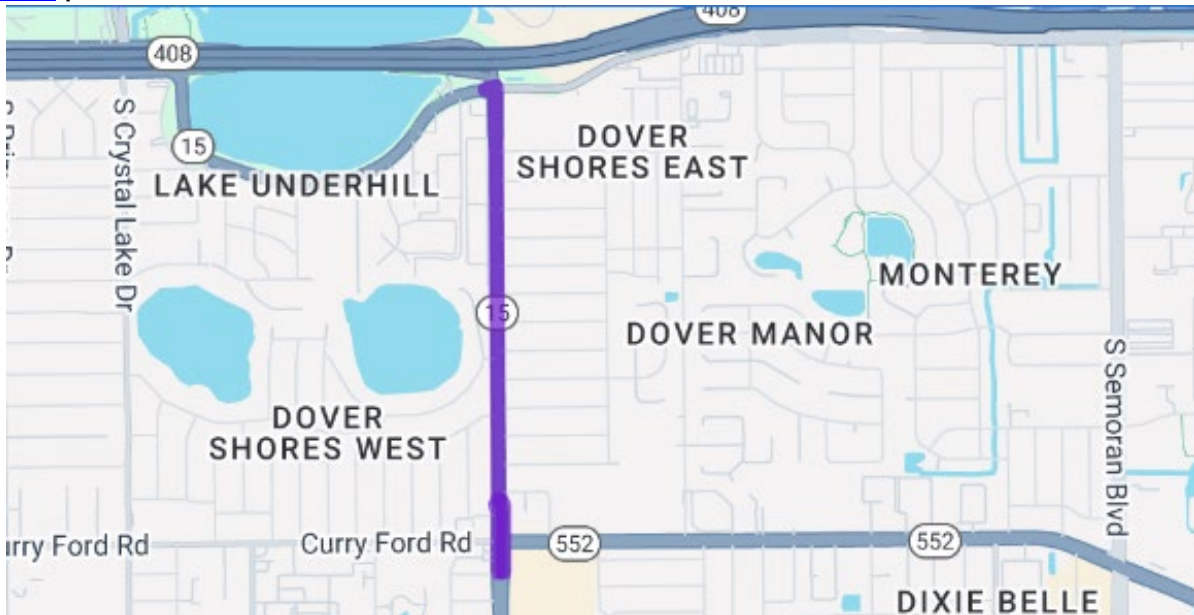


- Contract T5798
- Contractor: Watson Civil Construction, Inc.
- Project Cost: \$15 million
- Project Start: April 2024
- Estimated Completion: Fall 2025
- **Description:** This Florida Department of Transportation (FDOT) project is intended to enhance safety and operations along the corridor of Colonial 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 working on punch list items and signage.

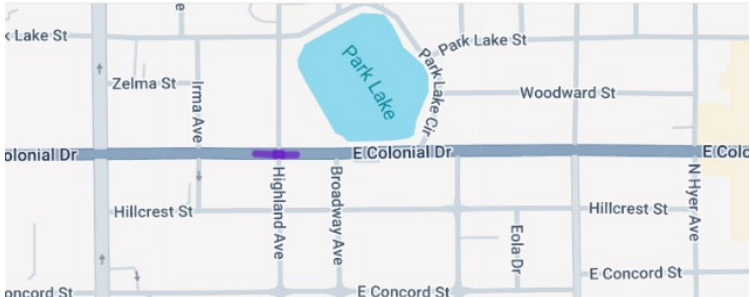
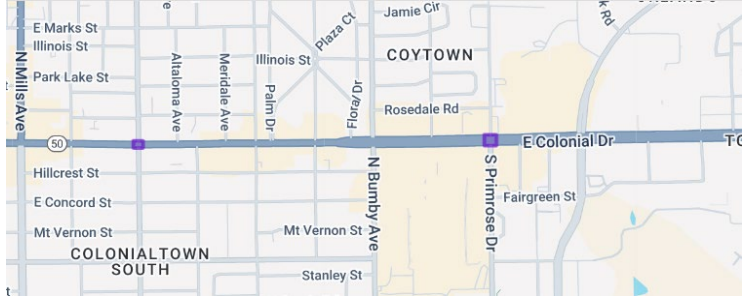
[continued on next page]

[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: Winter 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 includes safety enhancements such as a separate bicycle lane and medians in certain locations to help reduce left-turn and angle crashes.
- Update:** The contractor is working on final striping, signage, and punch list items for conditional final acceptance. Final walkthrough was held on 10/2/25. The contractor is still waiting on the mast arm for the PHB and RRFBs to finish the project.

[continued on next page]

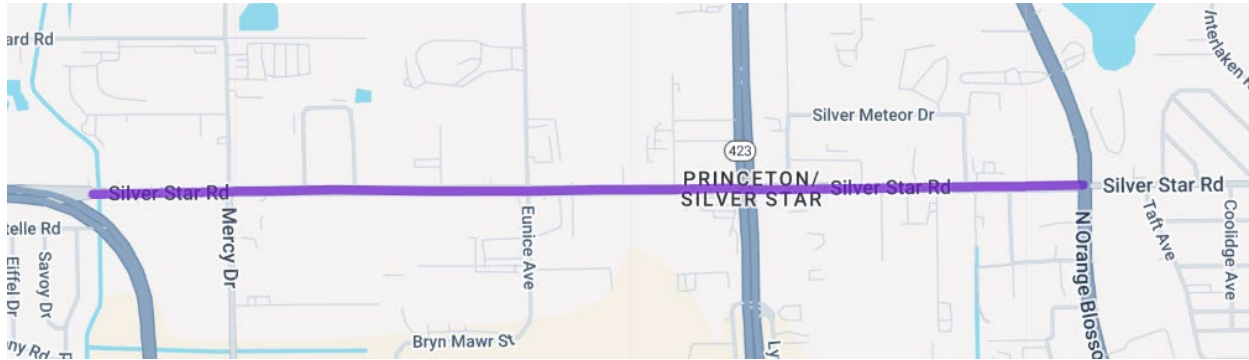
<u>447607-1</u> S.R. 50 at Highland Avenue  Description: The project will reconstruct the existing traffic signal at the intersection of East Colonial Drive (State Road 50) and Highland Avenue with upgraded signal poles and signal heads. The project also proposes reconstructing and extending the curb on all four corners to help define the on-street parking and reduce pedestrian crossing distances at the intersection. The curb reconstruction also includes modifications to more easily accommodate large vehicles making turns onto Highland Avenue. Other safety improvements include reconstructing the sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing sidewalk connections to bus pads. Necessary drainage modifications are also planned.	<u>447717-1</u> S.R. 50 at North Fern Creek Avenue and Primrose Drive  Description: This project will reconstruct the existing traffic signals at the intersections of Colonial Drive (State Road (S.R.) 50) and North Fern Creek Avenue and Colonial Drive at Primrose Drive with upgraded signal poles and signal heads. Pedestrian safety improvements include reconstructing the curbs on all four corners, reconstructing sidewalk curb ramps in accordance with current Americans with Disabilities Act (ADA) standards, upgrading pedestrian signals, and constructing a new bus pad at Primrose Drive.
--	--

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

Update: The contractor is working on clearing and grubbing, excavation, milling, and resurfacing.

[continued on next page]

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



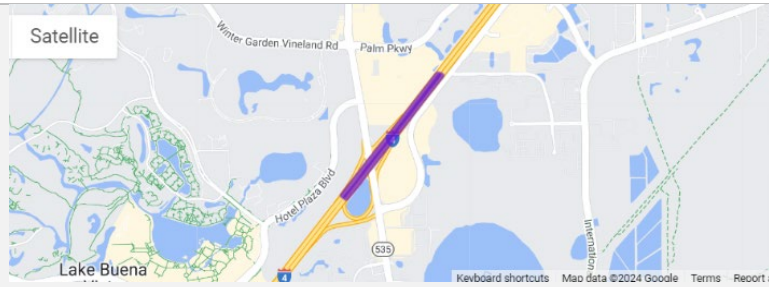
- Contract E53F6
- Contractor: Jr. Davis Construction Co., Inc.
- Construction Cost: \$4.9 million
- Project Start: December 2024
- Estimated Completion: Fall 2025
- **Description:** This project intends to implement operational and safety improvements along Silver Star Road (State Road (S.R.) 416) from 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 working on final punch list items.

[continued on next page]

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

448914-1



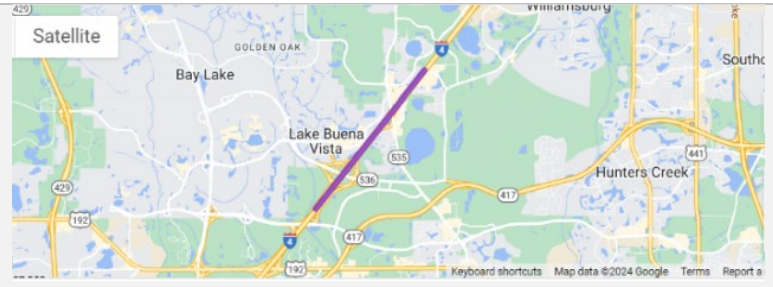
Description: This project will partially reconstruct the Interstate 4 (I-4) and Apopka-Vineland Road (State Road (S.R.) 535) interchange to enhance safety and improve access to and from westbound I-4.

Planned improvements include:

- Constructing a new loop ramp from northbound Apopka-Vineland Road to westbound I-4. The ramp will enhance safety and mobility by eliminating the need for motorists to turn left across traffic.
- Realigning the westbound I-4 entrance ramp from southbound Apopka-Vineland Road, improving traffic flow, and giving motorists more time to merge onto I4.
- Lengthening the westbound I-4 exit ramp to Apopka-Vineland Road to reduce backups onto the I-4 mainline.
- Milling and resurfacing Apopka-Vineland Road and extending storage for left- and right-turn lanes.

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

449771-1



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

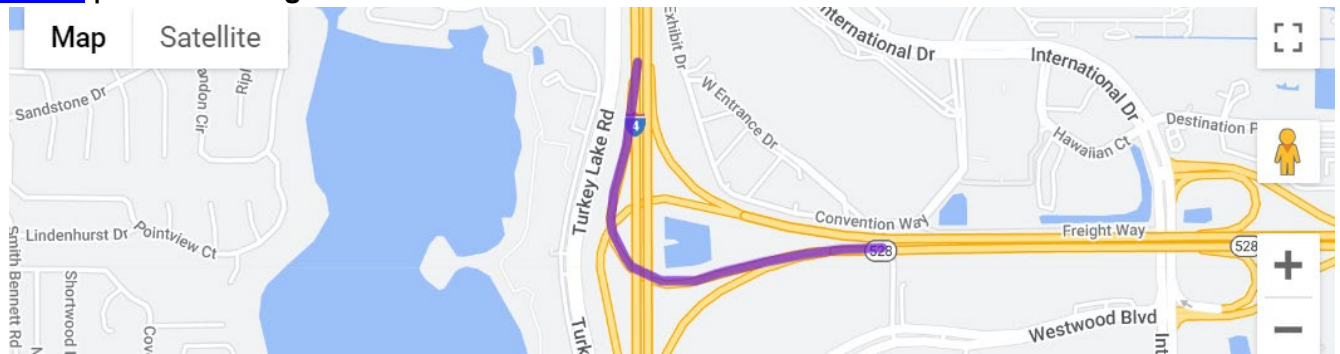
To learn more, please visit: www.i4beyond.com

- 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 decided to leave the eastbound I-4 entrance ramp from S.R. 535 to a single lane. Pond dewatering and temporary critical wall installation are ongoing. Crews are installing MSE walls on the loop ramp to create the foundation.

[continued on next page]

[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: Over the next few weeks, crews will be conducting traffic shifts on the westbound I-4 exit ramp to eastbound S.R. 528 to finish paving and painting the bridge. The westbound I-4 ramp to eastbound S.R. 528 will be closed overnight on Nov. 5 - 6 from 10 p.m. to 6 a.m.

ORANGE COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

[continued on next page]

OSCEOLA COUNTY

OSCEOLA COUNTY UPCOMING PROJECTS:

None to report.

OSCEOLA COUNTY CURRENT PROJECTS:

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

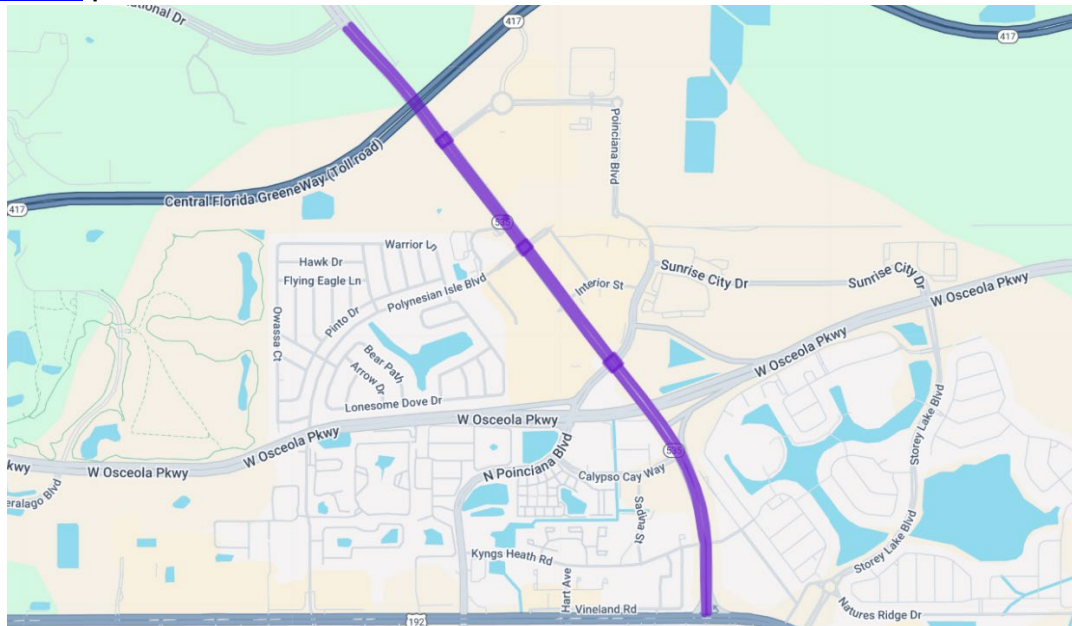


- Contract T5836
- Contractor: C.W. Roberts Contracting, Inc.
- Project Cost: \$18.3 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of the project is to add an eastbound and westbound passing lane on State Road 60. Other improvements include reapplying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

Update: The contractor is working on drainage installation, structure installations, and shoulder work.

[continued on next page]

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 enhanced lighting at signalized intersections, are also planned.

Update: The contractor is continuing work on milling and resurfacing, rumble strips installation, and punch list items.

[continued on next page]

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

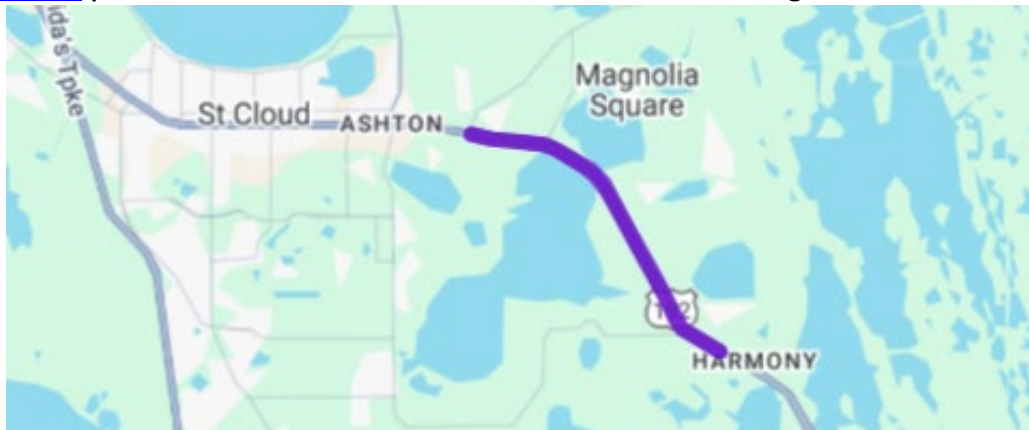


- Contract: T5843
- Contractor: Hubbard Construction Company
- Construction Cost: \$26 million
- Project Start: July 2025
- Estimated Completion: Late 2026
- **Description:** The purpose of this project is to improve safety and operations along U.S. 192 (Vine Street) from Bamboo Lane to Main Street in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

Update: The contractor continues to work on driveways, sidewalks, and signalization.

[continued on next page]

448796-1 | U.S. 192/U.S. 441 from C.R. 532 to Arthur J. Gallagher Boulevard



- Contract: T5854
 - Contractor: Jr. Davis Construction Co., Inc.
 - Construction Cost: \$16 million
 - Project Start: October 2025
 - Estimated Completion: Fall 2026
 - **Description:** The Florida Department of Transportation (FDOT) is resurfacing U.S. 192/U.S. 441 (State Road (S.R.) 500/East Irlo Bronson Memorial Highway) from Nova Road (County Road (C.R.) 532) to Arthur J. Gallagher Boulevard to extend the life of the existing roadway. A 6-foot sidewalk will be added along westbound U.S. 192/U.S. 441 to enhance pedestrian safety and mobility along the corridor. This project includes improvements at the Arthur J. Gallagher Boulevard intersection, such as upgraded traffic signals, signage, and pavement markings. Safety enhancements include the installation of a supplemental traffic signal closer to the intersection for increased visibility, as well as a new pedestrian signal detector and crosswalk at the west end of the intersection. A bicycle through lane (or keyhole lane) will be added at the Nova Road intersection, and new intersection lighting is planned at Old Melbourne Highway (C.R. 500A). Pedestrian curb ramps will be reconstructed to meet current Americans with Disabilities Act (ADA) standards. Landscaping enhancements will also be placed between Lake Lizzie Court and Lake Lizzie Drive.
- Update: The contractor has begun working on soft digs, relocating utilities, and installing drainage structures.

[continued on next page]

450623-1 | S.R. 60 From Florida's Turnpike to Indian River County Line



- Contract: E58F4
 - Contractor: AJAX Paving Industries of Florida LLC
 - Construction Cost: \$1.3 million
 - Project Start: October 2025
 - Estimated Completion: Spring 2026
 - **Description:** The purpose of this project is to mill and resurface State Road (S.R.) 60 from the Florida's Turnpike interchange to the Indian River County line in southeast Osceola County. The project will also make shoulder repairs and add "Wrong Way" driving signs along the corridor.
- Update: Contractor is beginning to work on milling and resurfacing along the corridor.

453058-1 | U.S. 192 from east of Harmony Square Drive to Nova Avenue



- Contract E56F7
 - Contractor: Middlesex Paving, LLC
 - Project Cost: \$6.6 million
 - Project Start: October 2025
 - Estimated Completion: Early 2026
 - **Description:** The Florida Department of Transportation (FDOT) is repaving U.S. 192/U.S. 441 (East Irlo Bronson Memorial Highway/State Road 500) from east of Harmony Square Drive to Nova Avenue to extend the life span of the existing roadway. Additional improvements include the refreshed pavement markings and installation of wrong-way signage at median openings.
- Update:** The contractor is continuing milling and resurfacing.

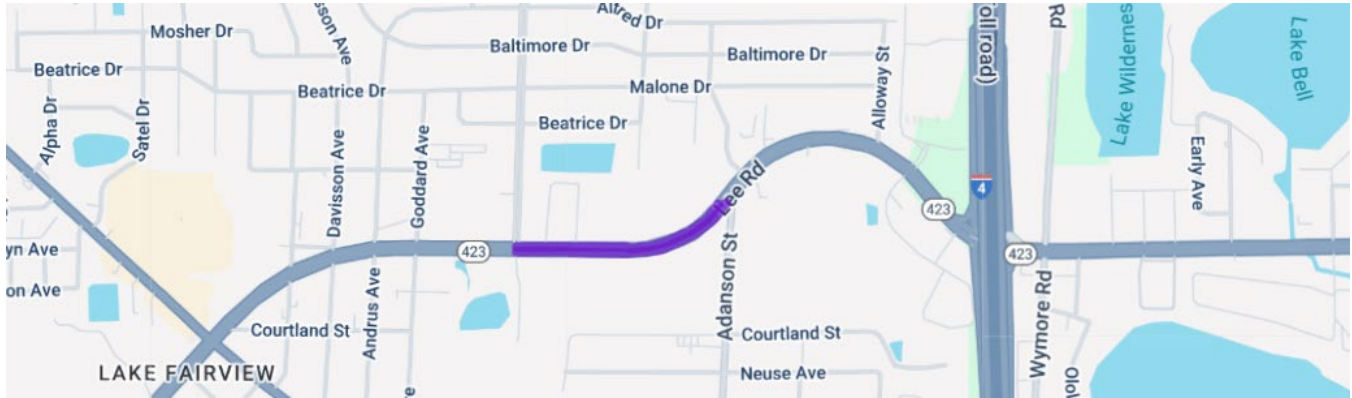
OSCEOLA COUNTY RECENTLY COMPLETED PROJECTS:

None to report.

Seminole County

SEMINOLE COUNTY UPCOMING PROJECTS:

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



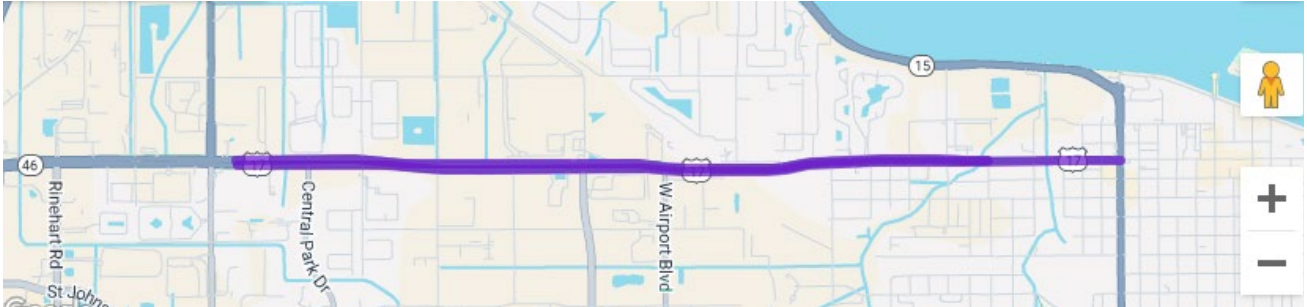
- Contract: T5867
- Contractor: Chinchor Electric, Inc.
- Construction Cost: \$3.3 million
- Project Start: December 2025
- Estimated Completion: Early 2027
- **Description:** The project includes new crosswalks, upgraded pedestrian signals, and “Yield to Pedestrian” signs at Kingswood Drive and Adanson Street. The first directional median west of Adanson Street will be closed, and a new traffic signal will replace the existing directional median near the McDonald’s and RNR Tire Express entrances at the Lee Road Shopping Center. The roadway will be repaved as needed to accommodate new pavement markings. In addition, the eastbound left-turn lane onto northbound Kingswood Drive, the westbound left-turn lane into the Lee Road Shopping Center, and the eastbound left-turn lane at S.R. 423 and Adanson Street will be extended to improve traffic flow.

Update: Structural asphalt resurfacing work began on 10/29/2025.

[continued on next page]

SEMINOLE COUNTY CURRENT PROJECTS:

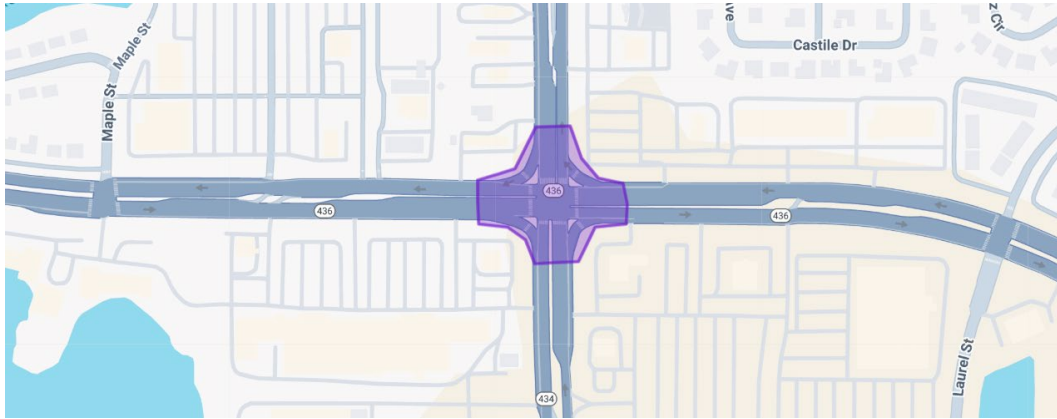
447103-1 | S.R. 46 from east of Monroe Road/Upsala Road to French Avenue



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

[continued on next page]

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

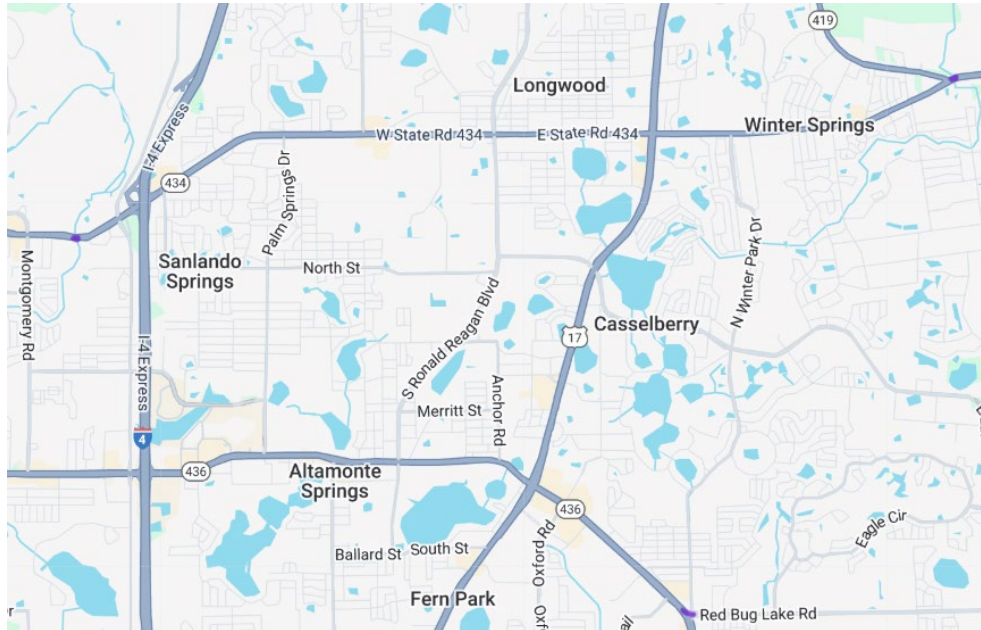


- Contract: E51F5
- Contractor: Alexander Design + Build, LLC
- Project Cost: \$2.7 million
- Project Start: November 2024
- Estimated Completion: Early 2026
- **Description:** The purpose of the project is to construct operational and safety improvements at the intersection of State Road (S.R.) 436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

Update: The contractor has completed drill shaft work for the mast arms at the southeast and southwest corners of the intersection. They also graded the sidewalk and curb in these areas and are preparing to install bullnose extensions and conduits in advance of final mast arm erection. Mast arm erection operations are currently scheduled for late November, along with the completion of final sidewalk and asphalt work.

