

Draft for Public Comment – May 20, 2025

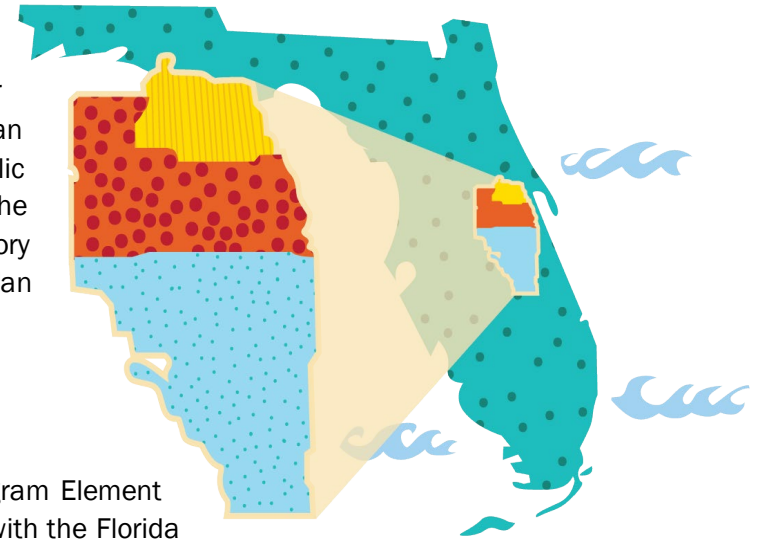
# What is this document?

Updated annually, the Transportation Improvement Program (TIP) sets the schedule for improvements to the region's transportation system over the next five years. This short-term plan assigns available funding to specific projects and covers all modes of transportation. Public involvement is an important part of the planning process for each of our plans, including the Transportation Improvement Program. The draft TIP is taken through MetroPlan Orlando's advisory committees for feedback, and a public meeting is held to listen to community input before the plan is officially approved by the board.

*Document prepared by MetroPlan Orlando.*

*To be presented to the MetroPlan Orlando Board for approval on July 9, 2025.*

This report was prepared under the FY 2024/2025 – FY 2025/26 Unified Planning Work Program Element 120. It was financed by a grant through the U.S. Department of Transportation in conjunction with the Florida Department of Transportation and local governments of the Orlando and Kissimmee Urban Areas.



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# Contents

Section 1: Introduction & Overview .....	4
Section 2: Regionally Significant Projects.....	16
Section 3: Financial Summary by Funding Categories (\$000's).....	20
Section 4: Interstate Highway Projects .....	29
Section 5: State Highway / Roadway Improvement Projects .....	42
Section 6: Toll Road Projects .....	110
Section 7: Traffic Operations & Safety Projects .....	148
Section 8: Maintenance & Fixed Capital Outlay Projects.....	194
Section 9: Bicycle & Pedestrian Projects .....	236
Section 10: Locally Funded Projects .....	253
Section 11: Aviation Projects .....	365
Section 12: Transit & Transportation Disadvantaged Projects .....	386
Section 13: Commuter Rail Projects .....	396
Section 14: Planning Projects.....	406
Appendix A: Abbreviations & Acronyms.....	414
Appendix B: Prioritized Project List.....	417
Appendix C: System Performance Report .....	418

# Figures

Figure 1   TIP Project Types.....	5
Figure 2   Federal/State/Turnpike Funding Programmed in FY 25/26 – FY 29/30.	7
Figure 3   Project Evaluation Criteria.....	8
Figure 4   FY 2025/26 Transportation Disadvantaged Program Funding.....	10
Figure 5   TIP Table Example.....	14

# Board Resolution



**metroplan orlando**  
A REGIONAL TRANSPORTATION PARTNERSHIP

Resolution No. 25-04

**Endorsement of FY 2025/26 – FY 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, MetroPlan Orlando is the organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104 (f) (3), and capable of meeting the requirements of Section 3 (a) (2) and (e) (1), and 4 (a), and 5 (9) (1) and (1) of the Federal transit Act 49 U.S.C. 1602 (a) (2) and (e) (1), 1603 (a) and 1604 (9) (1) and (1); and

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

**NOW, THEREFORE, BE IT RESOLVED** by the MetroPlan Orlando Board that the FY 2025/26 – FY 2029/30 Orlando Urban Area Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the area's priorities as developed through a continuing, comprehensive planning process carried on cooperatively by the State and local communities in accordance with the provisions of 23 U.S.C. 134.