[continued on next page]

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

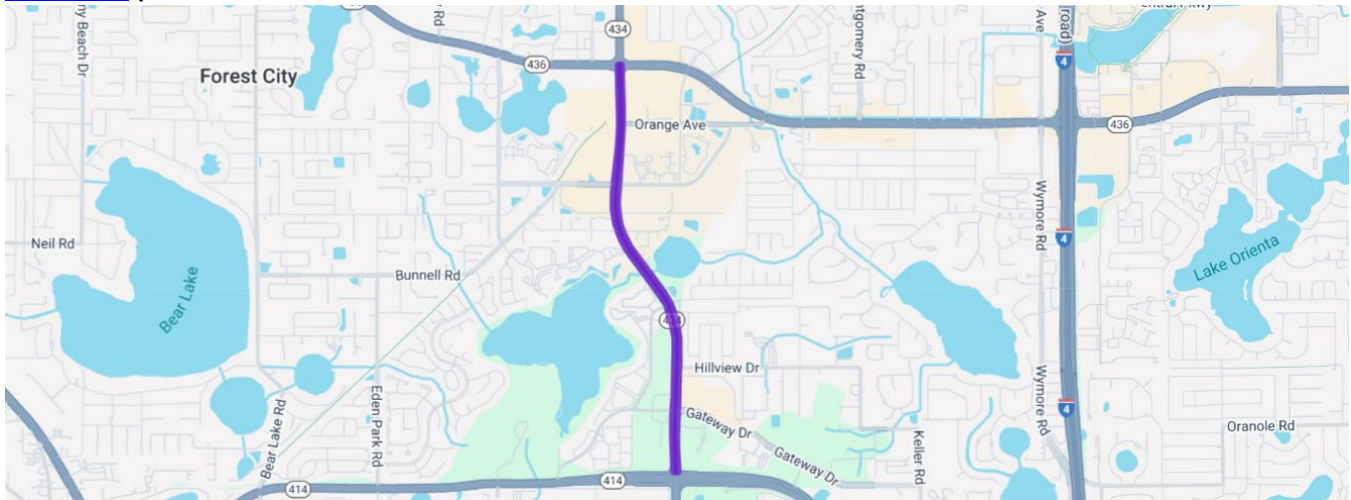


- Contract: E53F7
- Contractor: Bridge Masters Construction, LLC
- Construction Cost: \$925,000
- Project Start: March 2025
- Estimated Completion: Fall 2025
- **Description:** The purpose of this project is to rehabilitate and maintain three bridges. The first bridge is a culvert on State Road (S.R.) 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: The shotcrete application at the Gee Creek culvert is ongoing, and the contractor continues to address insufficiency items pertaining to the prior shotcrete work.

[continued on next page]

450576-1 | S.R. 434 from S.R. 414/Maitland Boulevard to S.R. 436

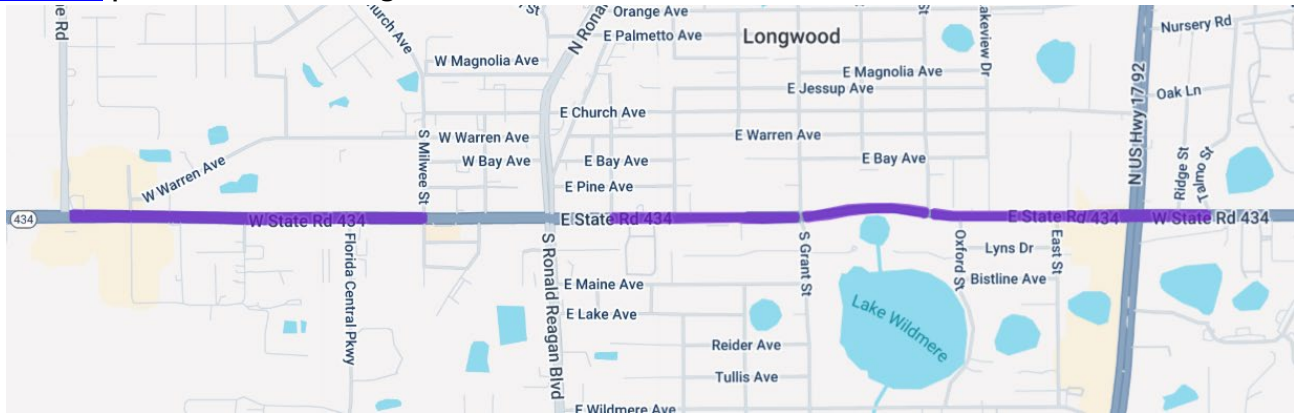


- Contract: E56F2
- Contractor: Jr. Davis Construction Company, Inc.
- Construction Cost: \$6.9 million
- Project Start: July 2025
- Estimated Completion: Spring 2026
- **Description:** The purpose of this project is to resurface a segment of State Road (S.R.) 434 from S.R. 414 (Maitland Boulevard) to S.R. 436 to maintain the roadway. The project will also include new signing and pavement markings and upgrading some pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards.

Update: The contractor has begun paving the friction course on the outside turn lanes in both directions, as well as pulling cable for pedestrian pushbuttons at Orange Avenue, performing conduit bores, and installing conduit and cabinets for TMS stations. The contractor is also currently working on the installation of permanent signs along the corridor.

[continued on next page]

441015-1 | S.R. 434 from Rangeline Road to west of Talmo Street



- Contract: E59F3
- Contractor: Hubbard Construction Company
- Construction Cost: \$5.4 million
- Project Start: October 2025
- Estimated Completion: Early 2027
- **Description:** The purpose of the project is to resurface the sections of State Road (S.R.) 434 from Rangeline Road to Milwee Street and from Myrtle Street to west of Talmo Street, with the non-contiguous segment between Milwee and Myrtle Streets addressed separately under Project [439040-1](#). The project will also upgrade pedestrian curb ramps as needed to comply with current Americans with Disabilities Act (ADA) standards.

Update: Structural asphalt resurfacing work began on 10/29/2025.

SEMINOLE COUNTY RECENTLY COMPLETED:

None to Report.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Memorandum

November 25,
2025

To: MetroPlan Orlando Advisory Committee Members

From: Mighk Wilson, Senior Planner

Subject: December 2025 Bicycle & Pedestrian Activity Update

City of Casselberry

The City of Casselberry anticipates awarding construction of the Central Casselberry Connectivity project in October 2025, which was prioritized for funding through MetroPlan Orlando. Construction is anticipated to begin shortly after the “Bike 5” event and be completed by summer 2026. This project will add new shared use paths and sidewalks to various City streets, including an extension of the City’s trail system along S Winter Park Drive from Cannon Way to Marigold Rd. It will also replace the existing signalized intersection at Wilshire Dr/S Winter Park Dr with a roundabout.

City of Orlando

On May 29th, the City hosted a ribbon cutting ceremony to mark the completion of Phase I of the Grand National Drive capacity improvements, a key milestone in the City’s broader effort to revitalize the North International Drive corridor. Enhancements stretch from Oak Ridge Road to Vanguard Street and include: 10–12-foot multi-use sidewalks to improve bike/ped safety, redesigned streetscapes and upgraded landscaping, improved drainage, and traffic flow enhancements.

In July, the City kicked off a Bike and Micromobility Parking Study. The purpose of the study is to assess bike facilities available within the downtown core and recommend best practice strategies to improve city policies, infrastructure, and road design to address and enhance end of trip experiences for cyclists and scooterists.

The CROSS project, led by the Orlando Vision Zero Program Manager, has implemented several public workshops in the community to gather public input on its proposed transportation projects. Workshops have been held in Parramore, Downtown, and the Semoran and Curry Ford area. Virtual outreach opportunities will soon be available for other Safe Mobility projects such as FORWARD.

In October, the City held a kickoff meeting for the 2025 Bike Plan update. The update will ensure that the Plan continues to be a robust blueprint for maintaining, improving, and expanding bicycle infrastructure, policies, and programming in the City.

In October, the City participated as a main stop for the Annual Bike 5 Cities with Bike/Walk Central Florida where we were the start for both the Bike 5 Cities ride and the new Bike 5 Main Streets ride. Additionally, the Bind Experience was held in the City during October and several City staff participated in the informative event.

Orange County

West Orange Trail Phase 4B

Limits: Rock Springs Road to Wekiva Springs
Park along Welch Road
Under Design

West Orange Trail Phase 4D

Limits: Kelly Park to Neighborhood Lakes West
Trailhead
Under Design

Pine Hills Trail Phase 2C

Limits: Bonnie Brae Circle to Clarcona-Ocoee
Road
Under Design

Little Econ Trail Phase 3C

Limits: Bridge over SR 436
Under Design

Horizon West Trail Phase 1A

Limits: Tiny Road to Stoneybrook Parkway
Under Design

Lake Apopka Connector Trail

Limits: Damon Road to Magnolia Park
Under Construction

Pine Hills Trail Phase 2A

Limits: Belco Drive to Bonnie Brae Circle
Under Construction

Air Quality Monitoring: Ozone Attainment Status

January - November

As of November 25, 2025

Seminole State College (#C117-1002)		
Year	Fourth Highest 8-Hour Average (Displayed in Parts per Billion)	Date
2025	62	11-Apr
2024	63	8-May
2023	63	5-May
2022	62	3-Apr

2024 3-Year Attainment Average: 63

2025 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	66	23-May
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: 67

Change **2**

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

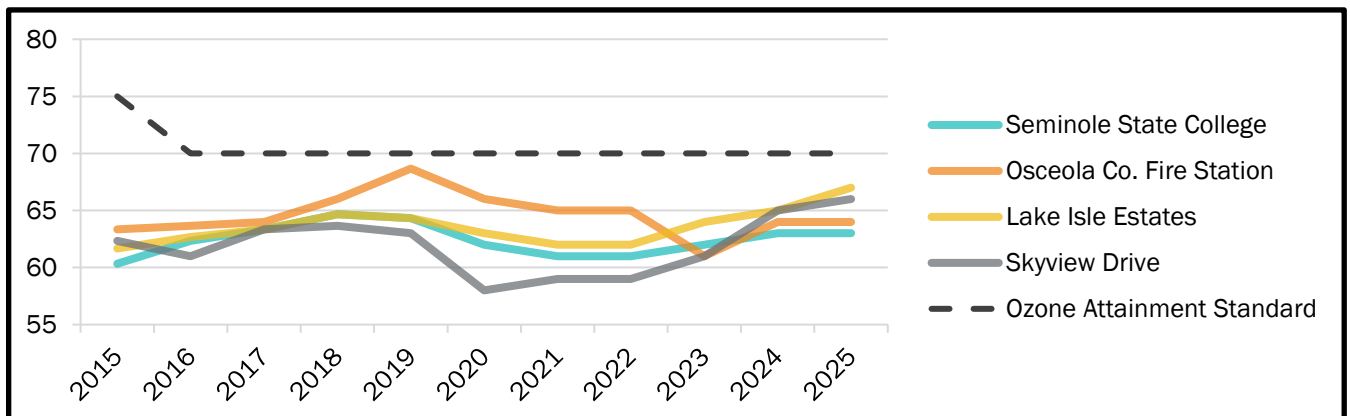
2024 3-Year Attainment Average: 65

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

Change **1**

10-Year Historic Ozone Attainment Status

(Displayed in Parts per Billion)



Source: Florida Department of Environmental Protection

Air Quality Monitoring: Particulate Matter 2.5 Attainment Status As of November 25, 2025

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

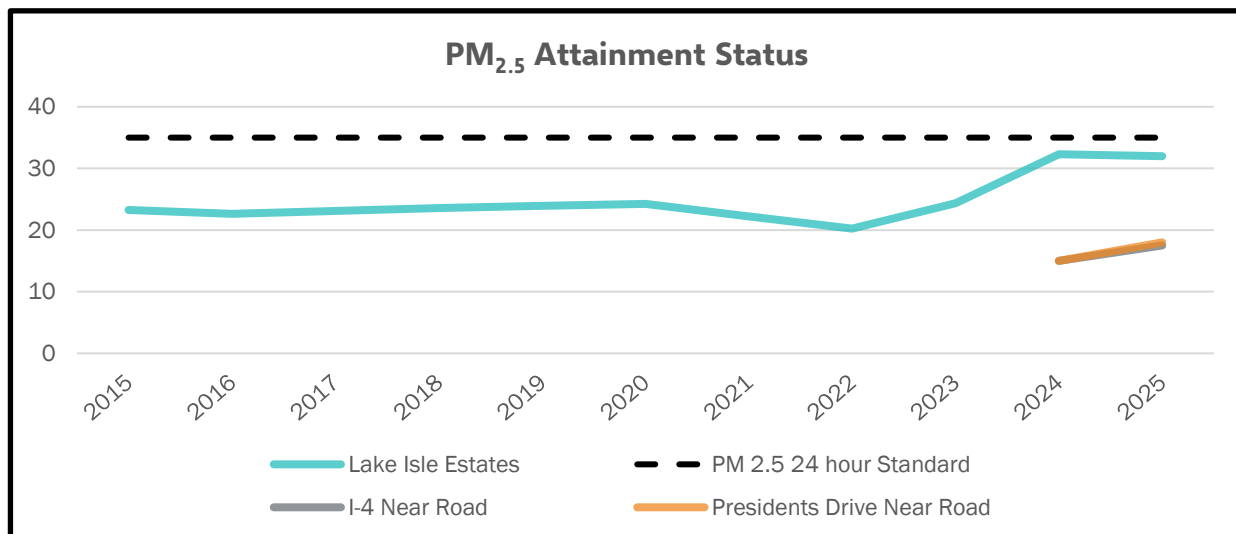
I-4 Near Road (#095-0009)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	20	5-Jun
2024	15	3-Dec

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 32
 98th percentile, 3 year average - 2024 32
 Change (0)

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 18
 98th percentile, 3 year average - 2024 15
 Change 3

Presidents' Drive Near Road (#095-0011)		
Year	Daily Average PM _{2.5} (micrograms per cubic meter)	Date
2025	21	5-Jun
2024	15	8-Aug

PM_{2.5} 24 hour NAAQ Standard 35
 98th percentile, 3 year average - 2025 18
 98th percentile, 3 year average - 2024 15
 Change 3



Air Quality Monitoring: Primary NO₂ Attainment Status

As of November 25, 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

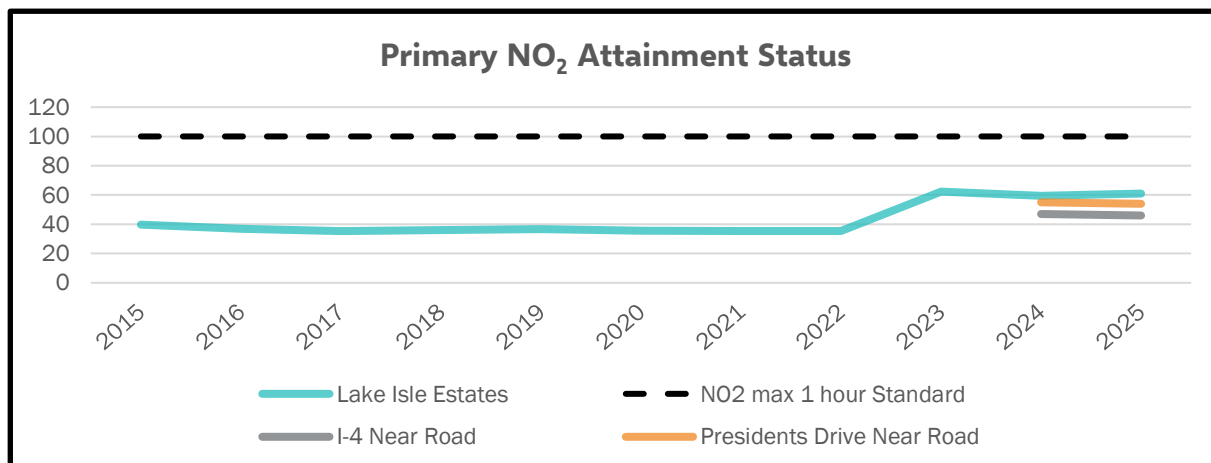
NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 61
 98th percentile, 3 year average - 2024 59
 Change 2

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

NO₂ 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

NO₂ max 1 hour average NAAQ Standard 100
 98th percentile, 3 year average - 2025 54
 98th percentile, 3 year average - 2024 55
 Change (1)



Tampa Bay Transportation Management Area Leadership Group

Field Trip to MetroPlan Orlando

October 27, 2025 – Downtown Orlando

MEETING SUMMARY

MetroPlan Orlando, the metropolitan planning organization serving the Orlando urban area, is a regional transportation planning agency representing the counties, cities, and transportation operators within Orange, Seminole, and Osceola Counties. To better understand how MetroPlan functions, serves the region, and works with partners, representatives of the three core Tampa Bay area MPOs traveled to downtown Orlando on October 27th to discuss how MetroPlan collaborates regionally on a wide range of transportation topics. About 30 elected officials and agency staff from the Hillsborough, Pasco, and Pinellas MPOs attended the meeting in the MetroPlan board room from 10 am to 2:30 pm. A sign-in sheet is available.

After an overview and introductions hosted by MetroPlan Chair and Seminole County Commissioner, Bob Dallari, MetroPlan staff led a presentation on how MetroPlan operates. The presentation covered an overview of the agency, its board and committee structure, sources of local revenue, budget and fiscal management, project prioritization, and regional initiatives. MPOAC Chair and Orange County Commissioner Maya Uribe joined the group and contributed to the discussion. Board members and staff posed questions throughout the presentation and MetroPlan officials responded to each one.

Participants held a working lunch that enabled impromptu small group discussions between elected officials and staff from the two regions. Several additional MetroPlan board members from the three counties and various cities joined the meeting at lunchtime. After lunch, the group reconvened for an open discussion and concluding observations and thoughts. Tampa Bay area officials asked questions about accomplishments, board and committee structure, meeting the needs of smaller communities, prioritizing projects for funding, the role of transit and multimodal transportation, and ensuring a level of financial equity across the three counties.

In general, MetroPlan stressed the value of regional collaboration and a strong sense of partnership that builds trust among board members and public agency staff. Highlighted accomplishments include highway projects, safety action plans for more than two dozen local governments, funding for the 2nd phase of SunRail and plans for its future expansion to the airport and Brightline, and completing regional trail segments. The meeting concluded with group photographs and offers to address any follow-up questions.



Hillsborough TPO Transportation Planning Organization

Mayor Andrew Ross
City of Temple Terrace
TPO Chair

Commissioner Joshua Wostal
Hillsborough County
TPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Alan Clendenin
City of Tampa

Commissioner Harry Cohen
Hillsborough County

Councilmember Lynn Hurtak
City of Tampa

Commissioner Chris Boles
Hillsborough County

Mayor Nate Kilton
City of Plant City

Michael Stephens
Hillsborough County
Aviation Authority

Councilman Bill Carlson
City of Tampa

Commissioner Christine Miller
Hillsborough County

Commissioner Gwen Myers
Hillsborough County

Nigel M. Joseph, PhD
Planning Commission

Greg Slater
Expressway Authority

Lynn Gray
Hillsborough County
School Board

Gary Hartfield
HART

Johnny Wong, PhD
Executive Director



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Commissioner Bob Dallari
Gary Huttman, Executive Director
MetroPlan Orlando
250 S. Orange Ave., Suite 200
Orlando, FL 32801

November 12, 2025

Dear Bob and Gary,

On behalf of the Hillsborough Transportation Planning Organization, I want to personally thank you and your staff for graciously hosting the Hillsborough, Pasco and Pinellas MPOs for a peer exchange on Monday, 27th of October.

The discussion was extremely valuable in providing a comprehensive understanding of MetroPlan's history, organizational structure, revenue sources, budgeting processes, project prioritization and regional initiatives. MetroPlan's insights offered clarity on how strategic decisions are made and how resources are allocated to support regional transportation goals.

We truly appreciate your time, effort, and commitment to fostering regional transportation planning.

Warm Regards,

Signed by:

Mayor Andy Ross
Mayor Andy Ross
City of Temple Terrace

November 26, 2025

NCHRP 17-139 Panel
The National Academies of Sciences, Engineering, and Medicine
500 Fifth Street, NW
Washington, DC 20001

RE: Traffic Speed Effects on Highway Safety Manual Crash Prediction Models

Members of the NCHRP 17-139 panel:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I want to you to know we support the University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with NCHRP 17-139, Traffic Speed Effects on Highway Safety Manual Crash Prediction Models. The team is led by Dr. Mohamed Abdel-Aty, PE of UCF. We have a long and successful relationship with Dr. Aty and with other members of the UCF faculty.

We are particularly interested in assisting the team with Task 9. This task requires state and other transportation agencies to be included in sample case scenarios, to provide feedback and be part of the demonstration. We are also willing and looking forward to commenting on the tool and practitioners' guide.

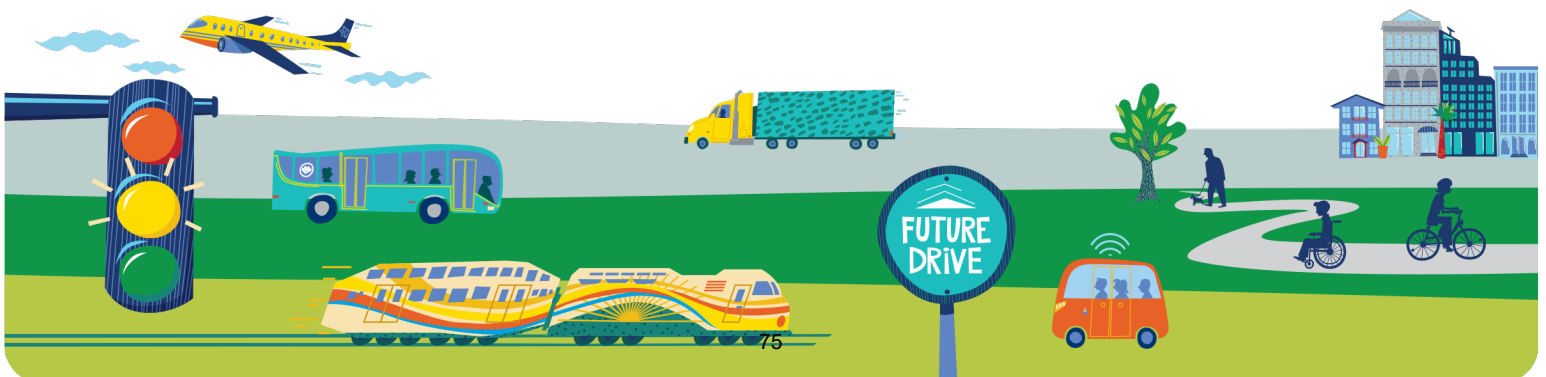
MetroPlan Orlando will work with Dr. Aty and his Team, provide support and feedback to help make this another successful project.

Please contact me, if necessary, at 321.732.6365 or Gary.Huttmann@MetroPlanOrlando.gov. Thank you for your favorable consideration of this project.

Sincerely,



Gary Huttmann, AICP
Executive Director



November 26, 2025

NCHRP 17-145 Panel
The National Academies of Sciences, Engineering, and Medicine
500 Fifth Street, NW
Washington, DC 20001

RE: Impacts of Turn Lanes on Speed and Crashes Involving Vulnerable Road Users in Urban Areas

Members of the NCHRP 17-145 panel:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization (MPO) for Orange, Osceola, and Seminole and Counties, I want you to know we support the University of Central Florida NanoScience Technology Center (UCF-NSRC) Team for the work anticipated with NCHRP 17-145, Impacts of Turn Lanes on Speed and Crashes Involving Vulnerable Road Users in Urban Areas. The team is led by Dr. Mohamed Abdel-Aty, PE of UCF. We have a long and successful relationship with Dr. Aty and with other members of the UCF faculty.

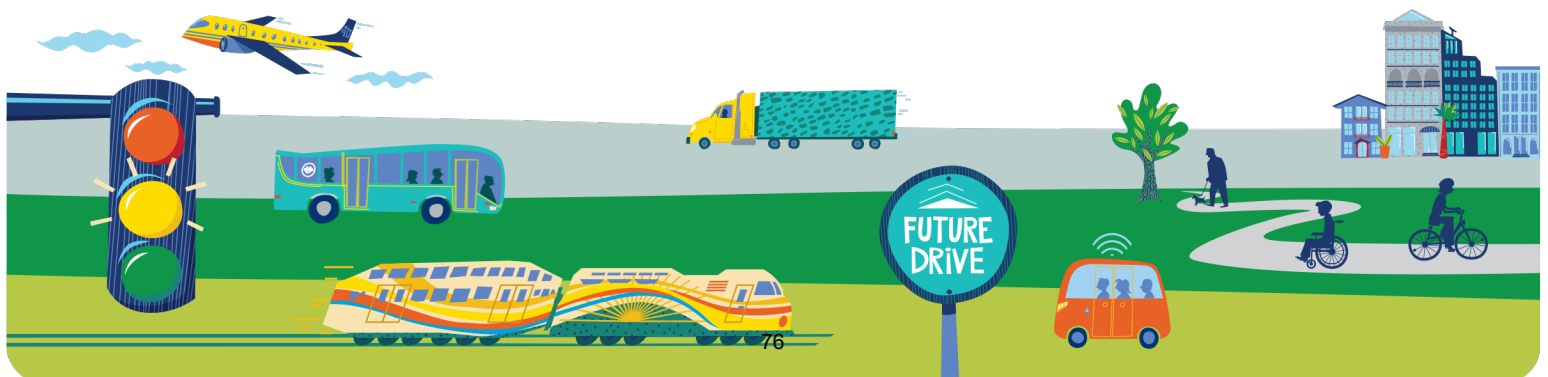
As an MPO planning for a rapidly growing urban region, the safety of Vulnerable Road Users (VRUs) is a top priority for us. We are particularly interested in assisting the team with Task 2 (Data Collection Plan). We understand that this project requires detailed data on urban intersections, including geometry, signal timing, speed limits, and crash history. MetroPlan Orlando will support the team by helping identify suitable test sites within our jurisdiction and facilitating access to available data inventories that will ensure a robust analysis of how turn lanes impact operating speeds and VRU crashes. We will cooperate and work with Dr. Aty and his Team to provide the necessary data and practitioner feedback to make this another successful project.

Please contact me, if necessary, at 321.732.6365 or Gary.Huttmann@MetroPlanOrlando.gov. Thank you for your favorable consideration of this project.

Sincerely,



Gary Huttmann, AICP
Executive Director



November 26, 2025

NCHRP 23-50 Panel
The National Academies of Sciences, Engineering, and Medicine
500 Fifth Street, NW
Washington, DC 20001

RE: Using Artificial Intelligence to Enhance Transportation Data Quality

Members of the NCHRP 23-50 Panel:

On behalf of MetroPlan Orlando, the Metropolitan Planning Organization for Orange, Seminole and Osceola Counties, I want you to know that we support the UCF-VTTI team for the work anticipated with NCHRP 23-50, using Artificial Intelligence to Enhance Transportation Data Quality. The team is led by Dr. Zubayer Islam and Dr. Mohamed Abdel-Aty, PE of UCF. We have a long and successful relationship with Dr. Aty and Dr. Islam.

We are particularly interested in assisting the team with Task 6. This task encourages inclusion of state and other transportation agencies to prepare for and implement AI-based data quality improvement. We are also willing and looking forward to commenting on the practitioners' guide.

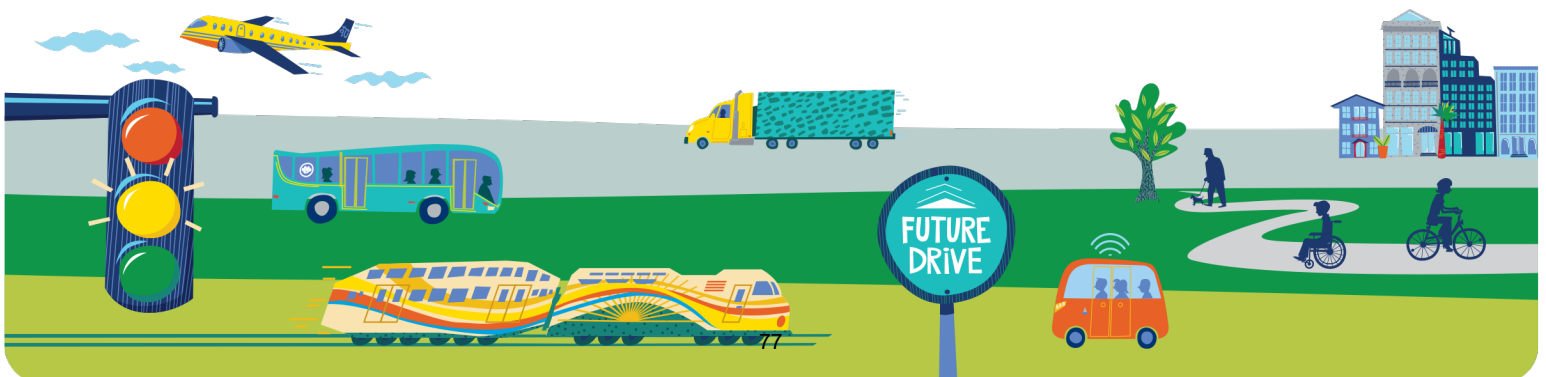
MetroPlan Orlando will cooperate and work with Dr. Islam and Dr. Aty to provide support and feedback. We will also support data needs to make this another successful project.

Please contact me, if necessary, at 321.732.6365 or Gary.Huttmann@MetroPlanOrlando.gov. Thank you for your favorable consideration of this project.

Sincerely,



Gary Huttman, AICP
Executive Director



November 24, 2025

Mr. John Tyler, P.E.
District 5 Secretary
Florida Department of Transportation
791 S. Woodland Boulevard
DeLand, Florida 32724

Dear Secretary Tyler:

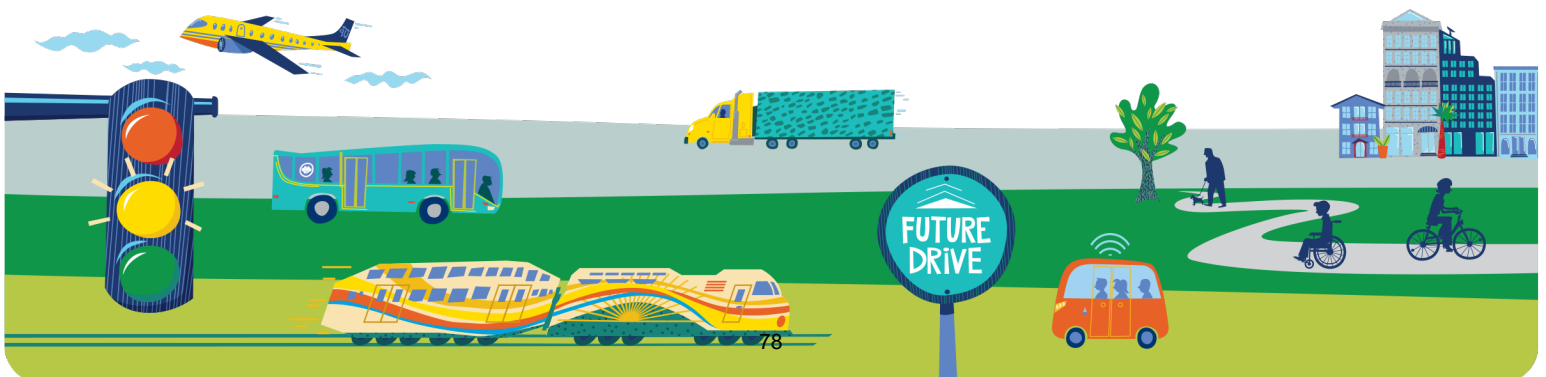
I am writing to you as the Chairman of the MetroPlan Orlando Board. Late last year I started to contact other jurisdictions in our region with an interest in the 1-4 Beyond the Ultimate project. My request of them was that they join MetroPlan Orlando in our support of the FDOT seeking new and additional funding to advance the 1-4 St. Johns River Bridge as part of Segment 4 of the Beyond the Ultimate project. Our region has a history of coming together to support these large infrastructure projects. I cite the 1-4 Ultimate, Wekiva Parkway, SunRail, and more recently the Sunshine Corridor as positive examples of working together as a region. When we show our regional support for these major investments, we are successful. I was pleased with the reception I received with this request. I found that I had partners throughout the region willing to offer their support. Please see the attachments provided.

I look forward to working with you and the Department to advance the 1-4 St. Johns River Bridge along with the remaining segments of the Beyond the Ultimate project.
Sincerely,



Commissioner Bob Dallari, Chairman
MetroPlan Orlando

Attachments: Central Florida MPO Alliance Resolution of Support
MetroPlan Orlando Resolution of Support
Volusia Flagler TPO Resolution of Support
Seminole County Resolution of Support
Orange County Letter of Support
City of Lake Mary Resolution of Support
City of Deltona Resolution of Support
City of DeBary Resolution of Support
City of DeLand Resolution of Support





RESOLUTION 2025-02

Supporting the Expedited Completion of Improvements to the I-4 St. Johns River Bridge

WHEREAS, three major projects of true regional significance – SunRail, the Wekiva Parkway and the I-4 Master Plan – that have a profound impact on Central Florida’s transportation system were recently completed; and

WHEREAS, these three projects demonstrate our regional resolve to work with various partners and across jurisdictional boundaries in a cooperative manner for the long-term benefit of our region; and

WHEREAS, I-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida’s regional transportation system; and

WHEREAS, the original I-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the I-4 Master Plan was the introduction of managed lanes in the corridor – a new approach to tolling in Central Florida -- with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source for the project; and

WHEREAS, improvements to I-4 using traditional Strategic Intermodal System (SIS) funding are a major component of the Year 2045 Long Range Transportation Plan that was adopted by the MetroPlan Orlando Board in December 2020 and are important to the economy of the entire Central Florida Region; and

WHEREAS, improvements to I-4 have consistently been shown on the CFMPOA Prioritized Project Lists (approved annually by the CFMPOA Board, most recently in October 2025) as the top-ranked projects for National Highway System (NHS) Funded Projects; and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods in Central Florida is heavily dependent on the efficient operation of the I-4 Corridor; and

WHEREAS, the Florida Department of Transportation (FDOT) has identified the I-4 Corridor as the most critical corridor in the state; and

WHEREAS, the truck parking shortage within the I-4 Corridor has been identified as the most important issue for commercial truck drivers leading the FDOT to complete a truck parking study that identified locations for additional truck parking within the I-4 Corridor, and

WHEREAS, the FDOT is now working on extending the I-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County; and:

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the I-4 improvements extending from east of US 17/92 to east of SR 472 in Volusia County and is unfunded,

NOW, THEREFORE, BE IT RESOLVED by the Central Florida Metropolitan Organization Alliance (CFMPOA) that we support the FDOT in their pursuit of additional, new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed lanes over the St. Johns River Bridge; and

BE IT FURTHER RESOLVED that updates will be expected from the Florida Department of Transportation as major milestones are reached and additional information becomes available that will impact the I-4 improvements; and

BE IT FURTHER RESOLVED that the CFMPOA applauds the Florida Department of Transportation for the work they have done to advance the I-4 improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida.

Passed and duly adopted by the Central Florida MPO Alliance its regular meeting convened on the 10th day of October 2025.

Certificate

The undersigned duly qualified and acting as Chairperson certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Central Florida MPO Alliance.



Honorable Chris Cloudman, Chairman
Central Florida MPO Alliance

Attest:



Lisa Smith, Recording Secretary



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

CERTIFICATION

STATE OF FLORIDA

§

COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of **Resolution No.25-08** approved in a regular meeting of the MetroPlan Orlando Board on **September 10, 2025**. The original copy of this document is on file in the Administrative Offices of MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the MetroPlan Orlando Board, this **10th day of September 2025**.

By:

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

Resolution No. 25-08

Supporting the Expedited Completion of Improvements to the I-4 St. Johns River Bridge

WHEREAS, three major projects of true regional significance – SunRail, the Wekiva Parkway and the I-4 Master Plan – that have a profound impact on Central Florida’s transportation system were recently completed; and

WHEREAS, these three projects demonstrate our regional resolve to work with various partners and across jurisdictional boundaries in a cooperative manner for the long-term benefit of our region; and

WHEREAS, I-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida’s regional transportation system; and

WHEREAS, the original I-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the I-4 Master Plan was the introduction of managed lanes in the corridor – a new approach to tolling in Central Florida – with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source for the project; and

WHEREAS, improvements to I-4 using traditional Strategic Intermodal System (SIS) funding is a major component of the Year 2045 Long Range Transportation Plan that was adopted by the MetroPlan Orlando Board in December 2020; and

WHEREAS, improvements to I-4 have consistently been included on MetroPlan Orlando’s Prioritized Project Lists (approved annually by the MetroPlan Orlando Board, most recently in July 2025) as the top-ranked projects for National Highway System (NHS) Funded Projects; and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods in Central Florida is heavily dependent on the efficient operation of the I-4 Corridor; and

WHEREAS, FDOT has identified the I-4 Corridor as the most critical corridor in the state; and

WHEREAS, the truck parking shortage within the I-4 Corridor has been identified as the most important issue for commercial truck drivers leading the FDOT to complete a truck parking study that identified locations for additional truck parking within the I-4 Corridor, and

WHEREAS, the Florida Department of Transportation is now working on extending the I-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County; and:

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the I-4 improvements extending from east of US 17/92 to east of SR 472 in Volusia County and is unfunded,

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that we support the FDOT in their pursuit of additional new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed lanes over the St. Johns River Bridge; and

BE IT FURTHER RESOLVED that updates will be expected from the Florida Department of Transportation as major milestones are reached and additional information becomes available that will impact the I-4 improvements; and

BE IT FURTHER RESOLVED that the MetroPlan Orlando Board applauds the Florida Department of Transportation for the work they have done to advance the I-4 improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida.

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.



Honorable Bob Dallari, Chairman
MetroPlan Orlando Board

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:
The 10th day of September, 2025**

ATTEST:



Lisa Smith
Senior Board Services Coordinator

VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2025-14

**RESOLUTION OF THE VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION
SUPPORTING THE EXPEDITED COMPLETION OF IMPROVEMENTS TO THE I-4 ST. JOHNS
RIVER BRIDGE**

WHEREAS, the River to Sea Transportation Planning Organization, DBA the Volusia-Flagler Transportation Planning Organization (TPO), is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia and Flagler Counties; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, three major projects of true regional significance – SunRail, the Wekiva Parkway and the I-4 Master Plan – that have a profound impact on Central Florida’s transportation system were recently completed; and

WHEREAS, these three projects demonstrate our regional resolve to work with various partners and across jurisdictional boundaries in a cooperative manner for the long-term benefit of our region; and

WHEREAS, I-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida’s regional transportation system; and

WHEREAS, the original I-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the I-4 Master Plan was the introduction of managed lanes in the corridor – a new approach to tolling in Central Florida – with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source for the project; and

WHEREAS, improvements to I-4 using traditional Strategic Intermodal System (SIS) funding is a major component of the both the existing Connect 2045 Long Range Transportation Plan (LRTP), adopted by the Volusia-Flagler TPO Board in September 2020 and proposed Volusia-Flagler 2050 LRTP to be adopted by the TPO Board in September of 2025; and

WHEREAS, improvements to I-4 have consistently been shown on Volusia-Flagler TPO's Prioritized Project Lists (approved annually by the Volusia-Flagler Board, most recently in June 2025); and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods in Central Florida is heavily dependent on the efficient operation of the I-4 Corridor; and

WHEREAS, FDOT has identified the I-4 Corridor as the most critical corridor in the state; and

WHEREAS, the truck parking shortage within the I-4 Corridor has been identified as the most important issue for commercial truck drivers leading the FDOT to complete a truck parking study that identified locations for additional truck parking within the I-4 Corridor, and

WHEREAS, the Florida Department of Transportation is now working on extending the I-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County; and:

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the I-4 improvements extending from east of US 17/92 to east of SR 472 in Volusia County and is unfunded,

NOW, THEREFORE, BE IT RESOLVED, by the Volusia-Flagler TPO that:

1. we support the FDOT in their pursuit of additional new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed lanes over the St. Johns River Bridge; and
2. that updates will be expected from the Florida Department of Transportation as major milestones are reached, and additional information becomes available that will impact the I-4 improvements; and
3. the Volusia-Flagler TPO applauds the Florida Department of Transportation for the work they have done to advance the I-4 improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida.

DONE AND RESOLVED at the regularly convened meeting of the Volusia-Flagler TPO held on the 27th day of August 2025.

VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION

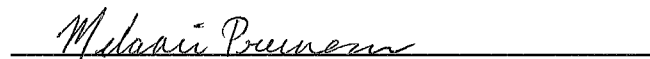


**CITY OF SOUTH DAYTONA COUNCILMAN ERIC SANDER
CHAIRPERSON, VOLUSIA-FLAGLER TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia-Flagler TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia-Flagler TPO held on August 27, 2025.

ATTEST:



**MELANIE PRUNEAU, RECORDING SECRETARY
VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**



ORANGE COUNTY MAYOR

Jerry L. Demings

P.O. BOX 1393, 201 SOUTH ROSALIND AVENUE, ORLANDO, FL 32802-1393

PHONE: 407-836-7370 • FAX: 407-836-7360 • EMAIL: MAYOR@OCFL.NET

October 10, 2025

Mr. Jared Perdue, P.E.
Secretary
Florida Department of Transportation
605 Suwannee St.
Tallahassee, FL 32399

Dear Secretary Perdue:

Please accept this letter of support as the Florida Department of Transportation pursues new funding to expedite the completion of Interstate 4 (I-4) Segment 4, which includes managed lanes over the St. Johns River Bridge. This project is part of a trio of significant transportation projects in the region: SunRail, the Wekiva Parkway, and the I-4 Master Plan.

I-4 serves critical interstate and intrastate needs and is considered the backbone of Central Florida's regional transportation system. The original I-4 Master Plan was adopted by local planning agencies more than three decades ago. The plan has been revised over time to provide additional highway and transit capacity in this critical corridor. Transportation investments have a profound impact on Central Florida's overall transportation system. Our efforts demonstrate the regional resolve to work with various partners and across jurisdictional boundaries for the long-term benefit of our region.

Orange County supports securing additional funding to help deliver Segment 4, which extends from East of US 17/92 to East of SR 472 in Volusia County. Thank you for your consideration.

Sincerely,

Jerry L. Demings
Orange County Mayor

**RESOLUTION
OF THE
SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS
SUPPORTING THE EXPEDITED COMPLETION OF IMPROVEMENTS TO
THE I-4 ST JOHNS RIVER BRIDGE**

WHEREAS, three major projects of true regional significance - SunRail, the Wekiva Parkway and the 1- 4 Master Plan - that have a profound impact on Central Florida's transportation system were recently completed; and

WHEREAS, these three projects demonstrate our regional resolve to work with various partners and across jurisdictional boundaries in a cooperative manner for the long-term benefit of our region; and

WHEREAS, 1-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida's regional transportation system; and

WHEREAS, the original 1-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the 1-4 Master Plan was the introduction of managed lanes in the corridor - a new approach to tolling in Central Florida - with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source for the project; and

WHEREAS, improvements to 1-4 using traditional Strategic Intermodal System (SIS) funding is a major component of the Year 2045 Long Range Transportation Plan that was adopted by the MetroPlan Orlando Board in December 2020; and

WHEREAS, improvements to 1-4 have consistently been shown on MetroPlan Orlando's Prioritized Project Lists (approved annually by the MetroPlan Orlando Board, most recently in July 2024) as the top-ranked projects for National Highway System (NHS) Funded Projects; and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods in Central Florida is heavily dependent on the efficient operation of the 1-4 Corridor; and

WHEREAS, FDOT has identified the 1-4 Corridor as the most critical corridor in the state; and

WHEREAS, the truck parking shortage within the 1-4 Corridor has been identified as the most important issue for commercial truck drivers leading the FDOT to complete a truck parking study that identified locations for additional truck parking within the 1-4 Corridor, and

WHEREAS, the Florida Department of Transportation is now working on extending the 1-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 4 72 in Volusia County; and

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the 1-4 improvements extending from east of US 17 /92 to east of SR 4 72 in Volusia County is unfunded,

NOW, THEREFORE, BE IT RESOLVED by the Seminole County Board of County Commissioners that we support the FDOT in their pursuit of additional new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed lanes over the St. Johns River Bridge; and

BE IT FURTHER RESOLVED that updates will be expected from the Florida Department of Transportation as major milestones are reached and additional information becomes available that will impact the 1-4 improvements; and

BE IT FURTHER RESOLVED that the Seminole County Board of County Commissioners applauds the Florida Department of Transportation for the work they have done to advance the 1-4 improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida.

ADOPTED this 22ND day of April 2025.



Jay Zembower, Chairman
Seminole County, Board of County Commissioners

RESOLUTION NO. 2025 - 56

A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, SUPPORTING METROPLAN ORLANDO AND OTHER TRANSPORTATION AUTHORITIES' STRATEGIC INITIATIVES TO EXPEDITE THE COMPLETION OF IMPROVEMENTS TO THE INTERSTATE 4, ST. JOHNS RIVER BRIDGE.

WHEREAS, three major projects of true regional significance, SunRail, the Wekiva Parkway and the Interstate 4 (I-4) Master Plan that have a profound impact on Central Florida's transportation system were recently completed; and

WHEREAS, these three projects demonstrate our regional commitment to collaboration across jurisdictions for long-term regional and statewide benefits; and

WHEREAS, I-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida's regional transportation system; and

WHEREAS, the original I-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the I-4 Master Plan was the introduction of managed lanes in the corridor, a new approach to tolling in Central Florida, with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source; and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods, in Central Florida is heavily dependent on the efficient operation of the I-4 Corridor; and

WHEREAS, Florida Department of Transportation (FDOT) has identified the I-4 Corridor as the state's most critical transportation corridor; and

WHEREAS, the truck parking shortage within the I-4 Corridor has been identified as the most important issue for commercial truck drivers leading FDOT to complete a truck parking study that identified locations for additional truck parking within the I-4 Corridor; and

WHEREAS, FDOT is now working on extending the I-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County; and

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the I-4 improvements extending from east of US 17/92 to east of SR 472 in Volusia County but remains unfunded; and

WHEREAS, I-4 traffic congestion on the St. Johns River Bridge significantly impacts Highway 17-92 through neighboring communities in Volusia County including DeLand, increasing traffic volumes and congestion as travelers bypass I-4 backups, affecting local communities for over a decade; and

WHEREAS, the St. Johns River Bridge and surrounding areas are among the most accident-prone segments of the I-4 corridor, frequently causing traffic backups and prompting detours through impacted neighborhoods, creating public safety hazards.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. That the City of DeLand supports the Florida Department of Transportation (FDOT) in their pursuit of additional new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed and merging lanes over the St. Johns River Bridge.

Section 2. If additional funding is limited, the City of DeLand urges that priority be given to incremental improvements and expansion of the St. Johns River Bridge to alleviate traffic congestion, enhance safety, and mitigate the impact on local roadways.

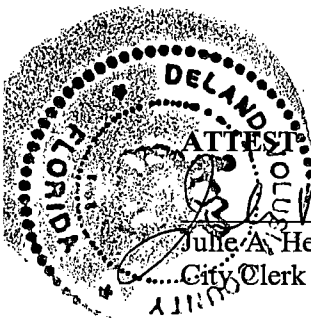
Section 3. The City of DeLand commends the Florida Department of Transportation for the work they have done to advance the Interstate 4 (I-4) improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida.

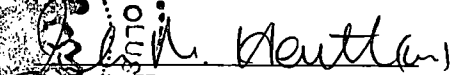
Section 4. The City of DeLand expects regular updates from the Florida Department of Transportation as major milestones are reached and additional information becomes available that will impact the I-4 improvements.

PASSED AND DULY ADOPTED this 4th day of August, 2025

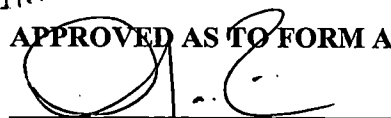


Christopher M. Cloudman
Mayor-Commissioner




Julie A. Hennessy
City Clerk - Auditor

APPROVED AS TO FORM AND LEGALITY:


Darren J. Elkind
City Attorney

RESOLUTION NO. 2025-04

**A RESOLUTION OF THE CITY OF DEBARY, FLORIDA,
SUPPORTING METROPLAN ORLANDO AND OTHER
TRANSPORTATION AUTHORITIES' STRATEGIC
INITIATIVES TO EXPEDITE THE COMPLETION OF
IMPROVEMENTS TO THE INTERSTATE 4, ST. JOHNS RIVER
BRIDGE.**

WHEREAS, three major projects of true regional significance – SunRail, the Wekiva Parkway and the I-4 Master Plan – that have a profound impact on Central Florida's transportation system were recently completed and having a profound impact on Central Florida's transportation system; and

WHEREAS, these three projects demonstrate our regional commitment to collaboration across jurisdictions for long-term regional and statewide benefits; and

WHEREAS, I-4 serves critical interstate, intrastate and regional needs and is considered the backbone of Central Florida's regional transportation system; and

WHEREAS, the original I-4 Master Plan was adopted by local planning agencies over three decades ago, and has been revised over time to provide additional highway and transit capacity in this critical corridor; and

WHEREAS, an innovative component of the I-4 Master Plan was the introduction of managed lanes in the corridor – a new approach to tolling in Central Florida -- with these lanes being tolled for the purpose of improving the flow of traffic and providing an additional funding source; and

WHEREAS, the initial segment of the ultimate configuration concept is constructed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, the movement of freight and goods, in Central Florida is heavily dependent on the efficient operation of the I-4 Corridor; and

WHEREAS, Florida Department of Transportation (FDOT) has identified the I-4 Corridor as the state's most critical transportation corridor; and

WHEREAS, the truck parking shortage within the I-4 Corridor has been identified as the most important issue for commercial truck drivers leading the FDOT to complete a truck parking study that identified locations for additional truck parking within the I-4 Corridor, and

WHEREAS, FDOT is now working on extending the I-4 improvements, including managed toll lanes, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County; and

WHEREAS, the St. Johns River Bridge, included in Segment 4, is a critical component of the I-4 improvements extending from east of US 17/92 to east of SR 472 in Volusia County but remains unfunded,

WHEREAS, eastbound traffic congestion on the St. Johns River Bridge significantly impacts Highway 17-92 through DeBary, increasing traffic volumes and congestion as travelers bypass I-4 backups, affecting local communities for over a decade; and

WHEREAS, the St. Johns River Bridge and surrounding areas are among the most accident-prone segments of the I-4 corridor, frequently causing westbound traffic backups to Dirksen Drive in DeBary and prompting detours through DeBary neighborhoods, creating public safety hazards; and

NOW, THEREFORE, BE IT RESOLVED by the City of DeBary that we support the FDOT in their pursuit of additional new funds and/or creative funding mechanisms to expedite the completion of Segment 4, including managed and eastbound merging lanes over the St. Johns River Bridge; and

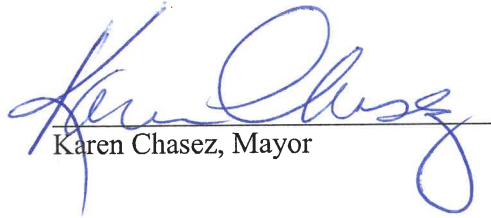
BE IT FURTHER RESOLVED that if additional funding is limited, the City of DeBary urges that priority be given to incremental improvements and expansion of the St. Johns River Bridge to alleviate traffic congestion, enhance safety, and mitigate the impact on DeBary's roadways; and

BE IT FURTHER RESOLVED that the City of DeBary commends the Florida Department of Transportation for the work they have done to advance the I-4 improvements that will accelerate meeting the mobility needs and economic development interests of Central Florida; and

BE IT FURTHER RESOLVED that the City of DeBary expects regular updates from the Florida Department of Transportation as major milestones are reached and additional information becomes available that will impact the I-4 improvements.