**CERTIFICATE**

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

Commissioner Bob Dallari, Chair

**Passed and duly adopted by the MetroPlan Orlando Board at its meeting on:  
9<sup>th</sup> day of July 2025**

ATTEST:

Lisa Smith

Sr. Board Services Coordinator & Recording Secretary

Resolution No. 25-04 | July 9, 2025 | Page 1

# Section 1: Introduction & Overview

## Purpose of the TIP

The Transportation Improvement Program (TIP) is a five-year plan created for the Orlando Metropolitan Planning Area (Orange, Osceola, and Seminole Counties) that shapes the transportation system. MetroPlan Orlando develops the TIP to identify and evaluate all federal and state funded transportation projects that have been scheduled for implementation in the Orlando Metropolitan Planning Area during the FY 2025/2026 – 2029/2030 timeframe. Projects in the TIP must also be consistent with the Metropolitan Transportation Plan's (MTP) 20-year vision. The state requires the TIP to be updated annually and is subject to approval by state and federal reviewers.

The TIP is a critically important plan for the community – not only because it ensures we are striving to achieve the vision laid out in the MTP, but because only projects listed in the TIP are eligible for funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). These projects include improvements to the area's highway, transit, rail, and aviation systems. All regionally significant projects requiring FHWA or FTA approval are included in the TIP. Additionally, some locally funded projects are included for planning consistency as well.

The TIP has been prepared in cooperation with the Florida Department of Transportation and the local public transit operator, LYNX, in accordance with Title 23 Code of Federal Regulation (CFR) 450.326a, Title 49 U.S.C. Chapter 52 and Florida Chapter 339.175(8).



## Key Points

- The TIP is created with help from the public! MetroPlan Orlando makes the TIP available for review and seeks comments from the public every year. To aid in the review of the TIP, **Appendix A** provides a listing of commonly used acronyms and funding codes.
- Projects listed in the TIP must be coordinated with FDOT, counties, local municipalities, public transportation, expressway authorities, and aviation authorities. This ensures all agencies are working together.
- The priorities must be consistent with local comprehensive plans and the adopted 2045 MTP. The project descriptions and state/federal funding sources need to match, and funded projects must refer to a specific policy, project or page number in the MTP. **Appendix B** includes the currently adopted Prioritized Project List used to prepare the TIP.
- This document is not a “wish list.” All projects in the TIP must make progress toward achieving specific performance targets and are selected based on available funding. Each phase includes a description, estimated cost, source of funding, and the agency responsible. Performance targets are located in the FDOT Transportation Improvement Program System Performance Report located in **Appendix C**.
- The TIP must include a description of costs and revenues and list any improvements to Transportation Disadvantaged (TD) services.
- The TIP is governed by federal and state requirements and the State of Florida requires the TIP to be updated annually by July 15<sup>th</sup>.



# Regulations & Requirements

At a minimum, federal and state regulations require the TIP shall:

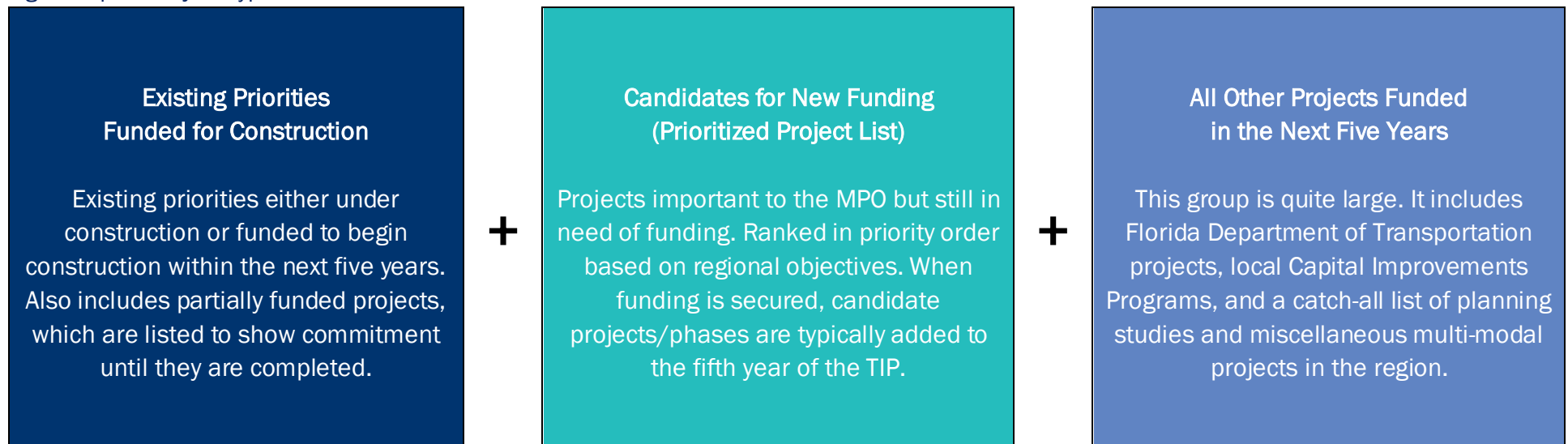
- Cover a period of at least five (5) years and be updated annually.
- Consist of regionally significant projects to economic growth and prosperity.
- Include realistic cost and revenue estimates and project status for all projects.
- Reflect the region's transportation needs and priorities identified through performance-based planning processes and meaningful public participation.



## Types of Projects

There are three different types of projects which are in the TIP, as described in **Figure 1**. The second item listed in the figure is one of the most important, as it includes candidate projects for new funding from the Prioritized Project List (PPL). Projects in the TIP are evaluated and categorized into specific funding programs based on agency, network, and financial eligibility requirements.

Figure 1 | TIP Project Types



# Project Selection

MetroPlan Orlando develops a long-range Metropolitan Transportation Plan (MTP) for the Orlando Metropolitan Planning Area that describes what transportation projects will be funded over the next 20 years and beyond. The TIP brings MTP to life in five-year increments. It shows the priorities, impact, and spells out the projects in detail. The process used in prioritizing the projects is described in the “How are projects prioritized?” section and is consistent with federal requirements in Title 23 CFR Part 450.330(c). These prioritized projects were approved by the MetroPlan Orlando Board in July 2024 and were forwarded to the Florida Department of Transportation (FDOT) to be used in developing the FY 2025/26 – FY 2029/30 Tentative Five-Year Work Program.

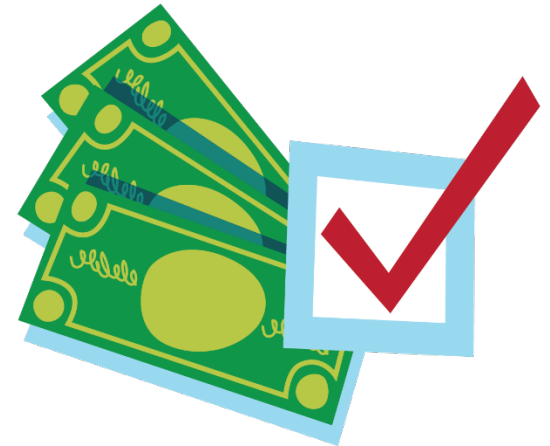


## Planning Consistency

All projects included in the TIP have been drawn from MetroPlan Orlando's adopted 2045 MTP, as stated above. The TIP projects must be consistent with the Florida Department of Transportation's (FDOT) Adopted Work Program and other statewide plans (i.e. FDOT's Strategic Intermodal System plans). The TIP must also be consistent with the transit authority's transit development plan, the airport authorities' master plans, the expressway authority's master plan, and the approved comprehensive plans of local governments partners.

## How are projects funded?

- Funding for priority projects primarily comes from either federal or state sources. Local funding is often required for implementation to cover ineligible costs and matching expenses.
- For each priority, MetroPlan Orlando identifies a funding source that best matches the goals of the project, jurisdiction, and facility type, consistent with the MetroPlan Orlando Board policy on federal funding allocation. With few exceptions, FDOT ultimately decides which projects it funds in its Work Program, and from what state funding source.
- Transportation investment by local governments is critical in accomplishing our regional transportation vision. Section 10 of the TIP includes a list of transportation improvement projects scheduled for implementation by local government agencies using local sources of funding.