ADOPTED THIS 2ND DAY OF APRIL, 2025.

DEBARY, FLORIDA
CITY COUNCIL


Karen Chasez, Mayor

ATTEST:


Annette Hatch, CMC, City Clerk

RESOLUTION NO. 1081

A RESOLUTION OF THE CITY OF LAKE MARY, FLORIDA, SUPPORTING THE EXPEDITED COMPLETION OF SEGMENTS THREE AND FOUR OF THE I-4 BEYOND THE ULTIMATE PROJECT; AUTHORIZING TRANSMISSION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a significant project of great importance to our region, SunRail, has recently reached completion, greatly affecting Central Florida's transportation landscape; and

WHEREAS, these initiatives exemplify our collective commitment to collaborating with varied partners and across different jurisdictions for the enduring benefit of our community; and

WHEREAS, Interstate 4 (I-4) plays a vital role in serving both interstate and intrastate transportation needs, and it stands as a foundational element of Central Florida's regional transportation network; and

WHEREAS, the original I-4 Master Plan was embraced by local planning agencies over thirty years ago, and is currently undergoing revisions to enhance highway and transit capacity in this vital corridor; and

WHEREAS, improvements to I-4, supported by traditional Strategic Intermodal System (SIS) funding, play a crucial role in the Year 2045 Long Range Transportation Plan that was adopted by the MetroPlan Orlando Board in December 2020; and

WHEREAS, improvements to I-4 have consistently been included on MetroPlan Orlando's Prioritized Project Lists (approved annually with the most recent in July 2025) as the top-ranked projects for National Highway System (NHS) Funded Projects; and

WHEREAS, the first segment of the ultimate configuration has been completed between just south of Kirkman Road in Orange County to just north of SR 434 in Seminole County; and

WHEREAS, Segment 3 of the I-4 Beyond the Ultimate Project extends from 1 mile east of S.R. 434 in Longwood to east of U.S. 17-92 at the Seminole-Volusia County line and includes the interchanges at Lake Mary Boulevard and C.R. 46A; and

WHEREAS, Segment 4 of the I-4 Beyond the Ultimate Project extends from east of U.S. 17-92 to a half mile east of State Road 472 and includes improvements and/or new interchanges at State Road 472, Rhode Island Avenue, Saxon Boulevard, Dirksen Drive, and the St. Johns River Bridge; and

WHEREAS, the efficient movement of freight and goods in Central Florida relies heavily on the smooth operation of the I-4 Corridor; and

WHEREAS, the Florida Department of Transportation (FDOT) has identified the I-4 Corridor as the most critical corridor in the state; and

WHEREAS, the shortage of truck parking within the I-4 Corridor has emerged as a primary concern for commercial truck drivers, prompting FDOT to conduct a truck parking study that identified potential sites for additional truck parking along the corridor; and

WHEREAS, FDOT is currently working on extending the I-4 improvements from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County (Segments 3 and 4); and

WHEREAS, the Mayor and City Commission of the City of Lake Mary finds the expedited completion of both Segment 3 and Segment 4 of the I-4 Beyond the Ultimate Project to be in the best interests of the City's residents, visitors, and businesses; and

WHEREAS, the Mayor and City Commission desires to express support for FDOT's expedited completion of both Segments 3 and 4 of the I-4 Beyond the Ultimate Project.

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

SECTION 1. Recitals Adopted. The foregoing recitals are true and correct and are incorporated in this Resolution by reference.

SECTION 2. Support Expressed. The City Commission hereby expresses its wholehearted support for FDOT in seeking additional new funding and innovative funding mechanisms to accelerate the completion of both Segments 3 and 4, and expresses its appreciation to FDOT for their dedicated efforts in advancing the I-4 improvements which will enhance mobility and support economic growth in Central Florida.

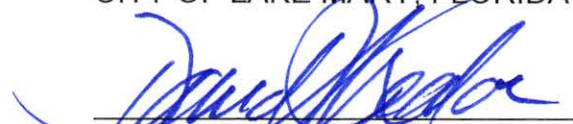
SECTION 3. Transmission Authorized. The City Manager or his designee is hereby authorized to transmit this Resolution and any other necessary supporting documents to the Florida Department of Transportation.

SECTION 4. Implementation. The City Manager or his designee is hereby authorized to take any action which is necessary to implement this Resolution as it applies to the support of expedited completion of Segments 3 and 4 of the I-4 Beyond the Ultimate project.

SECTION 5. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED and **ADOPTED** by a 5/5 vote at a regular meeting of the City Commission of the City of Lake Mary, this 21 day of August, 2025.

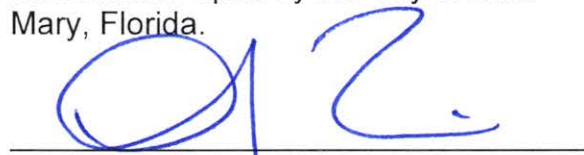
CITY OF LAKE MARY, FLORIDA


MAYOR, DAVID J. MEALOR

ATTEST:


CITY CLERK, AMBER BRANTON

Approved as to form and legality for use and reliance upon by the City of Lake Mary, Florida.


DARREN J. ELKIND
CITY ATTORNEY

RESOLUTION NO. 2025-75

**A RESOLUTION OF CITY OF DELTONA, FLORIDA;
SUPPORTING THE EXPEDITED COMPLETION OF
SEGMENTS THREE AND FOUR OF THE I-4 BEYOND THE
ULTIMATE PROJECT; AUTHORIZING TRANSMISSION TO
THE FLORIDA DEPARTMENT OF TRANSPORTATION;
PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE
DATE.**

WHEREAS ,a significant project of great importance to our region, SunRail, has recently reached completion, greatly affecting Central Florida's transportation landscape; and

WHEREAS, these initiatives exemplify our collective commitment to collaborating with varied partners and across different jurisdictions for the enduring benefit of our community; and

WHEREAS, Interstate 4 (I-4) plays a vital role in serving both interstate and intrastate transportation needs, and it stands as a foundational element of Central Florida's regional transportation network; and

WHEREAS, the original I-4 Master Plan was embraced by local planning agencies over thirty years ago, the plan is undergoing revisions to enhance highway and transit capacity in this vital corridor; and

WHEREAS, enhancements to I-4, supported by traditional Strategic Intermodal System (SIS) funding, play a crucial role in the Year 2045 Long Range Transportation Plan, which Volusia Flagler Transportation Planning Organization (VFTPO) adopted in September 2020 and is currently updating to 2050; and

WHEREAS, enhancements to I-4 have consistently featured as top priorities on VFTPO's annual Prioritized Project Lists, with the most recent draft dated May 25, 2025 ranking Interstate 4 as the most priority Prioritized Strategic Intermodal System Projects; and

WHEREAS, Segment 4 of the I-4 Beyond the Ultimate Project includes improvements and/or new interchanges at State Road 472, Rhode Island Avenue, Saxon Boulevard, Dirksen Drive, and St. Johns River Bridge; and

WHEREAS, the first segment of the ultimate configuration has been completed between just south of Kirkman Road in Orange County and just north of SR 434 in Seminole County; and

WHEREAS, Segment 3 would extend the ultimate configuration from north of SR 434 to over the St. Johns River; and

WHEREAS, the efficient movement of freight and goods in Central Florida relies heavily on the smooth operation of the I-4 Corridor; and

WHEREAS, the Florida Department of Transportation (FDOT) has identified the I-4 Corridor as the most critical corridor in the state; and

WHEREAS, the shortage of truck parking within the I-4 Corridor has emerged as a primary concern for commercial truck drivers, prompting FDOT to conduct a truck parking study that identified potential sites for additional truck parking along the corridor; and

WHEREAS, FDOT is currently working on extending the I-4 improvements, from the terminus just north of SR 434 in Seminole County to SR 472 in Volusia County (Segments 3 and 4); and

WHEREAS, the City Commission of the City of Deltona finds the expedited completion of Segment 3 and Segment 4 of the I-4 Beyond the Ultimate Project to be in the best interest of its residents, visitors, and businesses; and

WHEREAS, the City Commission desires to express its support for FDOT's expedited completion of Segments 3 and 4 of the I-4 Beyond the Ultimate Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:

Section 1. Recitals Adopted. That each of the above recitals are hereby adopted, confirmed, and incorporated herein.

Section 2. Support Expressed. That the City Commission hereby expresses its wholehearted support for FDOT in seeking additional funding and innovative financing solutions to accelerate the completion of Segments 3 and 4 and expresses its appreciation to FDOT and their dedicated efforts in advancing the I-4 improvements which will enhance mobility and support economic growth in Central Florida.

Section 3. Transmission Authorized. That the City Manager or his designee is here by authorized to transmit this Resolution and any other necessary supporting documents to the Florida Department of Transportation.

Section 4. Implementation. That the City Manager or his designee is hereby authorized to take any action which is necessary to implement this Resolution.

Section 5. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, THIS 21st DAY OF July, 2025.

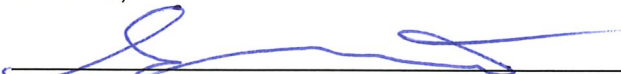
BY: 

Santiago Avila, Jr., MAYOR

ATTEST:


Joyce Raftery, CMC, MMC, CITY CLERK

Approved as to form and legality
for use and reliance of the City of
Deltona, Florida


TG Law, PLLC, CITY ATTORNEY

Name	Yes	No
Avila-Vazquez	☒	☐
Colwell	☒	☐
Heriot	☒	☐
Howington	☒	☐
Lulli	☒	☐
Santiago	☒	☐
Avila	☒	☐

November 20, 2025

The Honorable Sean P. Duffy

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

Subject: *FM # 452191-1-52-01 - CFRC Bridge Replacement Project over US 17/92 in Maitland, Florida*

Secretary Duffy:

On behalf of MetroPlan Orlando, the federally designated Metropolitan Planning Organization for Orange, Osceola, and Seminole Counties, I am writing to express support for the Florida Department of Transportation's (FDOT) National Railroad Partnership Program/Federal-State Partnership (NRP-FSP) application for the Central Florida Rail Corridor (CFRC) Bridge Replacement Project over U.S. 17/92 in Maitland, Florida (FM # 452191-1-52-01). This vital infrastructure initiative will replace an aging railway bridge that serves a multi-modal corridor supporting SunRail commuter service, Amtrak intercity passenger rail, and freight operations by CSX Transportation (CSXT).

As Florida experiences continued population growth, the demand for safe, efficient, and sustainable transportation options has never been greater. The CFRC and SunRail have become a model of federal, state, and local collaboration, delivering mobility solutions that enhance regional connectivity and economic vitality. SunRail's true success is a testament to this partnership and the importance of maintaining and upgrading the corridor's infrastructure.

The proposed bridge replacement will:

- Improve rail capacity and operational reliability
- Enhance safety for both rail and roadway users
- Support future service expansion and multimodal integration
- Reduce maintenance costs and potential service disruptions

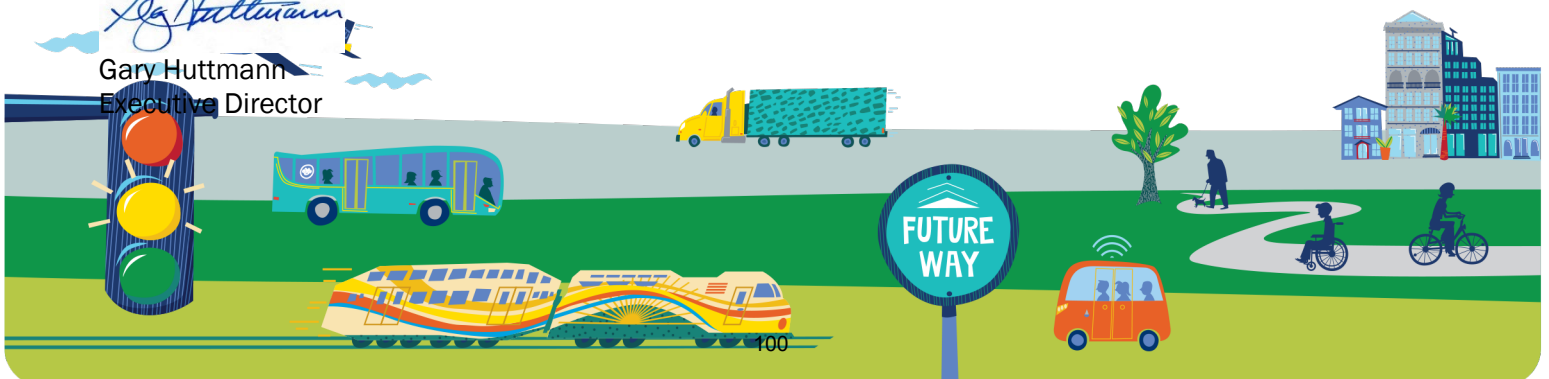
This project directly aligns with the Administration's goals to advance transformative rail infrastructure projects, promote economic competitiveness, and invest in resilient infrastructure. FDOT's proposal represents a strategic investment in a critical corridor for the movement of people and goods across Central Florida.

I respectfully urge your full consideration of FDOT's application. This project is a crucial step in ensuring the safety, reliability, and growth of Central Florida's rail infrastructure.

Sincerely,



Gary Huttman
Executive Director





Central Florida Rail Corridor (CFRC) Bridge Replacement at MP 784.3 – Maitland, Florida

FACT SHEET

Project Title:

CFRC Bridge Replacement
at MP 784.3 – Maitland, Florida

Applicant:

Florida Department of Transportation

Grant Type:

National Railroad Partnership Program/
Federal-State Partnership (NRP-FSP)

Project Type:

Urban

**Total Project Cost / Amount of Federal
Funding Requested:**

\$84.0M / \$42.0M (50% federal share)

Project Schedule:

Construction FY28

Project Location:

Maitland, FL

Urbanized area where the project is:

Orlando-Kissimmee-Sanford

Congressional District & Member:

FL-10, Congressman Maxwell Frost

**Was a federal grant application
previously submitted for this project?**

No



NOVEMBER 2025

PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is seeking federal funding to support construction of a critical infrastructure project along the Central Florida Rail Corridor (CFRC). The project involves the replacement of the existing railway bridge at milepost (MP) 784.3, which spans US 17/92 (Orlando Avenue) in Maitland, Florida. This bridge serves as a vital rail corridor serving Amtrak intercity passenger trains, SunRail commuter service, and CSX freight operations.

Although the existing structure is currently in a State of Good Repair, it is aging and has been identified through historical incident data and engineering assessments as a priority for replacement.

OBJECTIVES

This project aims to address several objectives, including rail capacity, improving traffic flow, and increasing safety and structural integrity.

- **Rail Capacity:** The single-track CFRC will be upgraded to a double-track system, allowing concurrent train operations and eliminating a significant operational bottleneck for Amtrak, SunRail, and CSX services.
- **Traffic Flow and Constructability:** Construction is designed to minimize disruption. Crews will build the new substructure while existing operations continue and use prefabricated spans for quick installation during a short track outage. The new, longer, dual bridges will also allow for the US 17/92 road median to be reduced to accommodate an additional northbound lane, directly improving roadway traffic capacity.
- **Safety and Structural Integrity:** The new bridge will meet modern design standards using concrete and steel, increasing its durability. A key safety objective is to increase the vertical clearance at US 17/92 to significantly reduce the frequency of vehicle strikes (bridge hits), which have been an ongoing issue with the existing structure.



PROJECT CHALLENGES AND BENEFITS

The outdated US 17/92 steel bridge, originally constructed in 1935 and extended in 1959, is a major constraint on the CFRC, creating a 1.9-mile single-track bottleneck. The main challenge is replacing the existing bridge structure while minimizing disruptions to highly active transportation corridors, which include:

- A combined (Amtrak, SunRail and CSX trains) rail traffic of 52 trains weekday;
- Heavy US 17/92 road traffic; and
- Complexity of upgrading a single track to a double track system.

The proposed project offers numerous long-term benefits for the community and transportation network:

- Replacing the aging structure eliminates safety concerns for both train and vehicular traffic;
- Eliminating a single-track chokepoint, provides uninterrupted service for both freight and passenger rail;
- Enhancing the long-term resilience of a key multimodal corridor improves operational reliability;
- Reduced long-term maintenance costs and minimizing the potential for service disruptions.
- Enhancing capacity is crucial for accommodating SunRail's future plans to increase service frequency, including potential night and weekend service;
- Accommodations for a future pedestrian bridge over US 17/92 for the continuation of an existing pedestrian/bike path ultimately linking the two neighboring communities; and
- Enhancing overall safety for CFRC/SunRail and its tenant railroads.

This project is the first phase of a multi-phase effort to eliminate the 1.9-mile operational chokepoint. Phase 1 will replace the aging bridge and add 0.7 miles of double track. Phase 2 completes the remaining 1.2 miles of second track construction and would be proposed as a separate future project.

November 25, 2025

Mr. Juan Brown
Manager
Federal Aviation Administration
Orlando Airport District Office
8427 South Park Circle, Suite 524
Orlando, Florida 32819

Dear Mr. Brown:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

To meet this requirement, MetroPlan Orlando has prepared a document that contains the transportation projects in Orange, Osceola, and Seminole Counties that received federal funds during FY 2024/25. This document can be found on the MetroPlan Orlando website at the following link:

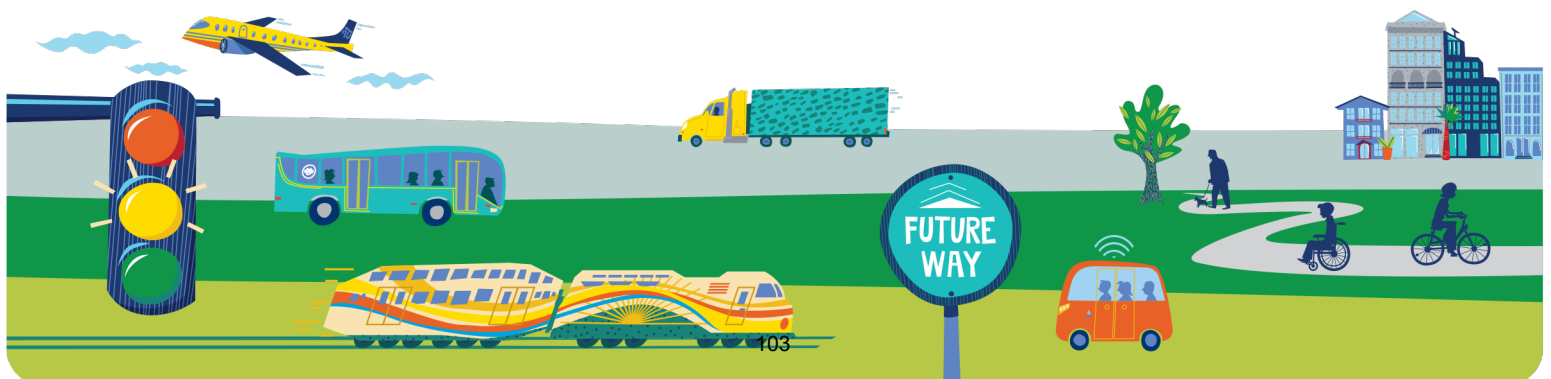
https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2024_25-Federally-Obligated-Funds-Report.pdf

The link to this document will also be provided to the members of MetroPlan Orlando's Board and advisory committees. This letter is submitted for your information.

Sincerely,



Gary Huttman, AICP
Executive Director



November 25, 2025

Mr. Jamie Christian
Division Administrator
Federal Highway Administration
Florida Division
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Dear Mr. Christian:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

To meet this requirement, MetroPlan Orlando has prepared a document that contains the transportation projects in Orange, Osceola, and Seminole Counties that received federal funds during FY 2024/25. This document can be found on the MetroPlan Orlando website at the following link:

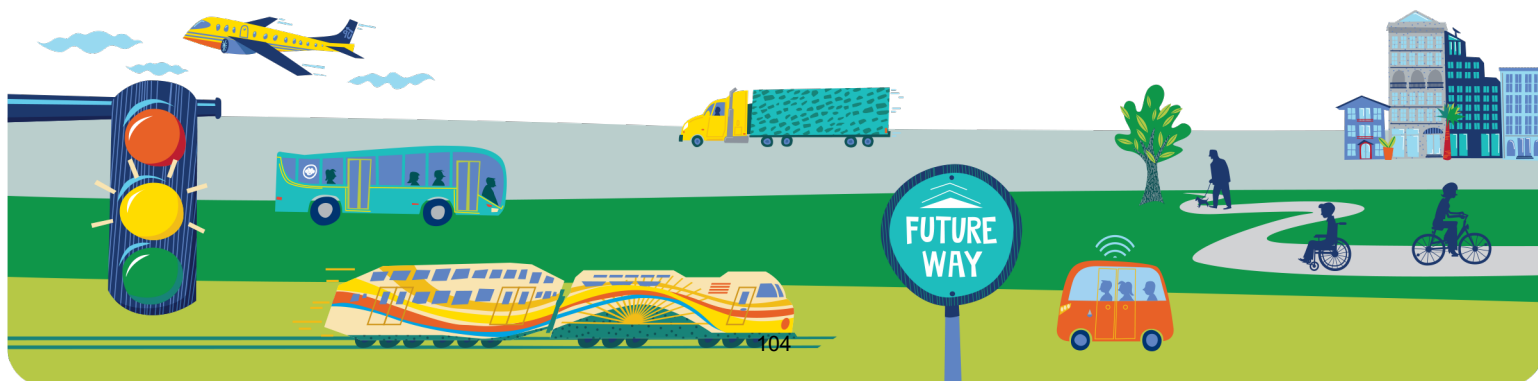
https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2024_25-Federally-Obligated-Funds-Report.pdf

The link to this document will also be provided to the members of MetroPlan Orlando's Board and advisory committees. This letter is submitted for your information.

Sincerely,



Gary Huttman, AICP
Executive Director



November 25, 2025

Ms. Yvette Taylor
Regional Administrator, Region 4
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, Georgia 30303

Dear Ms. Taylor:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

To meet this requirement, MetroPlan Orlando has prepared a document that contains the transportation projects in Orange, Osceola, and Seminole Counties that received federal funds during FY 2024/25. This document can be found on the MetroPlan Orlando website at the following link:

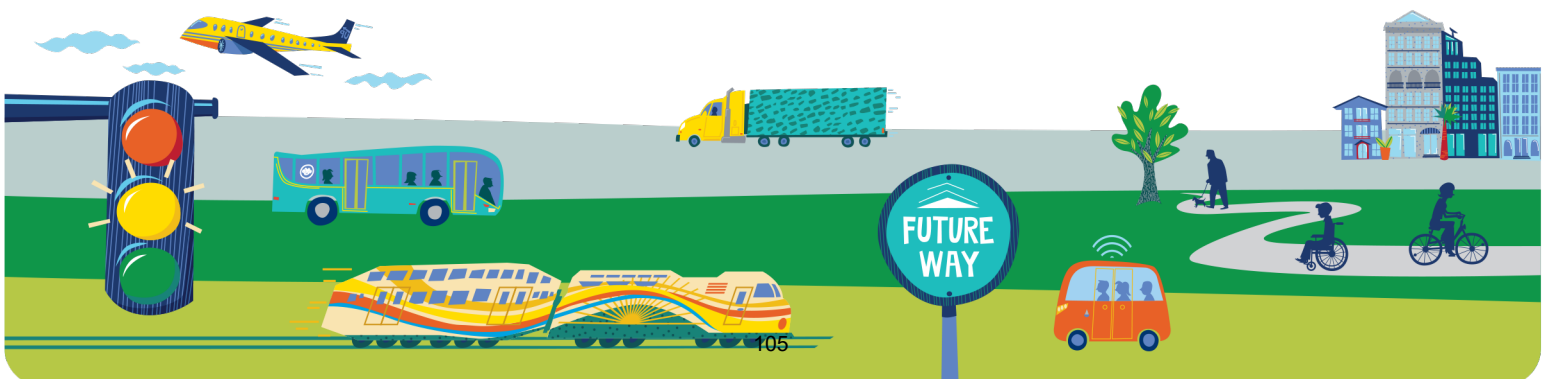
https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2024_25-Federally-Obligated-Funds-Report.pdf

The link to this document will also be provided to the members of MetroPlan Orlando's Board and advisory committees. This letter is submitted for your information.

Sincerely,



Gary Huttman, AICP
Executive Director



November 20, 2025

To: Board and Committee Members

From: Gary Huttman AICP, Executive Director

Subject: 2025 Population Estimates

The official 2025 population estimates were recently released by the University of Florida's Bureau of Economic and Business Research (BEBR).

The attached table compares the 2024 population estimates with the 2025 population estimates for our three-county region, as well as for our neighboring counties and the State of Florida. The original BEBR statewide 2025 population estimates are available at <https://bebr.ufl.edu/population/population-data/>, and archived population estimates and associated data can be accessed at <https://www.bebr.ufl.edu/population/population-data-archive/>.

Highlights are as follows:

- From 2024 to 2025, there was a 2.44% increase in the population of our three-county area – higher than the percentage increase for the 2023-2024 report (1.53%). This is an increase of more than 59,985 new residents – which is nearly the current population of the City of Apopka.
- In our three-county region, Osceola County continued to have the highest rate of growth this year (7.46%).
- The Orange County municipality with the largest percentage increase was the Town of Eatonville (35.06%, 864 new residents), and the municipality with the largest numerical increase was the City of Orlando (1.68%, 5,615 new residents).
- The Osceola County municipality with the largest percentage increase and numerical increase was the City of St. Cloud again (7.98%, 5,268 new residents).
- The Seminole County municipality with the largest percentage increase and numerical increase was the City of Altamonte Springs (0.63%, 296 new residents).

The 2025 population figures will be considered in developing our Unified Planning Work Program and budget for the upcoming year.

Comparison of 2024 & 2025 Population Estimates for the MetroPlan Orlando Region

	2024 Pop. Est.	2025 Pop. Est.	Change (#)	Change (%)
Orange Co. Total	1,511,568	1,536,045	24,477 ▲	1.62% ▲
Apopka	61,820	66,580	4,760 ▲	7.70% ▲
Bay Lake	14	14	- ▬	0.00% ▬
Belle Isle	7,293	7,214	(79) ▼	-1.08% ▼
Eatonville	2,464	3,328	864 ▲	35.06% ▲
Edgewood	2,553	2,595	42 ▲	1.65% ▲
Lake Buena Vista	21	21	- ▬	0.00% ▬
Maitland	20,042	20,141	99 ▲	0.49% ▲
Oakland	5,402	5,629	227 ▲	4.20% ▲
Ocoee	51,186	51,209	23 ▲	0.04% ▲
Orlando	335,066	340,681	5,615 ▲	1.68% ▲
Windermere	3,044	3,186	142 ▲	4.66% ▲
Winter Garden	51,495	52,479	984 ▲	1.91% ▲
Winter Park	30,565	30,600	35 ▲	0.11% ▲
Unincorporated	940,603	952,368	11,765 ▲	1.25% ▲
Osceola Co. Total	451,231	484,915	33,684 ▲	7.46% ▲
Kissimmee	85,141	87,664	2,523 ▲	2.96% ▲
St. Cloud	65,974	71,242	5,268 ▲	7.98% ▲
Unincorporated	300,116	326,009	25,893 ▲	8.63% ▲
Seminole Co. Total	493,282	495,106	1,824 ▲	0.37% ▲
Altamonte Springs	47,313	47,609	296 ▲	0.63% ▲
Casselberry	30,120	30,132	12 ▲	0.04% ▲
Lake Mary	17,423	17,516	93 ▲	0.53% ▲
Longwood	16,617	16,641	24 ▲	0.14% ▲
Oviedo	41,934	42,080	146 ▲	0.35% ▲
Sanford	67,897	68,136	239 ▲	0.35% ▲
Winter Springs	39,131	39,170	39 ▲	0.10% ▲
Unincorporated	232,847	233,822	975 ▲	0.42% ▲
3-County Total	2,456,081	2,516,066	59,985 ▲	2.44% ▲

Comparison of 2024 & 2025 Population Estimates for Other Counties in Central Florida Region

	2024 Pop. Est.	2025 Pop. Est.	Change (#)	Change (%)
Brevard Co. Total	653,703	667,900	14,197 ▲	2.17% ▲
Flagler Co. Total	136,310	140,714	4,404 ▲	3.23% ▲
Lake Co. Total	433,331	445,881	12,550 ▲	2.90% ▲
Marion Co. Total	419,510	433,765	14,255 ▲	3.40% ▲
Polk Co. Total	826,090	846,896	20,806 ▲	2.52% ▲
Sumter Co. Total	156,743	162,493	5,750 ▲	3.67% ▲
Volusia Co. Total	594,643	604,533	9,890 ▲	1.66% ▲
MetroPlan Orlando 3-County Region Total	2,456,081	2,516,066	59,985 ▲	2.44% ▲
10-County Total	5,676,411	5,818,248	141,837 ▲	2.50% ▲
State of Florida	23,014,551	23,379,261	364,710 ▲	1.58% ▲

SAFETY CENTRAL

DISTRICT 5 MOVING TO ZERO



District 5 Office of Safety Newsletter

BRIDGING CULTURE AND SAFETY

By Kathy Alexander-Corbin

FDOT D5 Program Management Administrator

I cherish my neighborhood in the heart of Orlando. A short, two-minute drive east takes me to my go-to café, where the café con leche (café latte) is always spot-on – perfectly balanced with foamy steamed milk and a touch of rich azúcar canela (brown sugar). Their cheese empanadas are golden and savory, while the guava and cheese puff pastries are so buttery they practically dissolve in your mouth.

Heading in the other direction is my favorite hidden, hole-in-the-wall gem where you can indulge in the most decadent guanabana (soursop) and coconut milk fruit smoothie.

Did you think this was a foodie review...?

As much as I delight in the vibrant, Latin-infused spirit of my neighborhood, I'm also very aware of how cultural differences influence road and traffic safety. Many times, I see pedestrians jolting across the street, dodging moving traffic, 50 feet from a marked, signalized crosswalk. Or, I look over to my neighbor at a traffic light and notice they are not wearing a seatbelt.

It's not that Latino/as don't value safety – it's that our norms around it can sometimes be more relaxed, shaped by the realities many of us experienced in our countries of origin where road infrastructure may be lacking and traffic enforcement is less consistent. These habits, carried over, pose real risks.

I remember when I worked in roadway design, reviewing crash reports. Sometimes, when I'd see a fatality report indicating a vehicle occupant wasn't wearing a seatbelt, I'd catch myself wondering, "Were they

Latino/a?" And While I realized that was stereotypical thinking the data often reflected a disproportionate trend that aligned with my assumption.

That's why I sincerely appreciate the outreach and public service campaigns led by FDOT to educate and inform the public about roadway and traffic safety. Wanting to contribute beyond my role in Program Management, I sought out a way to connect more personally with this outreach. As a native Spanish speaker, I can convey these critical messages to those who have not yet mastered the English language, yet still need to hear them. Ahead of the Fourth of July this year, I participated in a media event that also aimed to reach the Spanish-speaking audience, raising awareness about roadway and traffic safety within our communities.



PATRULLA DE CARRETERAS AFIRMA QUE CONTINUARÁN COLABORANDO CON ICE

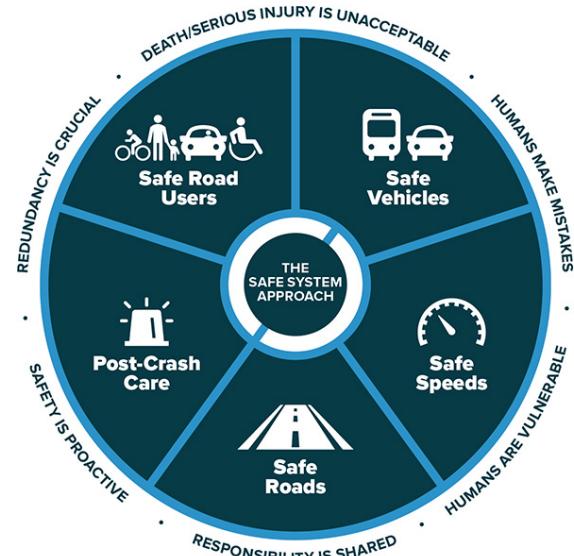


For me, it's not just about infrastructure and enforcement – it's about connection. It's about bridging cultural gaps with empathy and education, and ensuring our vibrant communities – our families, neighbors, friends and visitors – stay safe. When we engage with our communities to promote roadway and traffic safety, we can help to reduce transportation-related injuries and deaths. That's a goal worth striving for, no matter what language you speak.

The Safe System Approach & Focus Group Team Members

The Safety Central Newsletter highlights transportation projects and approaches that integrate Safe System elements, safer roadways, safer speeds, safer road users, safer vehicles, and post-crash care. The Safe System approach incorporates a robust toolbox of projects, approaches, and understanding to improve safety for all users. Partners across the region are working together to “get to zero”! One of the key partner groups is the Focus Group volunteers who are working on specific Central Florida Safety Strategic Plan (CFSSP) action steps.

In this edition of the Safety Central Newsletter, we will highlight Focus Group teams that are advancing the CFSSP action steps and the Safe System Approach. The current Focus Group members are:



Safe System Approach Wheel (Source: FHWA)

Emily Bush (BWCF/BFF)

Anna Strasshofer (BWCF/BFF)

Rafael Burgos (BWCF/BFF)

Jenna Mousseau (BWCF/BFF)

Chante' Jones (AARP)

Laura Streed (AARP)

Adrianna Rodriguez (MetroPlan Orlando)

Lara Bouck (MetroPlan Orlando)

Mighk Wilson (MetroPlan Orlando)

Lauren Torres (Orange County)

Kim Sadowski (DRMP)

Mohit Garg (CDM Smith)

Shelby Villatoro (CDM Smith)

Chris Coleman (STV, Inc.)

Christy Lofye (Arduarra)

Brenna Boylan (Arduarra)

Kristof Devastey (Fehr & Peers)

Todd Davis (Protean)

Dan Gallagher (Burgess & Niple)

Bike/Walk Central Florida (BWCF)/Best Foot Forward (BFF)

The Focus Group teams will be presenting a status update on their work to the CFSSP Steering Committee at their January 2026 and April 2026 committee meetings. We thank all our Focus Group volunteers who are helping our region “get to zero”!

Central Florida Safety Strategic Plan Focus Groups

For the last year, Focus Group teams have been meeting monthly to advance key action steps identified in the CFSSP. The team members have presented their work to the CFSSP Steering Committee and will present their work to the FDOT District Five Executive Team in December. The Focus Groups consist of interdisciplinary team members from both the public and private sectors, who meet monthly with the FDOT D5 Office of Safety. Focus Group key work products that are currently underway include:

- **Getting to Zero Checklist** - Focus Group members are drafting a "Getting to Zero Checklist" that District Five and communities across Central Florida can use to assist with project scoping with an increased focus on helping the region improve safety for all users. This new tool should be available in the next few months.
- **Safety Walk and Talks** - Focus Group members, including AARP and Best Foot Forward, are working together to advance Safety Walk and Talks in Central Florida. A Safety Walk and Talk is scheduled for the next Steering Committee meeting in January 2026 in Casselberry. The Focus Group hopes to host additional Walk and Talks in other communities in the future.
- **Speed Data Collection Technologies Survey and Findings** - Focus Group members have distributed and summarized a survey of regional partners to understand better what tools agencies and communities are using across the region to collect speed data. Its purpose is to understand what is already in use, identify emerging speed data-collection tools, learn from lessons, and assess how these tools could be used to expedite potential safety improvements. This team has compiled its findings and will release them soon.
- **Community Traffic Safety Team Coordination** - Focus group members have been coordinating safety efforts along high-injury network (HIN) corridors with local CTSTs to identify key priorities and collaboration opportunities.
- **Safety Education** - Focus group team members with Bike/Walk Central Florida have been working with elementary and middle schools to enhance safety training opportunities in key districts. In addition, this Focus Group is compiling a summary of teen driving education and safety tools that will be shared with regional partners and the community.
- **Emerging Speed Camera Technology** - This Focus Group is assessing speed camera technology and usage patterns across the nation. The group will explore successes, challenges, and lessons learned associated with this emerging technology.
- **Insurance Partners Collaboration** - Focus group team members are exploring connections between "good driver behavior" insurance programs and collaboration opportunities between interdisciplinary agencies. The team is exploring successes and lessons learned with existing insurance programs to assess potential future partnerships between the insurance industry and safety partners throughout District Five.



At the January 2026 Steering Committee, focus group team members from AARP and the City of Casselberry will be leading a Safety Walk and Talk tour of Casselberry's Complete Street projects.

Lovin' the IRL Target Zero Approach

By Carolyn Fitzwilliam

FDOT D5 Consultant Project Management, Public Engagement

Even with all the excellent communications tools available these days, in-person conversations remain the most meaningful. That's why I'm so happy to support Target Zero outreach. Each event is an opportunity to reach someone with a message that could save them from serious injury someday.

The events are also an excellent opportunity for us to learn about the communities we serve, which is one of my favorite things to do. I love it when people stop by to share their experiences,

concerns, or ask questions. It helps us identify areas where we can improve or shed light on an issue we may not have been aware of.

Often, I think people are surprised that we make the effort to get out into the community, and the number of events and the amount of effort expended by the District's Target Zero team is fantastic. I'm really proud to be part of an organization that allows everyone to get involved, even if just a little bit.



'Champion'ing School Bus Safety

FDOT D5 Office of Safety's Safety Administrator, Loreen Bobo, P.E., recently joined Champion Elementary's talk show, "Champion Chat" to discuss School Bus Safety Week (October 20 - 24) and how kids and drivers can stay safe on and around school buses.

The episode shared valuable safety tips for families and students, sparking meaningful conversations among Champion's Black Bears about bus and pedestrian safety. Although school buses are considered one of the safest



modes of transportation for children, injuries and fatalities still happen outside or near them. Most often, these incidents occur because a motorists fail to slow down and obey the extended bus stop arms.

It's important to remember

that passing a school bus when its red lights are flashing and the stop-arm is extended is illegal, and it puts bus riders and their caregivers at risk when motorists fail to follow local traffic laws. Whether you're walking, biking, scooting, rolling, or driving, doing your part to stay alert and follow the rules of the road helps ensure everyone gets home safely.

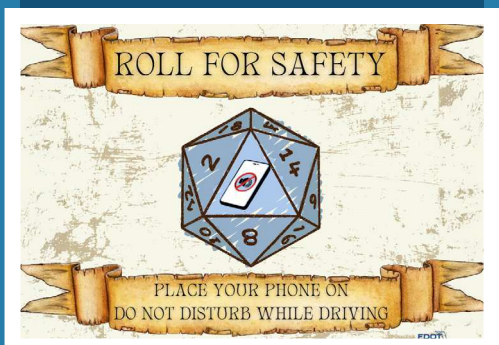
Check out the full "Champion Chat" episode with Loreen [here](#).

Drive Time is You Time

Five seconds. That's all the time it takes for a quick glance at a text message, a spilled drink, or a song change to turn an ordinary drive into a life-altering moment. According to the National Highway Traffic Safety Administration, looking down for just five seconds while driving 55 mph is like traveling the length of a football field with your eyes closed.

One simple way to prevent distracted driving is by turning on "Do Not Disturb" mode before hitting the road. Need help setting it up?

Click [here](#) for easy tutorials for both Apple and Android devices.



Improving Accessibility with APS Upgrades for Pedestrians

By Todd Davis

Director of Traffic Studies & Planning, Protean Design Group

This is a wonderful time of the year to take a walk in Florida. The weather is not too hot. It's rarely cold. Our region has beautiful downtowns with pleasant sidewalks. At traffic signals, we provide pedestrians with signals to let people know when it's their turn to cross the intersection. But for many individuals, walking has additional levels of complexity because they have difficulty seeing or hearing. As is evident from the other articles in this newsletter, FDOT is committed to making our roadways safer and more accessible for everyone. One way we do this is by installing Accessible Pedestrian Signal (APS) devices.

APS devices provide audible and tactile cues that help pedestrians with visual impairments safely cross at signalized intersections. Audible features provide information about the presence of a signalized intersection and the location of the pedestrian buttons. Various sounds indicate the beginning of the WALK interval and the duration of the flashing DON'T WALK. The sounds also help pedestrians identify the location of the destination curb ramp. Raised arrows also indicate the direction of the crosswalks. The WALK interval is also indicated by a vibration in the button mechanism, providing benefits to those who may have trouble hearing.

Through a safety contract, FDOT District 5 is assisting communities in the design of APS devices and preparing them for construction. Using safety funds and the push-button contract, contractors are ready to move forward, ensuring that APS upgrades can be delivered quickly within an 18-month time frame.

Community involvement is an integral part of this effort, and the process begins when FDOT receives a request from a resident. FDOT then performs due diligence to confirm the need and location before sending the request to our design team for review, and works closely with the local jurisdiction and the requester throughout the design process to ensure



FDOT District 5 and its Office of Safety team are proud to bring safer, more inclusive intersections to Central Florida communities through collaborative programs like this.

the installation meets the Manual on Uniform Traffic Control Devices (MUTCD) and FDOT Design Manual (FDM) requirements while addressing the accessibility need. The team also seeks solutions that minimize the need for extensive sidewalk or curb reconstruction, thereby speeding up delivery and reducing disruption.

We also coordinate closely with adjacent projects to maximize efficiency and reduce costs. One example was the first APS project at U.S. 27 and Lake Minneola Shores in Minneola. Rather than install APS equipment that would later need to be removed, the team worked with Lake County to include the upgrades after the new exclusive right-turn lane was completed.

A key focus of this program has been State Road (S.R.) A1A, one of Florida's most iconic and heavily traveled coastal corridors. With its mix of residents, beachgoers, and visitors, pedestrian activity along S.R. A1A is exceptionally high, making accessible crossings a critical safety priority. Multiple APS upgrades have already been completed at intersections such as S.R. A1A and Pine Tree Drive and S.R. A1A and Palm Springs Boulevard. These improvements demonstrate FDOT's commitment to enhancing mobility and safety along this vital corridor, ensuring that pedestrians of all abilities can navigate safely in a busy environment.

FDOT D5 Mobilizes After Major Flooding in Central Florida

Weather experts called the record rainfall on Sunday, Oct. 26, in Central Florida a 1,000-year event. From Eustis and Mount Dora in Lake County to Cocoa and Titusville in Brevard County, 14 to 19 inches of rain caused torrential flooding, washing out dozens of roads.

FDOT D5's team quickly responded, including the D5 Emergency Operations Center (EOC). The EOC coordinated with the FDOT Central Office to continuously monitor impacted roadways using cameras deployed by D5 Traffic Operations.



Lake County

In Lake County, all westbound lanes of State Road (S.R.) 46 near U.S. 441 in Mount Dora were flooded, and only one eastbound lane was open to traffic. FDOT immediately sent drainage experts to the area. After pumping, one westbound lane reopened on October 28, and all lanes reopened two days later.

Also, the northeast quadrant of the U.S. 441/ S.R. 19 interchange was flooded. The westbound U.S. 441 ramp to northbound S.R. 19 sustained shoulder erosion that damaged a section of sidewalk. This stabilized the area for permanent repairs.

Brevard County

In Brevard County, U.S. 1 in the city of Cocoa saw multiple shoulder washouts, including a washout on the shoulder at a boat ramp near Fay Boulevard and another area near Spring Street. These shoulders were repaired and reopened by Halloween.

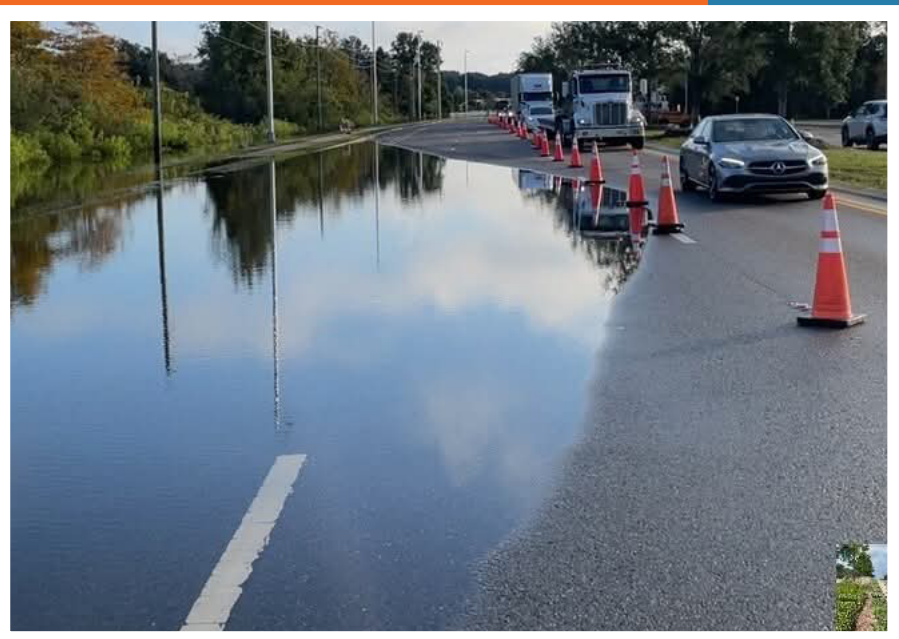
The southbound Interstate 95 (I-95) ramp to S.R. 406 also flooded, and crews quickly pumped the floodwaters. It reopened on the morning of October 28.



Helping Cities

FDOT also assisted local cities with road repairs, particularly on Donnelly Street in Mount Dora. This key arterial roadway within the city limits was washed away. FDOT crews immediately sprang into action to restore the Donnelly Street area by clearing debris, installing a new drainage pipe, and placing more than a hundred loads of material to fill the substantial void and rebuild the road base.

In Titusville, FDOT deployed vacuum trucks to assist with clearing its drainage systems. Additionally, crews assisted Brevard County with washout repairs on Indian River Drive. Operations Centers across the district stepped up to support recovery efforts, providing equipment, personnel, and materials as needed. Despite heavier-than-expected rain, D5 responded with fast, well-coordinated efforts to support all affected communities.



A Day of Walking, Biking & Rolling to School

In October, elementary school students, parents, and faculty across Central Florida joined together to walk, bike, or roll their way to school in celebration of National Walk, Bike & Roll to School Day – a nationwide event that encourages safe, active transportation to school. Smiles, sneakers, and bicycle helmets filled sidewalks and crosswalks as families showed that the journey to school can be both fun and healthy.

The annual event highlights the importance of creating safe, walkable routes for students while promoting the physical and social benefits of active travel. Walking or biking to school not only provides great exercise but also helps reduce traffic congestion near campuses and builds a stronger sense of connection within communities.

FDOT D5 Office of Safety supported the initiative this year by providing educational materials and resources to several schools. For example, at Sunrise Elementary, the safety team handed out goody bags packed with safety tip cards, high-visibility vests, LED armbands, bike lights, and personal fans. At Wekiva Elementary, volunteers held up vibrant yellow signs near a newly installed Rectangular Rapid Flashing Beacon (RRFB) crosswalk to increase visibility and promote pedestrian safety.

Events like Walk, Bike & Roll to School Day serve as a great reminder that small steps, or pedals, can make a big impact in building safer, healthier communities.

DID YOU KNOW

that Walk, Bike & Roll to School Day events can help encourage communities to implement policy or engineering changes that make it safer to walk and bike to school? In 2021, 65% of Walk to School Day event organizers indicated that their event led to planned or already completed policy or engineering changes (the highest percentage reported since 2014).

Coronado Beach Elementary



George Marks Elementary



Casselberry Elementary



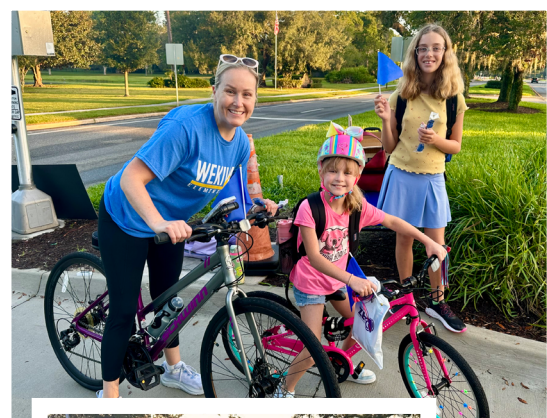
Surfside Elementary



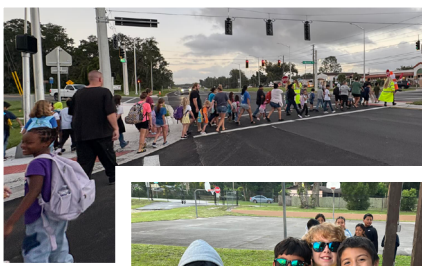
Hunter's Creek Elementary



Wekiva Elementary



McInnis Elementary



Sadler Elementary

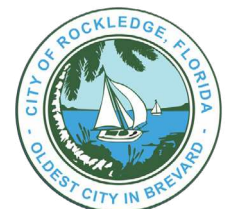


Sunrise Elementary



GETTING TO ZERO TOGETHER

Safety Starts With Us – Vision Zero Partners





Community Events

FDOT District Five Federal Grant Workshop

FDOT D5 hosted its Federal Grant Workshop on October 22 at the Central Florida Expressway Authority headquarters in Orlando to provide attendees with valuable resources and networking opportunities related to federal transit grants. The event featured a boardroom exhibit with subject matter experts, in-person presentations, and a vehicle showcase. FDOT D5 Office of Safety was present, sharing bicycle and pedestrian safety materials and giving away items such as first-aid kits and lighted armbands.



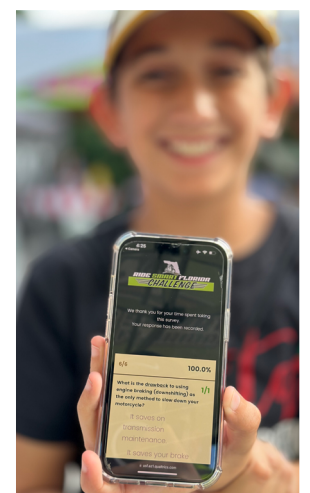
Keene's Crossing Elementary School Bike Rodeo

At the Keene's Crossing Elementary School Bike Rodeo, children and families participated in hands-on biking activities, a free helmet fitting, and a fun mini obstacle course to practice their new safety tips. Emphasizing the importance of early safety education and building confidence in young roadway users is part of the Target Zero mission.