## Financial Plan

The projects within the TIP are financially feasible and the TIP is financially constrained for each fiscal year. MetroPlan Orlando developed cost and revenue estimates in cooperation with the FDOT and the local public transportation service providers (LYNX) considering only revenues that are reasonably expected to be available (reflected in FDOT's Work Program or locally dedicated transportation revenues).

The TIP is developed with coordination and review of representatives from other relevant agencies including aviation and expressway authorities and local governments, to ensure consistency with masterplans and comprehensive plans. The federal and state funded projects included in the TIP are reviewed against the FDOT's Five Year Work Program which is financially constrained. Project costs reported in the TIP are in Year of Expenditure (YOE) dollars, which considers the expected inflation over the five years covered by the TIP. These cost estimates from each project are therefore inflated to the year that the funds are expended based on reasonable inflation factors developed by the state and its partners. **Figure 2** shows a summary of total federal and state funding programmed.

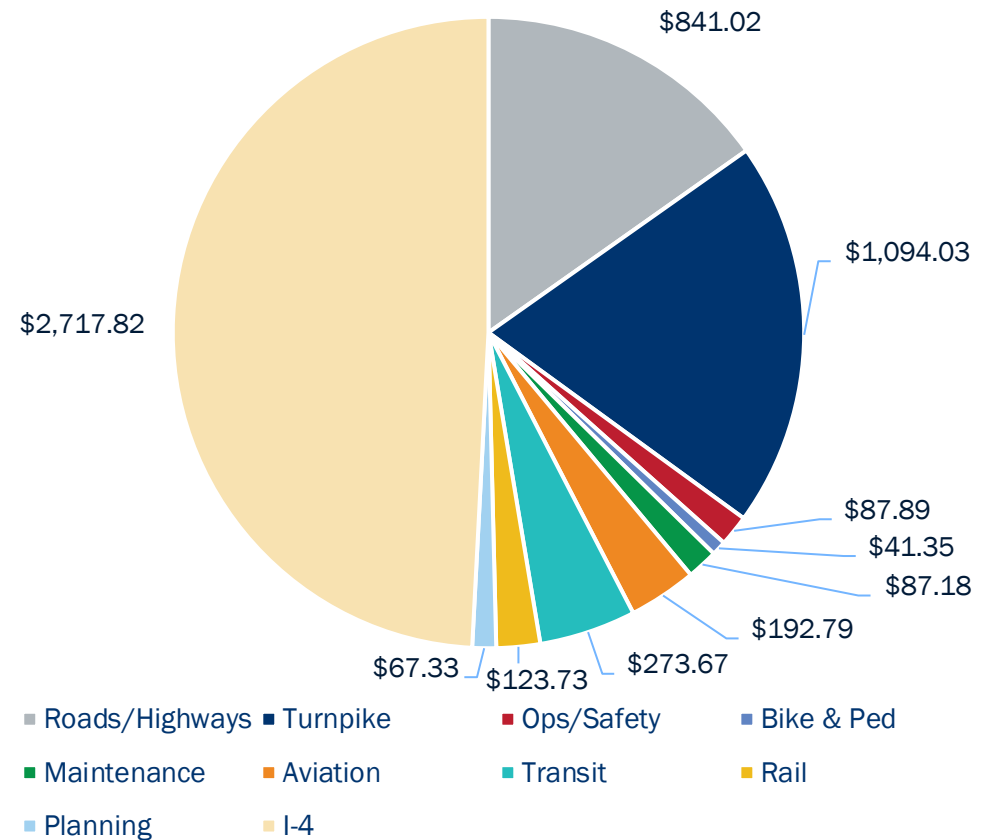
## TMA Funding Allocation

Consistent with the adopted 2045 MTP, MetroPlan Orlando's policy is to divide the TMA (Transportation Management Area) funding allocation for the TIP based on a percentage split of:

- 32% for Complete Streets projects,
- 30% for Transit projects,
- 21% for TSM&O projects, and
- 17% for Bicycle and Pedestrian projects.