Biketoberfest 2025

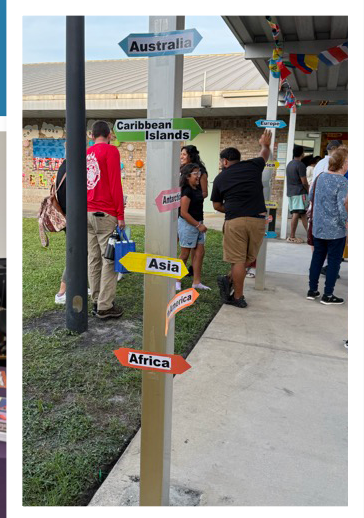
Biketoberfest 2025 saw outstanding participation, with nearly 800 Florida Motorcycle Safety Program rider surveys completed over four days, surpassing our record-breaking Bike Week 2025 numbers! We were thrilled to welcome back Lily the pit bull and her owner, who shared how they use our safety and visibility gear daily. Our team also captured powerful video interviews highlighting why riders choose to Ride SMART.



Community Events (continued)

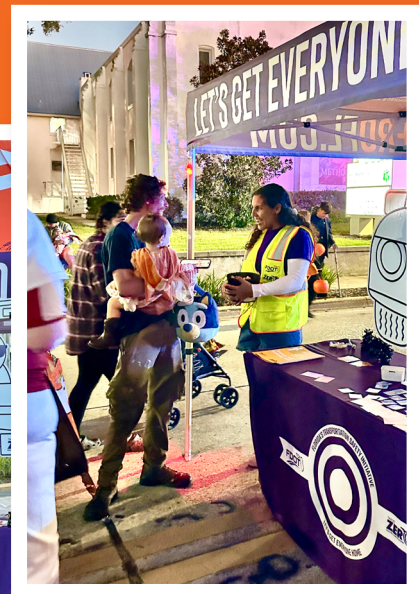
Manatee Cove Elementary Multicultural Night

Manatee Cove Elementary hosted a vibrant Multicultural Night designed to celebrate diversity and community engagement among elementary-aged students and their families. The Target Zero team participated by distributing safety-themed materials to children, including e-bike safety pamphlets, LED wristbands, and “Smarty” candy safety tip cards.



Monsters on MainStreet

The Monsters on MainStreet event in downtown DeLand was highly successful in promoting safety to trick-or-treaters attending this outdoor event. The weather was crisp and likely contributed to the high turnout. The Target Zero staff promoted pedestrian safety with LED wristbands for attendees to increase visibility while walking on Halloween night.



National Night Out - DeLand

FDOT D5 Office of Safety had a great time engaging with the community at the DeLand Police Department's National Night Out event. Attendees enjoyed free food, safety info from local agencies, and family-friendly activities. Our helmet fittings were a hit! One rider even shared how his helmet saved him from injury multiple times. We also loved seeing folks snap photos with the Target Zero picture frame!



Community Events (continued)

Dover Shores Bike Rodeo

The Dover Shores End of Summer Camp Party, led by Bike/Walk Central Florida, was a fun-packed, educational bike rodeo intended for children and teens. Kids were encouraged to bring their bikes, scooters, and helmets if they had one, but free helmets with proper helmet fittings were also provided. The goal was to teach kids about bike safety and bike-handling skills.



OCPS Transportation Safety Conference

Bus drivers, monitors, and support staff from all over Florida geared up for the new school year at the OCPS Transportation Safety Conference at the Orange County Convention Center. Target Zero volunteers set up a booth in the exhibition hall, which ended up being the most popular table among attendees. Bus drivers were very interested in safety materials and Safe Routes 2 School items. The conference also provided FDOT with the opportunity to collect data on transportation safety practices from 100 individuals.



Children's Safety Village Trunk or Treat

The Children's Safety Village was transformed into a festive hub for its annual Trunk or Treat event. Families gathered to enjoy a safe and fun Halloween celebration filled with decorated trunks, costumes, and interactive activities. FDOT D5 Office of Safety's booth was a hit as volunteers shared plenty of bike safety tips, stickers and, of course, candy!



Community Events (continued)

MADD Monster Mash & Dash 4K

The MADD Monster Mash & Dash 4K brought festive energy to Old Town and Fun Spot in Kissimmee, as families, runners, and advocates gathered to support Mothers Against Drunk Driving's mission to end impaired driving. Participants enjoyed a timed 4K race, costume contests, and a vibrant vendor marketplace. Adding to the excitement, FDOT D5 Office of Safety was on-site to share important safety messages, distribute educational items, and cheer on runners throughout the course.



Sterling Park Elementary Bike Rodeo

Sterling Park Elementary rolled out a fun and educational day, inviting students to bring their bikes and scooters to school for a bike rodeo, capped off by a lively bike parade. The helmet fitting station led attendees directly to the popular FDOT D5 Office of Safety giveaway tent, where armbands, first-aid kits, and LED wristbands flew off the table.



National Night Out – Palm Bay

FDOT District Five participated in the Palm Bay Police Department's National Night Out on Tuesday, Aug. 5. Partnering with the Space Coast TPO and Health First to support safe walking, biking, and driving habits, the team shared resources like LED armbands, bike lights, handouts, stickers, and activity books. One of the biggest hits of the evening was the helmet-fitting station, where Target Zero volunteers fitted approximately 60 helmets for children and adults.



Community Events (continued)

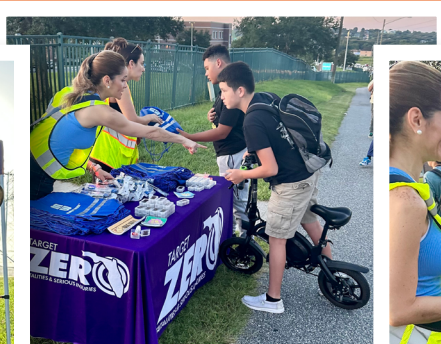
Stenstrom Elementary Bike Rodeo

The Stenstrom Bike Rodeo was a huge success, bringing together students and families for a fun-filled day focused on bike safety and community engagement. With support from the Oviedo Police and Fire departments, along with the Stenstrom PTA, participants enjoyed hands-on activities and learned valuable rider-safety tips. Free helmets were provided for students, giving families a chance to brush up on helmet safety before hitting the course.



Lake County Safety Outreach

The Lake County Safety Outreach event at both Lake Minneola High School and Grassy Lake Elementary School provided an opportunity for teenagers, children, and their parents to receive valuable information and resources on being seen and staying safe when engaged in bicycle and pedestrian activities. Volunteers handed activity books to children, and distributed safety gear such as bike lights, lighted armbands, stickers, and pencils to students and parents arriving at school.



Marion County Public Library's Ready to Read Expo

Hosted by the Marion County Public Library System, the Ready to Read Expo was a lively and educational event focused on promoting literacy in young children. FDOT volunteers fit about 80 helmets for kids and families, sharing tips on proper helmet use and care. The team emphasized the importance of bicycle safety, safe driving, and pedestrian awareness by handing out free safety materials.



Community Events (continued)

National Night Out - Cape Canaveral

Cape Canaveral's National Night Out was a fantastic success! Hosted by the Brevard County Sheriff's Office in collaboration with the Canaveral Fire Department and the city's Parks, Recreation & Community Affairs team, the event created a welcoming space for neighbors to mingle and engage with first responders. The safety vests and light-up gear were a big hit, especially with the kids who loved anything that blinked.



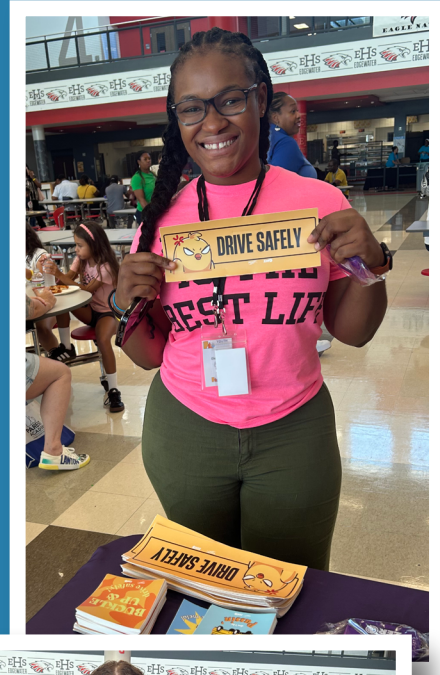
Slow Down, Move Over Brevard

FDOT D5 Office of Safety partnered with the Space Coast Transportation Planning Organization to share safety information, distribute goodies, and fit free helmets for those in need at the 2nd Annual Slow Down, Move Over Brevard event in Titusville. This community gathering featured a car and tow truck show with awards, food trucks and vendors, live music, raffles and giveaways, and appearances from local police and fire departments.



OCPS Parent Academy

The OCPS Parent Academy back-to-school event, held at Edgewater High School, provided a fantastic opportunity for parents and students to receive valuable information from organizations regarding resources, activities, and community opportunities. Families were able to explore classrooms and the school's general campus layout, and visit vendor booths to learn about each organization's initiatives. Students loved the flashy Target Zero armbands —perfect for those walking or biking to school and parents enjoyed the car stickers.



Community Events (continued)

FDOT D5 Fall Festival

The first districtwide Fall Festival was a fantastic success. The event featured a Halloween costume contest, a dunk tank, pie throwing, and a spirited trivia challenge, all leading up to the awards ceremony that celebrated creativity and participation. The Target Zero team distributed first-aid kits, safety vests, and bike lights, and Koda the Fluff made an appearance dressed as an astronaut, making the day extra memorable.



Ivy Hawn Trunk or Treat

The Trunk or Treat event at Ivy Hawn Charter School was a festive evening that brought families together for a night filled with treats, costumes, and community spirit. Alongside the fun, the Target Zero team was on hand to share important safety messages. They handed out candy, activity-filled coloring books, and stickers promoting seat belt use and bike safety tips.



OCLS Senior Resource Fair

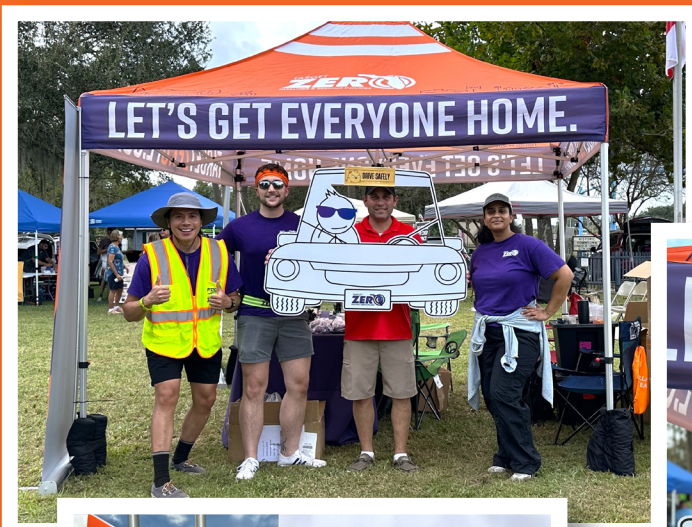
FDOT D5 Office of Safety participated in the Orange County Library System's Senior Resource Fair. Staff promoted FDOT's Safe Mobility for Life programs, shared materials to support safe walking and driving habits, and answered questions about assistive transportation programs in the area. Aside from pamphlets and booklets, staff also handed out tote bags, travel-sized first-aid kits, and lighted safety items.



Community Events (continued)

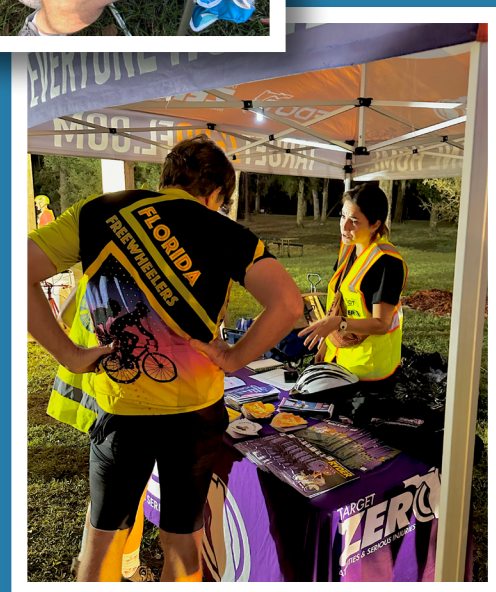
St. Cloud Veterans Day Celebration

The St. Cloud Veterans Day celebration at Veterans Park brought together local emergency services, vendors, live music, and food to honor and celebrate the community's veterans. The Target Zero team was present to provide safety education and conduct helmet fittings for both children and adults. Attendees showed strong interest in bicycle and e-bike laws, with many engaging in conversations about helmet safety.



Bike 5

Bike/Walk Central Florida's ninth annual Bike 5 took place Saturday, October 25. FDOT D5 Office of Safety was present, handing out safety materials, chatting with attendees, and properly fitting helmets. This event is designed for people of all ages and bicycling abilities. With a choice between a five-mile guided group ride, an 11-mile ride through five of Central Florida's parks, or the signature 30-mile Bike 5 Cities ride, there is something for everyone.



Community Events (continued)

Together in Teal Ovarian Cancer Walk

FDOT District 5 Office of Safety was proud to participate in the Together in Teal Ovarian Cancer Walk. Cooling towels, lighted wristbands, and first-aid kits were distributed and quickly became crowd favorites. Additionally, the FDOT team shared valuable materials on pedestrian and bicycle safety, sparking conversations about safe mobility practices in everyday life.



Shaping Tomorrows Safe Drivers

By Megan Muhlbach

Florida Teen Safe Driving Coalition Program Coordinator

The Florida Teen Safe Driving Coalition is a statewide network comprising over 35 organizations dedicated to reducing crashes, injuries, and fatalities among teen drivers.



Established in 2011 and funded by the FDOT, the coalition works to build a culture of safe driving through education, outreach, and advocacy. Members include law enforcement, educators, healthcare professionals, and community leaders. Together, they support initiatives such as traffic safety campaigns and high school presentations across the state. Programs address risks including distracted and impaired driving, speeding, lack of safety belt use, and riding with teen passengers.

The coalition provides resources, including guides, parent-teen contracts, posters, and campaign materials. It also advances public policy by reviewing Florida's Graduated Driver Licensing (GDL) laws, promoting a model driver education curriculum, and supporting schools in creating policies that connect safe driving with student privileges. The Florida Teen Safe Driving Coalition meets quarterly to share data, track progress, and coordinate strategies for promoting safe driving among teens.

Our next primary focus is Teen Driver Safety Week, which will be observed from Oct. 19 to Oct. 25. During this week, the coalition will launch the



second year of its Battle of the Belts campaign. High schools across Florida can access their own Battle of the Belts Kit, which is a free, easy-to-implement tool, designed to educate students about the importance of wearing safety belts while engaging them in a fun and interactive way. Coalition members will also attend local events to provide resources and share program information with their communities.

The Florida Teen Safe Driving Coalition is led by me, Program Coordinator Megan Muhlbach. I joined the coalition staff in 2024, following a career in law-enforcement, where I continue to serve part-time. Drawing on my perspective as both a parent of teenagers and an experienced law enforcement officer, I bring a passion for addressing the risks young drivers face and lead efforts to guide Florida teens toward safer driving behaviors. I'm supported in these efforts by Program Assistants Shaina Finkel and Melissa Hamrick, whose teamwork and commitment strengthen the coalition's impact across Florida.

Ranking Counties & Cities: Highway Safety Matrices



Ever wondered how your county or city ranks in roadway safety across Florida?

Take a look [here](#) at these highway safety matrices to see where your community stands and identify key areas for improvement. The matrices were created to provide an objective, data-driven approach to prioritizing safety projects in areas with the greatest

number of fatalities and serious injuries. They highlight counties and cities of varying size that rank in the top 40 percent of fatalities and serious injuries. Together, we can focus our efforts to help to ensure everyone makes it home safely each day.

Koda the Fluff Highlights National Roundabout Week

What do you get when you mix a tiny therapy dog, a custom ride, and a traffic circle?

A viral safety message with heart, humor, and a helicopter.



This year, FDOT District 5 took National Roundabout Week to new heights – literally – with the launch of its #RoundaboutReady campaign, a creative push to help Floridians better understand the benefits of roundabouts. At the center of the campaign was a familiar face (and fluff): Koda the Fluff, the pint-sized Pomeranian with a big personality and an even bigger mission to make traffic safety fun.

In her latest video, titled “OH WOW I got STUCK in a roundabout,” Koda finds herself endlessly circling a roundabout in her tiny car, unsure how to exit. It’s a scene that’s as adorable as it is relatable. But behind the laughs is a serious message: roundabouts are designed to improve safety and reduce crashes so everyone can get home safely.

To make sure everyone knows how to navigate a roundabout and is ‘Roundabout Ready,’ Koda does what any determined safety pup would do – she takes to the skies. Donning a headset, she boards a Florida Highway Patrol (FHP) helicopter for a bird’s-eye view of the roundabout below. With guidance from Trooper Tara and animated signage, Koda (and viewers) learn the essentials: yield to traffic already in the circle, choose the correct lane before entering, watch for other roadway users, and always signal when exiting.

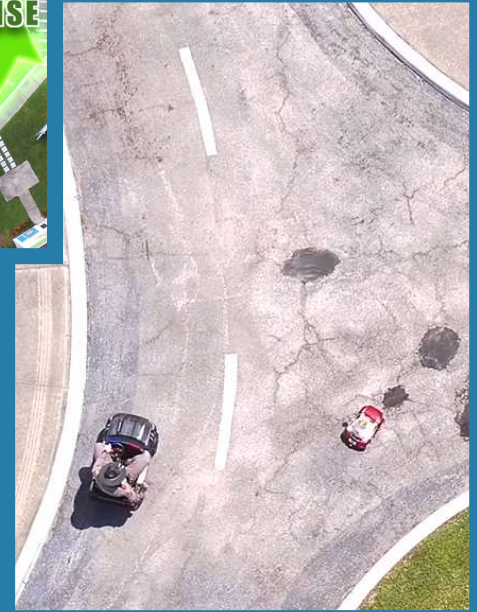
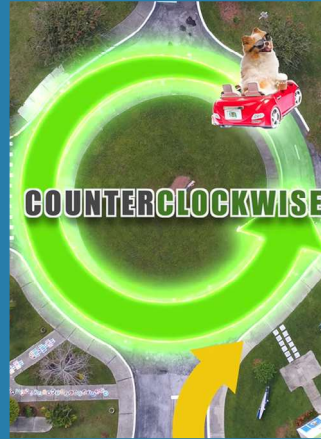
The video, created in partnership with FDOT District 5, the Children’s Safety Village, FHP, and the Orlando Police Department, is part of Koda’s ongoing “Drive Safe” series. And it’s working. In just one week, the PSA racked up over 121,000 views, 614 comments, and 8,200 reactions on Facebook alone – proof that safety messages can go viral when delivered with creativity and heart.



Why Roundabouts Matter

While Koda's video brings the fun, the facts behind roundabouts are compelling. Compared to traditional intersections, roundabouts can reduce fatal and severe injury crashes by up to 82%, and pedestrian and bicycle crashes by as much as 40%. They also reduce the number of conflict points from 32 to just eight, significantly lowering the chances of head-on or angle collisions.

But it's not just about safety. Roundabouts also improve traffic flow, reduce delays by up to 20%, and eliminate the need for signal equipment – saving time and fuel.



How to Be #RoundaboutReady



Whether you're behind the wheel, on foot, or riding a bike, knowing how to navigate a roundabout is key:

- **Drivers** should slow down, yield to traffic in the circle, choose the correct lane, and signal when exiting.
- **Pedestrians** should use marked crosswalks and wait for a safe gap before crossing.
- **Cyclists** can ride through the roundabout like a vehicle or dismount and use pedestrian paths. Be predictable and signal clearly.

FDOT District 5's #RoundaboutReady campaign shows that safety education can be creative, engaging, and even fun. With Koda the Fluff leading the charge, roundabout awareness is reaching new audiences and leaving a lasting impact.

Watch the full video on [Koda the Fluff's Facebook page](#) and share it to help others get #RoundaboutReady.

E-Bikes on the Rise: What Every Rider and Parent Should Know

Electric bicycles, better known as e-bikes, are becoming a common sight on Florida's roads, trails, and neighborhood streets. From students riding to school to adults commuting to work or enjoying weekend recreation, e-bikes offer an affordable and environmentally friendly way to get around. But before buying one, whether for yourself or your loved ones, it's essential to understand exactly what qualifies as an e-bike under Florida law, how it differs from a motorcycle, and the safety rules every rider must follow.



1. E-Bikes 101: Know What You're Riding:

Florida Statute 316.003 defines an electric bicycle as a bicycle or tricycle that has:

- Fully operable pedals
- A seat or saddle for the rider
- An electric motor of less than 750 watts, classified as one of the following three types:

Class 1 Electric Bicycle:

Provides motor assistance only when pedaling, and the assistance stops once the bike reaches 20 mph.

Class 2 Electric Bicycle:

Can be powered by a throttle without pedaling, and the assistance stops once the bike reaches 20 mph.

Class 3 Electric Bicycle:

Provides motor assistance only when pedaling, and the assistance stops once the bike reaches 28 mph

Check out this [GUIDE](#) to E-Bikes to brochure on our [FDOT D5 Safety website](#)

2. Same Wheels, Same Rules: E-Bikes Follow Bicycle Laws

In Florida, e-bikes are treated the same as traditional bicycles under traffic laws. This means riders have the same rights and responsibilities as those riding a standard bike. Whether riding on a roadway, sidewalk, bike lane, or shared-use path, e-bike users are expected to follow key requirements under Florida law to keep themselves and others safe:

- **No driver's license, registration, or insurance** is required to operate a legal e-bike.
- **Where you can ride:** E-bikes may be used on roads, bike lanes, shared-use paths, and sidewalks, but riders must always yield to pedestrians.
- Under Florida Statute 316.008, local governments may adopt ordinances to restrict or regulate e-bike use on sidewalks, trails, or other local facilities.
- **Sidewalk riding:** When riding on a sidewalk or crosswalk, e-bikes must yield the right-of-way to pedestrians and give an audible signal before passing.
- **Carrying passengers:** An e-bike may not carry more people than it was designed for. If carrying a child, the child must be adequately secured in a backpack child carrier, sling, or approved child seat.
- **Helmets:** Riders under 16 must wear a properly fitted bicycle helmet, secured by a strap.
- **Traffic laws:** Riders must obey all traffic signals and signs and travel in the same direction as traffic when on the roadway.
- **Keep right:** If traveling below the posted speed limit on the roadway, riders must use the bike lane where available or stay as close as practicable to the right-hand curb or edge of the roadway.
- **Lighting at night:** Between sunset and sunrise, e-bikes must have a white front light visible from 500 feet and a red rear light/reflector visible from 600 feet.

Parent Tip: Remind young riders that an e-bike is not a toy – it comes with the same responsibilities as riding in traffic on a regular bicycle. Practicing safe riding habits early is the best way to avoid crashes and conflicts.



3. Ride Smart, Ride Safe: Tips for Every E-Biker:

E-bikes can travel faster and farther than a traditional bicycle, which increases a rider's responsibilities. Whether you're commuting, exercising, or just exploring, following safe riding habits helps protect you and those around you. Here are some key safety tips for every rider:

- **Wear a helmet:** Florida law requires riders under 16 to wear one, but it's the smartest choice for all ages.
- **Stay visible:** Wear bright clothing while biking, and at night use lights and reflective gear so drivers and others can see you.
- **Use your bell or horn:** Always give an audible signal before passing pedestrians or other cyclists.
- **Ride on the right side:** Travel in the same direction as traffic, staying in bike lanes when available.
- **Look, signal, and look again:** Use hand signals before turning or changing lanes, and always double-check before moving.
- **Don't wear earphones:** Keep both ears clear to hear approaching vehicles, pedestrians, or warnings.
- **Ride predictably and defensively:** Avoid weaving through traffic or making sudden movements; assume drivers may not see you.
- **Watch out for pedestrians:** Yield on sidewalks and shared paths, and slow down in crowded areas.
- **Maintain your e-bike regularly:** Check brakes, tires, lights, and battery to make sure your bike is safe to ride.
- **Learn local laws:** Some cities and counties have their own e-bike rules – know them before you ride.

Parent Tip: The best way to keep kids safe is by modeling safe behavior yourself. Ride together, wear helmets, signal turns, and follow traffic rules – children are more likely to copy what they see you do.



4. Not Your Typical Motorcycle: The Key Differences:

E-bikes are legally defined as bicycles in Florida, provided they meet specific limits. Here are the key differences between an e-bike and a motor vehicle:

- **Power:** Must have a motor of less than 750 watts. Anything more is a motor vehicle.
- **Speed:** The motor must stop providing assistance at 28 mph. If it can exceed 28 mph under motor power alone, it becomes a motor vehicle.
- **Pedals:** Must have fully operable pedals. If pedals are missing, removed, or replaced with pegs, it no longer qualifies as an e-bike.
- **Labeling:** Must display its motor output and speed classification.

If any of these conditions are violated, the cycle is no longer an e-bike. It is legally classified as a motor vehicle and must:

- Be registered with the Department of Motor Vehicles
- Be operated only by someone with a valid driver's license
- Require a motorcycle endorsement
- Must have required safety equipment (lights, mirrors, etc.) to operate on the roadway

5. E-Bikes Can Be Fun and Safe – If We All Follow the Rules:

E-bikes are a fast, convenient, and environmentally friendly way to get around Florida. They can open new opportunities for commuting, recreation, and family fun, but only when used responsibly.

By understanding the distinction between a legal e-bike and a motor vehicle, adhering to bicycle laws, and practicing safe riding habits, we can maintain a safe environment for everyone on our roads and trails. Parents should take an active role in making sure their children ride responsibly and all riders, young and old, should remember that safety starts with them.

Together, we can enjoy the benefits of e-bikes while working toward Florida's vision of Target Zero – Zero traffic fatalities and serious injuries.



WHERE CAN YOU RIDE?

Roads and Streets

- All classes are allowed on public roads where bicycles are permitted.

Multi-Use Trails and Paths

- Classes 1 and 2 are allowed. Class 3 may be subject to local regulations.

Sidewalks

- Check local regulations as local governments regulate the use of e-bikes on sidewalks.

Parks and Conservation Spaces

- E-bike usage is regulated locally; check resource management regulations.

Beaches

- Some local governments ban e-bikes on the beach; check local regulations.

Rail Safety Week: When You See Tracks, Think Train



FDOT and SunRail joined state DOTs, as well as organizations and agencies across the state and country, to observe Rail Safety Week. Every year, this campaign emphasizes the importance of being vigilant and making safe choices when driving or walking around railroad tracks and crossings.

This year, during Rail Safety Week (Sep. 15-19) in District Five, local law enforcement conducted enforcement at grade crossings to remind drivers to obey traffic laws and not stop on the tracks. Additionally, FDOT District Five employees showed their support for rail safety by wearing red on Friday, Sept. 19, to raise awareness.

And while Rail Safety Week is an excellent opportunity to educate the public and reinforce the importance of safety around trains, FDOT works to maintain that momentum year-round. For example, the Department formed the nation's first coalition to address rail-related concerns in 2024. The [Florida Rail Safety Coalition](#) (FRSC) brings together rail industry partners to develop strategic solutions for infrastructure enhancements, innovative technology, and behavioral science research, aiming to reduce the likelihood of rail collisions and related fatalities and serious injuries across the state.

Rail Safety Tips

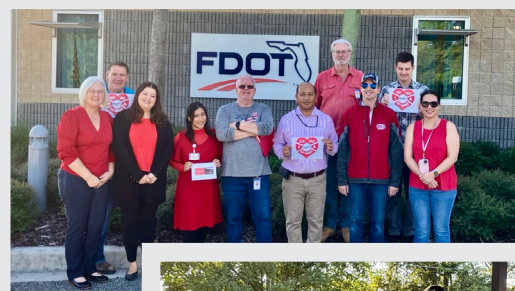
- A train you see is closer and faster-moving than you think.
- Be aware that trains cannot stop quickly.
- Walking on or beside railroad tracks is illegal.
- Never go around lowered gates – it's illegal and dangerous.
- Do not get trapped on the tracks; proceed through a highway-rail grade crossing only if you are sure you can completely clear the crossing without stopping.
- If your vehicle ever stalls on the tracks, get out and get away from the tracks, even if you do not see a train. Locate the Emergency Notification System sign and call the provided number, reporting the stalled vehicle.
- When you need to cross train tracks, go to a designated crossing, look both ways, and cross the tracks quickly, without stopping. Remember, it isn't safe to stop closer than 15 feet from a rail.
- For pedestrians, the only safe place to cross tracks is at designated public crossings with a crossbuck, flashing red lights, or a gate. Crossing anywhere else is illegal.

*Source: Operation Lifesaver, Inc.

DID YOU KNOW?

According to the Federal Railroad Administration (FRA), there were 125 highway-rail grade crossing collisions, 25 crossing deaths, and 60 crossing injuries in Florida.

SunRail offers excellent rail safety resources that can be accessed year-round [here](#).



Check out SunRail's video thanking everyone who participated in and supported Rail Safety Week 2025 >> [HERE](#)

FDOT D5 Staff Participate in the Great American Teach-In

12 SCHOOLS IN CENTRAL FLORIDA, REACHING 900+ STUDENTS.

This November, in celebration of the Great American Teach-In ("Teach-In"), FDOT District Five employees from various departments visited classrooms across Central Florida to share their experiences and passion for transportation topics, especially safety. The nationwide campaign, organized locally by the D5 Office of Safety, connects students with community professionals and offers a behind-the-scenes look at the people and projects that keep Floridians moving safely and efficiently.

This year, 11 FDOT staff participated in Teach-In events at 12 schools, reaching over 900 students in elementary, middle, and high schools across the district. Presentations covered a range of topics, including pedestrian and bicyclist safety, wildlife crossings, bridge engineering, and roadway design. Students learned how FDOT's work impacts their daily lives and the role they can play in staying safe and aware as pedestrians, cyclists, and future drivers.

FDOT team members delivered interactive presentations and visuals to the classroom, helping students understand safe walking and biking habits through hands-on activities and discussions. A highlight this year was the creation of "Transportation Safety Jeopardy," transforming a traditional presentation into a fun, trivia-style game to enhance students' street smarts.

Amanda Bryant, a financial analyst in the Transportation Support department, enjoyed presenting to students at Enterprise Elementary School. "Most of the children were very engaged and asked some wonderful questions; I was asked a few times how much I get paid! The Buckle Up sticker was a favorite item, with most kids immediately putting it on their clothing, along with the light-up wristbands."

District 5's participation in these Teach-Ins reflects FDOT's ongoing commitment to education, safety, and community involvement. By engaging with students early, the department helps foster awareness of safe travel behaviors and encourages interest in transportation-related careers.

FDOT staff ensured students didn't just walk, ride, or roll away with information, but also with safety goodie bags containing bike lights, reflectors, hi-vis vests, and Superhero Squad comic books. Over 700 bags were distributed to students across District 5, helping them stay safe as they travel to school and around their communities.

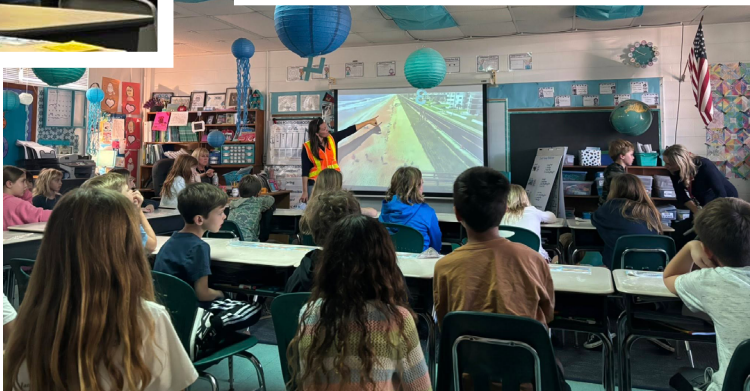
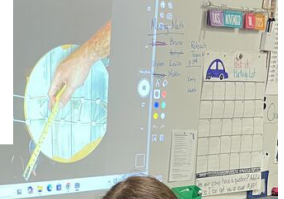
Whether through safety games, presentations, or giveaways, FDOT staff made a lasting impression on the next generation of Floridians, reminding them that safety is at the core of everything we do.



Thank you to the D5 FDOT Employees who Participated in the Teach-In

Selvet Akbas
Brandy Mahler
Amanda Bryant
Allison McCuddy
Janelle Cummins
Julie Johnson
Michelle Sloan
Deysia Roberson
Jason Pearson
Jeremy Dilmore
Stephanie Phillips

FDOT employees spoke to students about safety, wildlife crossings, and their roles in Florida's transportation network



Stopping on Red Saves Lives

FDOT D5 Office of Safety recently participated in National Stop on Red Week, an annual safety campaign created by the Federal Highway Administration and spearheaded by the National Coalition for Safer Roads (NCSR).

National Stop on Red Week, held this year from August 3 to 9, aims to educate drivers about the dangers of running red lights in an effort to reduce the number and severity of crashes.

Running a red light or speeding through a yellow light that is turning red causes countless injuries and fatalities each year. There were 33,045 crashes in 2023, according to data from the Florida Highway Safety and Motor Vehicles Department (FLHSMV).

This kind of dangerous driving behavior in Florida has caused 85 deaths and 750 serious injuries on average each year since 2016, according to FLHSMV data.

To raise awareness, FDOT District Five held three pop-up events with local partners to encourage drivers on Central Florida roads to always stop on red.

DID YOU KNOW?

You or your loved ones are more likely to be injured in a red-light-running-related crash than in any other type of crash.

Half of the people killed by red-light runners are not the signal violators – they are passengers, other motorists, pedestrians, and cyclists.

MARION COUNTY:

Hosted by FDOT District Five, along with the Ocala/Marion Transportation Planning Organization (TPO) and NCSR, the Aug. 6 event featured several impactful speakers, including NCSR President Melissa Wandall, who shared her personal experience of losing her husband while nine months pregnant in a car crash when someone ran a red light. Several organizations attended the pop-up and helped wave “Always Stop on Red” signs at the intersection of Southeast Abshier Boulevard and Southeast Babb Road in Belleview, including Marion County Fire Rescue, the Marion County Sheriff’s Office, and the Belleview Police Department, among others.

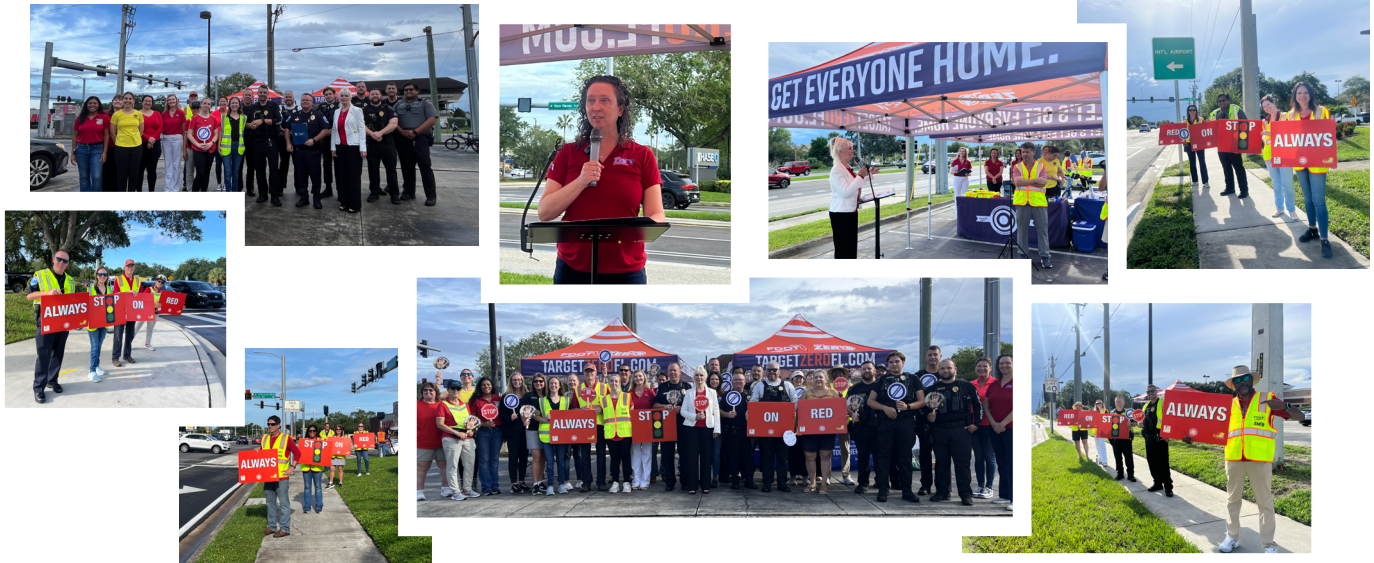


DID YOU KNOW?

Nearly 93% of drivers believe running a red light is unacceptable, yet 1 in 3 drivers reported doing so in the past 30 days.

BREVARD COUNTY:

Brevard's "Stop on Red" event was held the morning of Friday, Aug. 8, at the intersection of Evans Road and Hollywood Boulevard at U.S. 192 in West Melbourne. FDOT and the Space Coast TPO were supported by various community partners, including the Florida Highway Patrol, West Melbourne Police Department, City of West Melbourne staff and city council members, NCSR, Brevard County Tax Collector's Office, and Space Coast Area Transit.



VOLUSIA COUNTY:

On Thursday, Aug. 7, FDOT joined officials with the Volusia-Flagler TPO, Volusia County, and the City of Daytona Beach to emphasize the importance of stopping at red lights. The event was held at the intersection of International Speedway Boulevard and Beach Street in Daytona Beach, where people shared stories and information about the dangers of running a red light. Other attendees included NCSR, Daytona Beach Commissioner Stacy Cantu, Daytona Beach City Manager Deric C. Feacher, South Daytona Councilman Eric Sander, Daytona Beach Shores Commissioner Chris Conomos, Volusia County Sheriff Mike Chitwood, and the Daytona Beach Police Department.



Slow Down, Move Over: Crash Responder Safety Week

Holiday periods are hazardous for first responders; just ask FDOT Road Rangers Justin Carpenter and Samuel Vega. Both men are lucky to be alive after their vehicles were struck on different nights late last year.

Both men shared their stories ahead of Crash Responder Safety Week (Nov. 17-21, 2025), a national campaign that raises awareness about the vital work of traffic incident responders and reminds drivers to practice safe habits to help protect them during roadside emergencies.

Justin was near a crash on I-4 at 5 a.m. on Nov. 24, 2024. He parked his vehicle on the highway to help block three closed lanes. As he sat in his truck, a distracted driver struck the rear of his vehicle at highway speed.

Justin was injured and rushed to a hospital, and later had surgery. He missed months of work but is now back on the job. Justin's advice to travelers is simple.

"Understand that when you see those stopped vehicles out there with the flashing lights, there are human beings out there," he said. "While those are people trying to help others make it home, they would also like to make it home, too."

A month later, Samuel responded to a crash on John Young Parkway at 10 p.m. on Dec. 29, 2024. It was raining, and Samuel felt uncomfortable sitting in his vehicle. He said he decided to sit off the road on a barrier wall.

As soon as he sat down, a drunk driver struck the rear of his vehicle, which was totaled.

"If you're drinking, you should give the keys to somebody else," he noted. "Drivers always speed by us Road Rangers, but they should slow down or move over a lane like the law dictates... I've had a few close calls."

About once every 10 days, an emergency responder – police officer, paramedic, firefighter, or tow truck operator – is killed nationwide on the roadside. Additionally, in 2023, 198 people died in crashes involving emergency vehicles, according to the National Safety Council.

For "MOVE OVER" Resources Click [HERE](#)



FDOT Road Ranger Justin Carpenter



FDOT Road Ranger Samuel Vega

"Understand that when you see those stopped vehicles out there with the flashing lights, there are human beings out there," he said. "While those are people trying to help others make it home, they would also like to make it home, too."



Road Rangers Justin Carpenter and Samuel Vega pose with FDOT D5 Secretary John Tyler during Transportation Safety Night. The event kicked off the baseball season for the Daytona Beach Tortugas.

The U.S. Department of Transportation analyzed 505 deadly emergency responder crashes between 2011 and 2021 and found that Florida and Tennessee had more fatal crashes involving responders than any other states. Every day, public safety officials and tow truck operators put their lives on the line to keep roadways safe for everyone. Among those dedicated responders are FDOT's Road Rangers.

The Road Rangers program has been providing free highway assistance to disabled vehicles and motorists during traffic incidents for two decades. The program is a vital component of the overall safety of Florida's extensive roadway system.

These responders are often the first to arrive at the scene of a crash and perform critical roadway management, including removing dangerous debris and other roadway hazards and directing traffic to ensure that motorists can safely pass an active incident as efficiently as possible.

During last year's Crash Responder Safety Week, roadway safety advocates urged the community to "Protect Those Who Protect You."

While FDOT continues to encourage motorists to practice safe driving behaviors around crash scenes, it is crucial to remember that, just like motorists, our emergency responders are trying to get home to their families and loved ones at the end of the day. They are someone's parent, child, friend, or colleague, and they risk their lives daily to make our roads safer.

Help amplify this message and encourage friends and loved ones to remain alert, drive safely, and protect our responders with the following safety tips:

Stay Alert: Be prepared for unexpected situations when approaching a scene where emergency responders are present.

Maintain Safe Distance: Keep a safe following distance as sudden stops are common near crash scenes.

Watch Your Speed: Follow the posted speed limits and slow down when nearing scenes.

Stay in Your Lane: Refrain from changing lanes near a crash scene, as it can be dangerous.

Reduce Distractions: While driving, avoid using mobile devices or adjusting controls, especially near crashes.

Be Vigilant: Always be on the lookout for responders and their equipment working on the roadside.

Thanks to Our Daytona Tortuga Volunteers!

FDOT D5 Office of Safety would like to take a moment and give a HUGE thank you to all who attended the Daytona Tortugas games to promote Target Zero:

- Joyce Rebar, PLEMO
- Angie Mann, District Construction
- Devon Phibbons, District Construction
- Deborah White, District Construction
- Carolyn Fitzwilliam, District Consultant Project Management
- Cindy Wolcott, Program Management
- Jeremy Wolcott, District Materials & Research
- Craig Johnson, P.E. Trainee
- Gina Edwards, Human Resources
- Tracey Scott, District Maintenance
- Emily Higgins, District Maintenance
- Maqueda Yeeloy-Sanderson, Traffic Operations
- Marissa Wenzel, Utilities Design
- Keri Dean, Utilities Design
- Catalina Chacon, P.E., District Consultant Project Management
- Scott Kirts, Ph.D., P.E., Oviedo Operations
- Christina Bocirnea, P.E. Trainee
- Jack Mackenzie, P.E. Trainee
- Michael Morales, P.E. Trainee
- Jason Pearson, P.E. Trainee
- Ben Wierzbowski, P.E. Trainee



Smart Driving College Challenge Wins Big at TransComm Awards

Launched earlier this year by FDOT D5's Office of Safety and the Volusia-Flagler Transportation Planning Organization (TPO), the Smart Driving College Challenge earned the Interactive Marketing Skill Award at the American Association of State Transportation Officials' TransComm Awards. The competition honors excellence in transportation communications from

across all 50 state DOTs, plus Puerto Rico and Washington, D.C.

The Smart Driving College Challenge began as a joint project for Stephanie Phillips, Bicycle & Pedestrian Coordinator for FDOT D5's Office of Safety, and Pam Blankenship,

Community Outreach Coordinator for Volusia-Flagler TPO. The campaign targeted college students across four Volusia County campuses – Bethune-Cookman University, Daytona State College, Embry-Riddle Aeronautical University, and Stetson University – to promote safer driving habits and reduce distractions behind the wheel.

The six-week pilot program transformed safe driving into a friendly competition using the Safe Roads Challenge app, which tracked behaviors like phone use, acceleration, and speeding. Over 750 students and community members participated through social media, digital displays, and outreach events, earning prizes such as gift cards. Daytona State College took home the \$1,500 grand prize and the title of Volusia County's Safest College.



“We used a social marketing approach to this project. This helped us learn more about reaching college students in a manner that would be well-received. Students were very eager to speak with us, especially when they learned that participating in the Smart Driving College Challenge could win them prizes,” said Stephanie.

“By engaging the students through competition and technology, challenges like this transform safe driving from a rule they ‘should’ follow into a choice they ‘want’ to make,” said Pam.



Keeping Kids Safe in Every Seat

Every parent's top priority is keeping their child safe, especially on the road. Yet, too often, preventable tragedies happen when young passengers aren't properly buckled up.

Across the nation, motor vehicle crashes remain one of the leading causes of serious injury among children.

According to the Florida Highway Safety and Motor Vehicles, one small child is tragically lost on average every week in Florida because they were not properly restrained in a car seat. However, the good news is that using the right car seat or booster seat and ensuring seat belts are worn correctly can greatly reduce the risk of serious injury or death in a crash. That is why transportation safety advocates are reminding everyone to secure their children.

November is National Child Safety and Protection Month. This month encourages parents, caregivers, and communities to reinforce safety practices, including:

Car Seat Safety: Ensuring car seats are installed properly and children are safely secured.

Child Passenger Safety: Educating parents about the importance of using car and booster seats.

General Safety Awareness: Promoting safety in various areas, including on bicycles, near water, and while outdoors.

Children should always be properly buckled up or secured in an appropriate child restraint. To support families in keeping young passengers safe, FDOT funds the Occupant Protection Resource Center, a web-based hub that offers educational materials, child safety seat resources, training opportunities, and links to trusted safety partners. One especially helpful feature allows adults to locate certified car seat fitting stations nearby, ensuring every seat is installed correctly and every child rides safely.

Visit flchildseatsafety.com for more information.



DID YOU KNOW?

- According to the National Highway Traffic Safety Administration (NHTSA) car seats reduce the risk of fatal injury by 71% for infants and by 54% for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58% and 59%, respectively.
- A NHTSA study found that while most parents and caregivers believe they know how to correctly install their car seats, about half (46%) have installed their child's car seat incorrectly.
- NHTSA estimates that since 1975, child restraints have saved the lives of 11,606 children under the age of 5.

WHO'S YOUR CROSSING GUARD OF THE YEAR?

Nominate an outstanding school crossing guard for Florida School Crossing Guard of the Year 2025!

All guards nominated will receive an official letter of appreciation. Winners will be honored on

Crossing Guard Appreciation Day
Friday, February 6, 2026.

Nominating a guard is open to the public via the Florida School Crossing Guard Training Program (FSCGTP) website.

[CLICK HERE](#)

The nomination deadline is **Dec. 25, 2025.**



TRAINING OPPORTUNITIES

- FDOT Safety Training Website
- FHWA Road Safety Fundamentals
- FLHSMV Driver Education Traffic Safety
- Florida LTAP Center Training Calendar
- Florida LTAP Intersection Safety
- Transportation Symposium Webinars 2023
- US DOT Highway Safety Professional Certificate

RESOURCES FOR TRAINING AND SAFETY INFORMATION

- America Driver & Traffic Safety Education Association Driver Education Resources
- Children's Safety Village
- FDOT D5 Office of Safety
- FDOT School Crossing Guard Training Program
- FDOT State Safety Office
- FDOT Temporary Traffic Control
- FDOT Traffic Safety Subgrants
- FLHSMV Share the Road
- FDOT Safety Coalitions
- Florida Impaired Driving Coalition
- Florida Occupant Protection Coalition
- Florida Rail Safety Coalition
- Motorcycle Safety Coalition
- Safe Mobility for Life Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- Florida Teen Safe Driving Coalition
- Governors Highway Safety Association
- National Coalition for Safer Roads
- National Highway Traffic Safety Administration
- National Safety Council
- Signal Four Analytics Florida Traffic Safety Dashboard
- Target Zero
- The National Road Safety Foundation
- Traffic Records Coordinating Committee
- U.S. Department of Transportation
- US DOT Federal Highway Administration Safety Programs
- US DOT Proven Safety Countermeasures



UP NEXT

What's Coming Up for D5?

[Click to View](#)

DECEMBER

National Impaired Driving Prevention Month

12/1-12/5	Older Driver Safety Awareness Week
12/5	Michigan Avenue Elementary Bike Safety Event
12/6	DeLand Christmas Parade
12/7	Port Orange Christmas Parade
12/13	The Nobilo Foundation Christmas Event
12/13	Sanford Christmas Parade
12/25	Christmas

JANUARY

Move Over Florida Month

1/1	New Year's Day
1/10	Touch A Truck Event

FEBRUARY

Hit and Run Awareness Month

2/20	OCPS - Spring College & Career Fair
2/28	Ride it Down: Titusville Chamber of Commerce Bike Event

COMING UP

Calendar Of Events

NOVEMBER	
Aviation History Month	
4	Flagler County CTST Meeting
5	Southwestern Middle School PE Takeover
6	East & West Volusia CTST Meeting
8	Volusia County Veterans Day Parade
8	Together in Teal Ovarian Cancer Walk
11	Veterans Day
11	St. Cloud Veteran's Day Event
12	Osceola County CTST Meeting
13	Marion County CTST Meeting
14	National Seat Belt Safety Day
15	World Remembrance Day for Road Traffic Victims
15	Florida Bicycle Summit Bike Rodeo
17	Sumter County CTST Meeting
17-21	Crash Responder Safety Week
18	Orange County CTST Meeting
18	Certified Bicycle Helmet Fitter Training Class
19	Deltona Middle School PE Takeover
20	Lake County CTST Meeting
25	Seminole County CTST Meeting
26	Brevard County CTST Meeting
27	Thanksgiving

DECEMBER	
National Impaired Driving Prevention Month	
1-5	Older Driver Safety Awareness Week
2	Flagler County CTST Meeting
5	Michigan Avenue Elementary Bike Safety Event

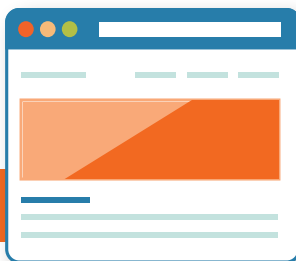
5	East & West Volusia CTST Meeting
6	DeLand Christmas Parade
7	Port Orange Christmas Parade
10	Osceola County CTST Meeting
11	Marion County CTST Meeting
13	The Nobilo Foundation Christmas Event
13	Sanford Christmas Parade
14	Hanukkah
15	Sumter County CTST Meeting
17	Orange County CTST Meeting
18	Lake County CTST Meeting
25	Christmas
26	Kwanzaa

JANUARY	
FHP Mover Over Florida Month	
1	New Year's Day
6	Flagler County CTST Meeting
8	Marion County CTST Meeting
10	Touch A Truck Event
14	Osceola County CTST Meeting
15	Lake County CTST Meeting
20	Orange County CTST Meeting
27	Seminole County CTST Meeting
28	Brevard County CTST Meeting
29 & 30	Central Florida Construction Career Days

Subscribe to the D5 Safety Central Newsletter by emailing:
D5-SafetyCentral@dot.state.fl.us

Visit the FDOT D5 Office of Safety Website where you can find resources, volunteer opportunities and more.

Click to View



Special Thanks To Our Contributors

FDOT D5 STAFF

- Kathy Alexander-Corbin, Program Management Administrator
- Loreen Bobo, P.E., CPM, Safety Administrator
- Stephanie Phillips, CPM, PMP, RSP1, Bicycle and Pedestrian Coordinator
- Peyton Maki, Safety Outreach Specialist
- Anthony R. Nosse, P.E., CPM, District Traffic Safety Program Engineer
- Ian Gohlke, District Safety and Health Manager
- Joe Steward, Community Traffic Safety Team Program Coordinator
- Cory Caldwell, Traffic Safety Specialist
- Carolyn Fitzwilliam, Consultant Project Management, Public Engagement
- Justin Carpenter, FDOT Road Ranger
- Samuel Vega, FDOT Road Ranger

COMMUNITY PARTNERS

- Todd Davis, Director of Traffic Studies & Planning, Protean Design Group
- Megan Muhlbach, Florida Teen Safe Driving Coalition Program Coordinator
- Brevard County
- Brevard County Sheriff's Office
- Cape Canaveral
- Children's Safety Village
- City of DeLand
- City of St. Cloud
- Flagler County
- Koda the Fluff
- Lake County
- Marion County
- MADD
- Orange County Library System
- Orange County Public Schools
- Osceola County
- Space Coast Transportation Planning Organization
- Volusia County
- Volusia County Schools

INDUSTRY PARTNERS

- ASHA Planning
- Burgess & Niple
- EXP
- Global-5
- Gresham Smith
- Landis Evans
- Quest



www.fdot.gov/d5safety



facebook.com/myFDOTCFL



[@myFDOT_CFL](https://www.instagram.com/myFDOT_CFL)



[@myFDOT_CFL](https://www.twitter.com/myFDOT_CFL)

Section 4



2024 Corridor Retiming Program

WHY SIGNAL RETIMING

Signal retiming along corridors is a relatively low-cost Transportation Systems Management and Operations (TSMO) strategy that typically results in measurable benefits. Regular signal retiming can help improve traffic flow for all users and account for changes in traffic patterns.



2024 Retiming Results



Increase in Travel Time Delay
23,000
veh-hrs/yr



Increased Fuel Costs
6,085
gal/yr



Increased Vehicle Emissions
59
tons CO₂/yr

Total Program Cost \$1.0 Million | Total Cost Value -\$0.4 Million Over 3 Years

Overall Benefit Cost (b/c) Ratio -0.4

Historic Benefit Cost (b/c) Ratios

2023 | 16.4

2022 | -16.9

2021 | 7.9

b/c ratios only consider corridor travel time savings

2024 KEY ACTIVITIES & FINDINGS

50%

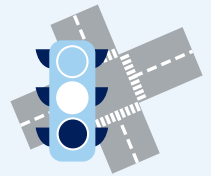
of corridors now have **shorter Travel Times**



Retimed 20 Corridors & 4 Individual Intersections

25%

of individual intersections had **less Intersection Delay** during the peak-period



80%

of corridors have **Reliable Travel Times** both before and after retiming



6%

of intersections had **less Pedestrian Delay** during the peak-period



85%

of corridors now have **Motorists Stopping** fewer times



SUMMARY BY COUNTY

Orange County

46%

Net Positive Benefit

6 of 13 Corridors | b/c -10.9

1 of 5 Intersections* | b/c -1.1

*Benefits of the intersections retimed are included in the corridor benefits

Osceola County

100%

Net Positive Benefit

2 of 2 Corridors | b/c 7.0

Seminole County

50%

Net Positive Benefit

2 of 4 Corridors | b/c -2.4

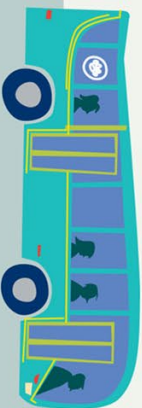
*Benefits of the intersections retimed are included in the corridor benefits

metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

2023 - 2024 Before After Signal Retiming Study

October 2025



Why Signal Timing?

Improve traffic flow

01

Reduce driver delay at intersections

02

Reduce speeding

03

Improve bicyclist and pedestrian safety & comfort

04

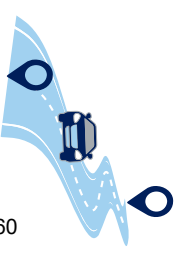
2024 Retiming Program

04

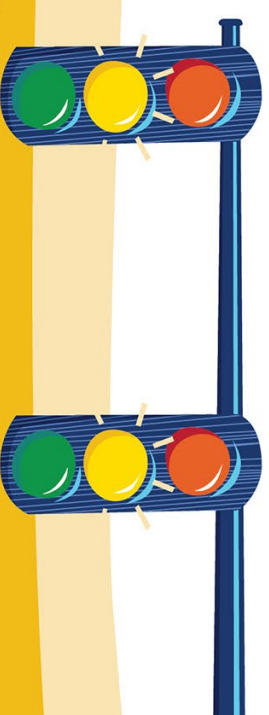


INDEPENDENT
INTERSECTIONS

20

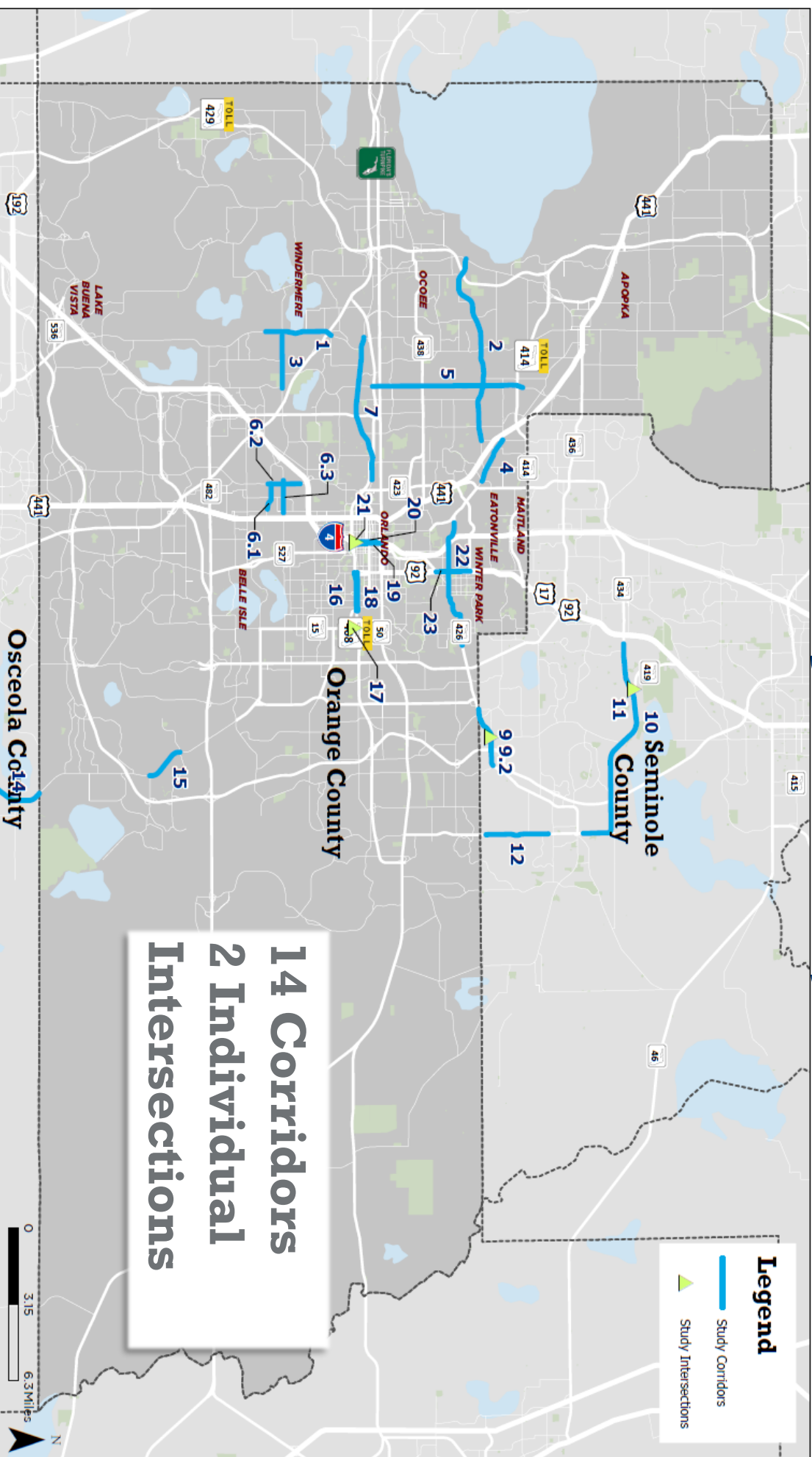


CORRIDORS



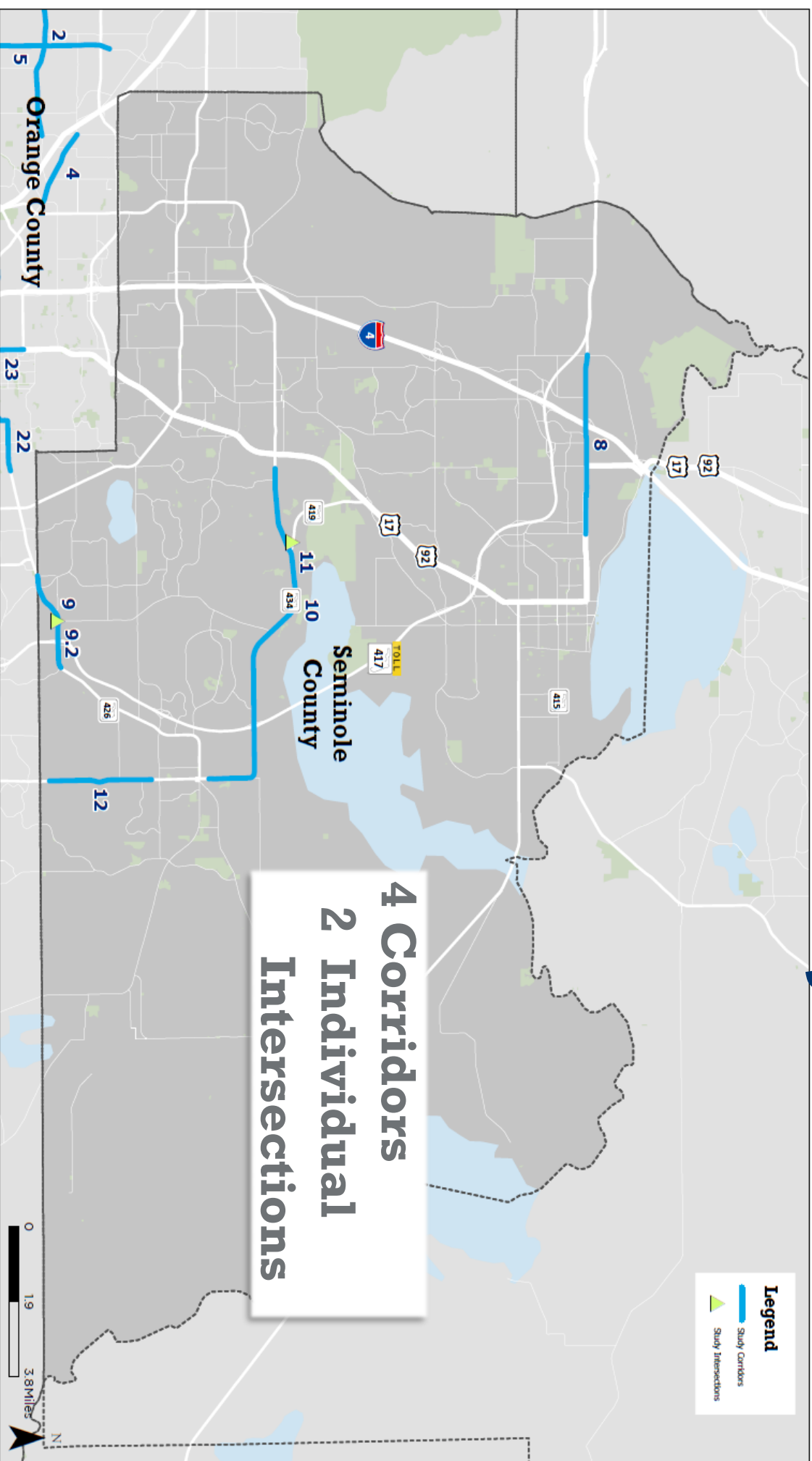


Orange County



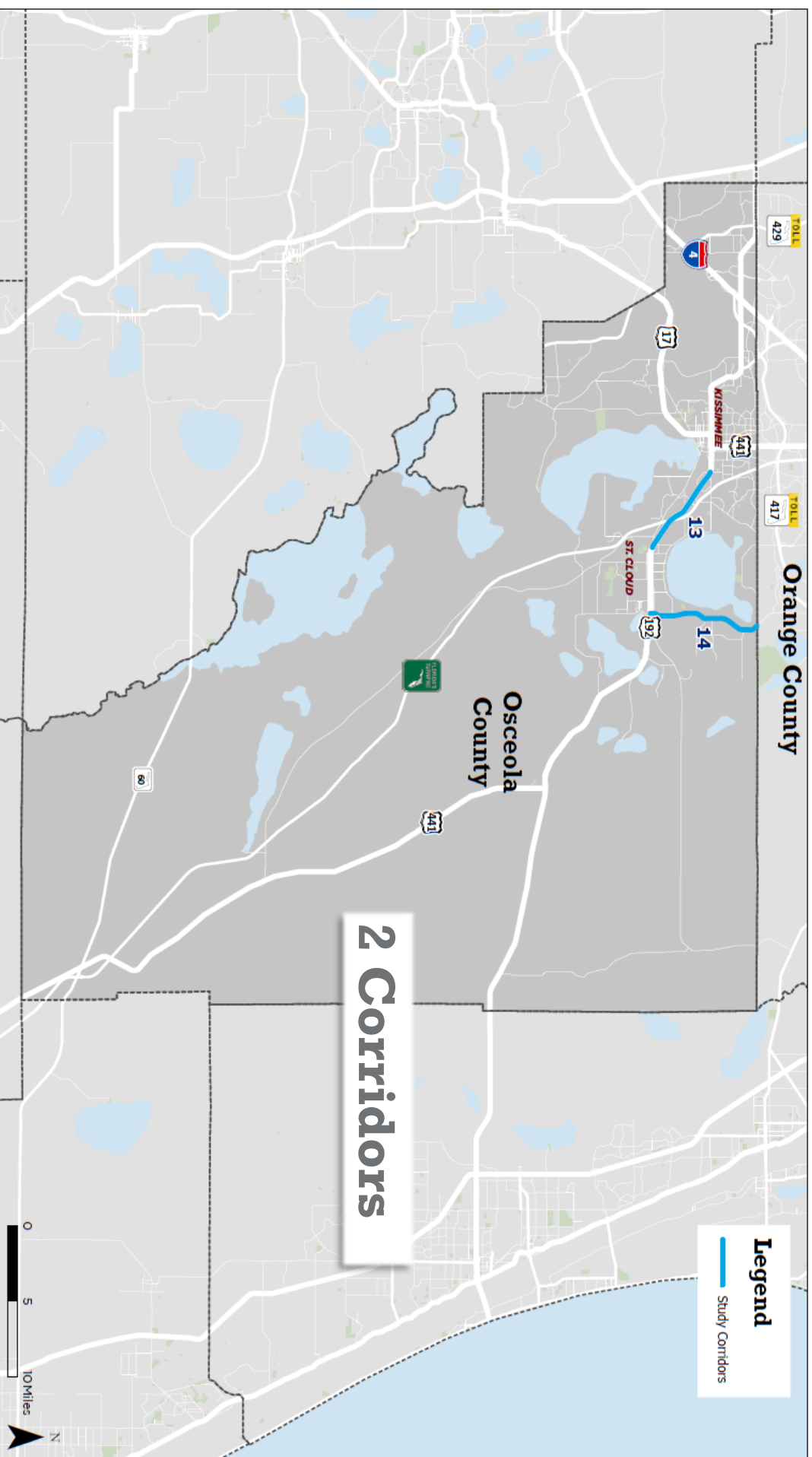


Seminole County





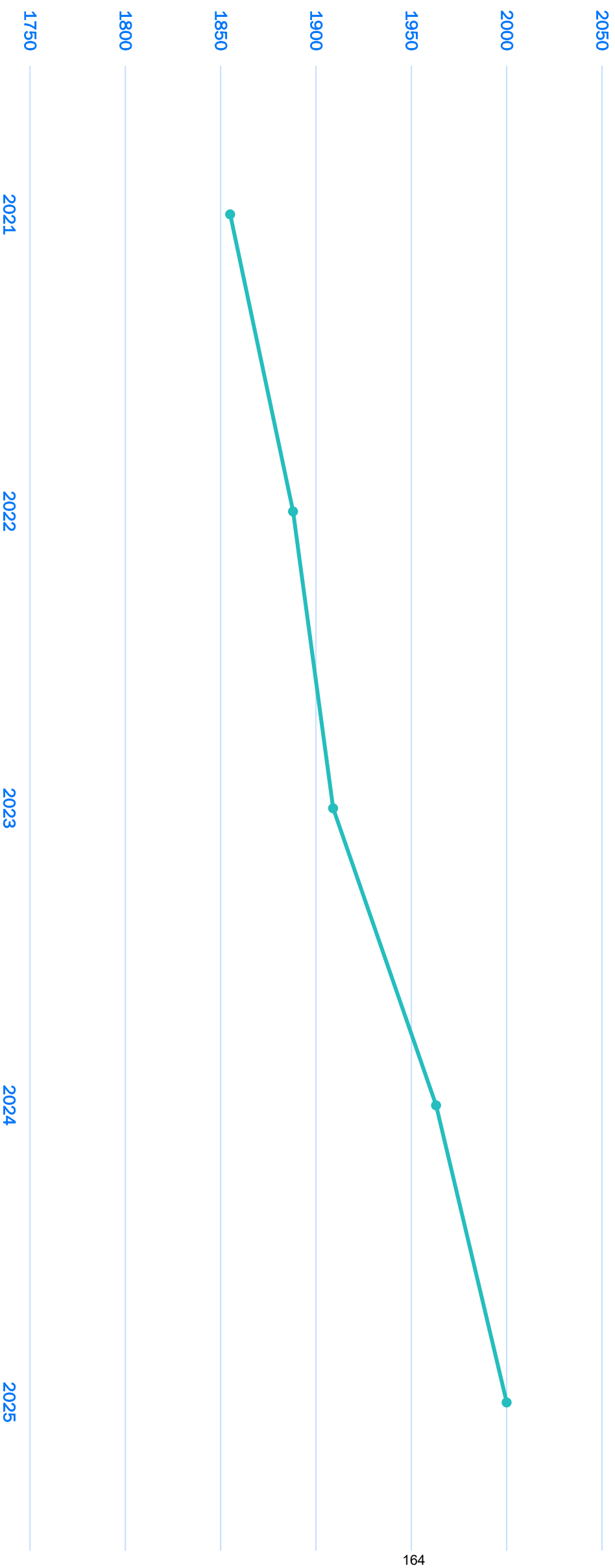
Osceola County





Number of Traffic Signals

Number of Traffic Signals



A History of Data Sources

Evaluate
retiming using
4-8 floating car runs



2009 – 2012

Evaluate retiming using
Bluetooth™ devices

2011 – 2012

Bluetooth™ device
pilot studies



2013 – 2020



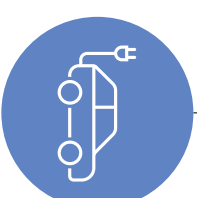
Connected Vehicle
data pilot studies

2020 – 2021

Evaluate retiming
using Connected
Vehicle Data

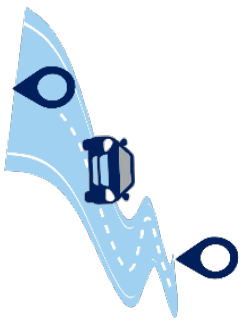


2022 – PRESENT



Performance Metrics

Used CV data to calculate retiming performance measures



Travel Time



Reliability



Emissions Reduced



Fuel Savings



Intersection Delay*



Pedestrian Delay**



Corridor
Progression

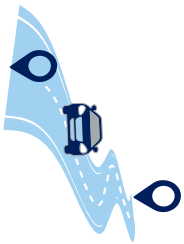
*Only the 4 individual intersection were evaluated using intersection delay
**Calculated using HCM methodology, not CV data





Project Results

Retimed 20 Corridors & 4 individual intersection



50%

of corridors now have shorter Travel Times



80%

of corridors have **Reliable Travel Times** before and after retiming



Increased Vehicle Emissions

59

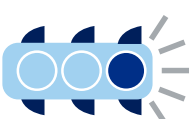
Tons CO₂/yr



Increased Fuel Consumption

6,085

gal/yr



85%

of corridors now have **Motorists** Stopping fewer times



6% of

intersections had less **Pedestrian Delay** during the peak-period

25%

of individual intersections had less **Intersection Delay** during the peak-period



Benefit Cost Summary

Annual Travel Time Increase: **23,000 hours**



Present Value of 3-Year Cost: **\$-0.4 Million**



Total Project Cost: **\$1.0 Million**

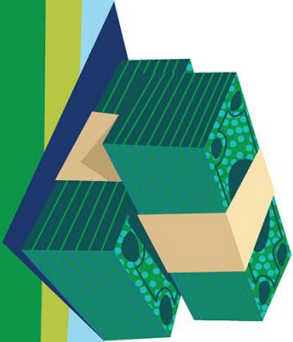


2023/2024 Program B/C Ratio: **-0.4**



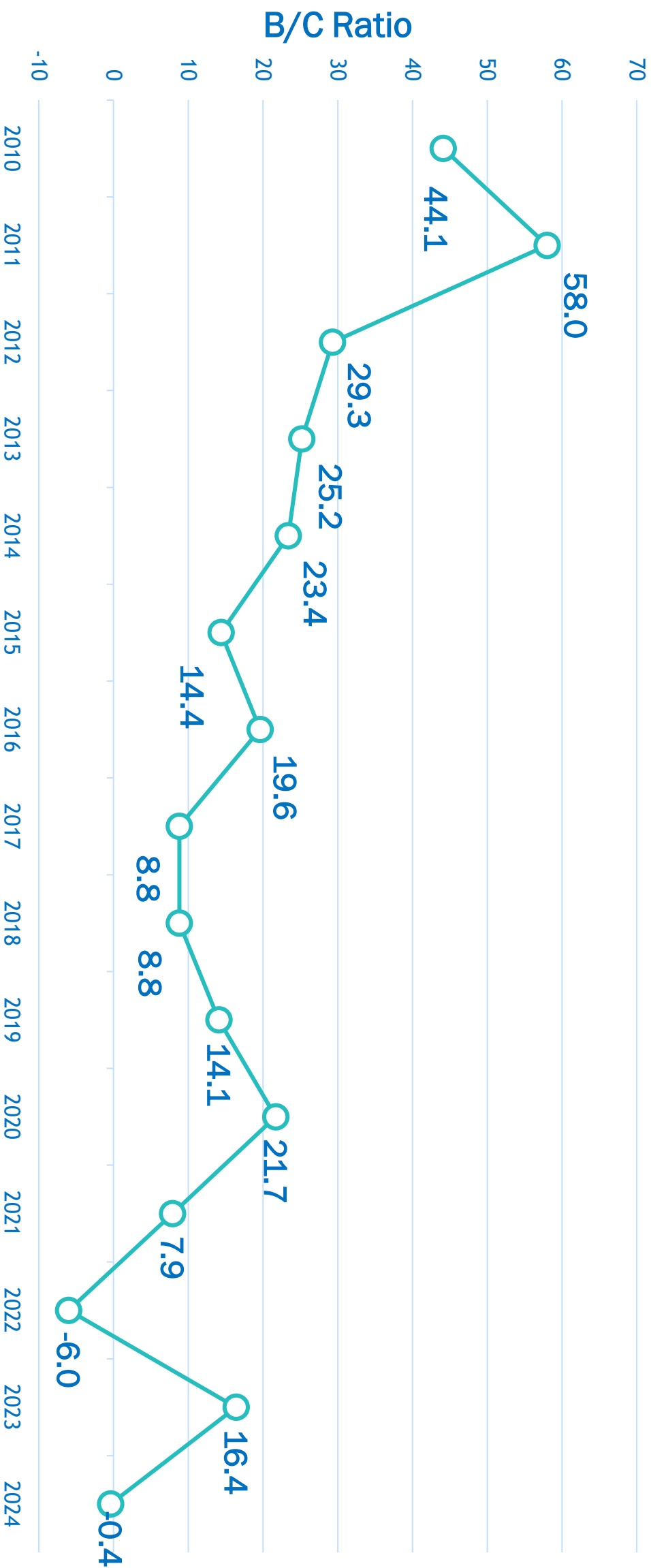
Travel Time Cost Savings: **\$23.12/hour**

(Source: 2023 TTI Urban Mobility Report) b/c calculations only consider corridor travel time savings





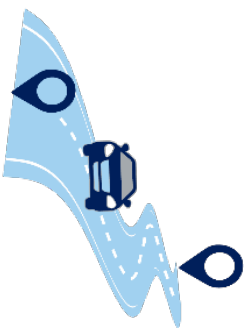
Historic Benefit-Cost Ratio





Summary

Signal retiming is a balancing act of competing priorities



Travel Time



Pedestrian
Safety and
Comfort



Speeding



Air Quality



Individual
Intersection
Delay



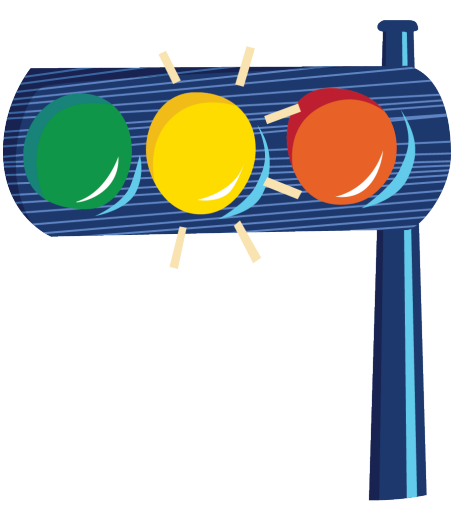
Reliability



Corridor
Progression

Anecdotal Evidence - *“Winning can mask a lot of underlying issues”*

- The signals are already well optimized
- Effective implementation of plans
- Proper system-level coordination—especially across intersecting arterials
- Reduced cycle lengths to minimize side street delays
- Work Zones





Thank You

MetroPlanOrlando.gov | 407-481-5672

250 South Orange Ave., Suite 200, Orlando, FL 32801