The projects included in the TIP are consistent with FDOT's Five-Year Work Program and are financially feasible based on the availability of the funds in each funding category.

Figure 2 | Federal/State/Turnpike Funding Programmed in FY 25/26 – FY 29/30



Source: FDOT 5 Year Work Plan; CFCR 5 Year Work Plan

Note: Federal & State funding shown in millions of dollars

## How are projects prioritized?

Consistent with FHWA's Transportation Performance Management guidance, MetroPlan Orlando uses a data-driven and context-sensitive approach to identify and assess candidate transportation projects. The intent of this process is to select and fund projects which best address regional transportation goals, objectives, and targets. The criteria considered for prioritization are shown in **Figure 3**.

The process of compiling each TIP begins with the development of the Prioritized Project List (PPL) the previous year. This document, which is updated annually, contains a list of unfunded projects that have been prioritized as candidates for funding using the specific performance criteria described at right. The adopted PPL (included in Appendix B) was adopted by MetroPlan Orlando in July 2024 and was used by FDOT in developing the FY 2025/26 – FY 2029/30 Tentative Five-Year Work Program. That Five-Year Work Program was then used to develop this TIP. With the adoption of the 2045 Metropolitan Transportation Plan in December 2020, MetroPlan Orlando follows a performance-based project selection process that accounts for multi-modal tradeoffs in project evaluation and selection. The project categories and methodology used in developing the PPL reflect the 2045 Metropolitan Transportation Plan and its goals and objectives.

While project priorities were unchanged from the previous year, it should be noted, while priority programming determines the order in which projects are pursued, several factors such as available funding and the need for additional analysis or design can influence the order in which projects are implemented.

For information about MetroPlan Orlando's project evaluation and prioritization process, visit: <https://metroplanorlando.gov/plans/prioritized-project-list/>.

**Note:** The methodology described above is currently being updated as part of the 2050 MTP development process

Figure 3 | Project Evaluation Criteria

Goal Area	Criteria
<b>Safety &amp; Security</b>	Crash Rate
	Fatal & Serious Injury Crash Rates
	Number of Pedestrian & Bicycle Crashes
	Evacuation Route Designation
<b>Reliability &amp; Performance</b>	Travel Time Reliability (Auto)
	Unreliability on Constrained Corridor
	Fiber Optic Presence
	Segment Actively Monitored/Managed
	Relative Change: Future Congested Speeds
<b>Access &amp; Connectivity</b>	Transit System Headways
	Population: ½ Mile of Non-Transit Corridor
	Jobs: ½ Mile of Non-Transit Corridor
	Food & Healthcare Locations: ½ Mile of Corridor
	Cultural & Recreational Locations: ½ Mile of Corridor
	MTP Centrality Analysis Score (Critical Sidewalk Need)
<b>Health &amp; Environment</b>	Bicycle Level of Traffic Stress
	Residential Density: ¼ Mile of Multimodal Facility
	Non-Residential Density: ¼ Mile of Multimodal Facility
	Public Health Indicator Rates
	Intensity & Proximity: Transportation Disadvantaged Populations
	Relative Change: Vehicle Miles Traveled (2020 vs. 2045)
<b>Investment &amp; Economy</b>	Percentage of Commercial Vehicle Traffic
	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

Source: MetroPlan Orlando Prioritized Project List, Appendix A

# Congestion Management Process

MetroPlan Orlando has a Congestion Management Process (CMP) element in the 2045 MTP, which was adopted in December 2020. CMP projects are designed to get the greatest efficiency out of the existing transportation network. CMP strategies include such techniques as freeway ramp metering, frontage roads, parking management, freeway lane restrictions, and lane pricing. Other strategies include Intelligent Transportation System (ITS) techniques such as computerized traffic signals and advanced traveler information systems, as well as intersection improvements. CMP strategies are directly incorporated into the TIP once funded for implementation. These projects are shown in Section 7: Traffic Operation and Safety projects. The CMP also includes monitoring of transportation system performance. MetroPlan Orlando reports this information regularly as part of the *Tracking the Trends* program. Consistent with FHWA and FDOT guidelines, **Appendix C** includes a *Systems Performance Report* summarizing federal performance management requirements, regional conditions and adopted targets.

## Previous Conforming Projects

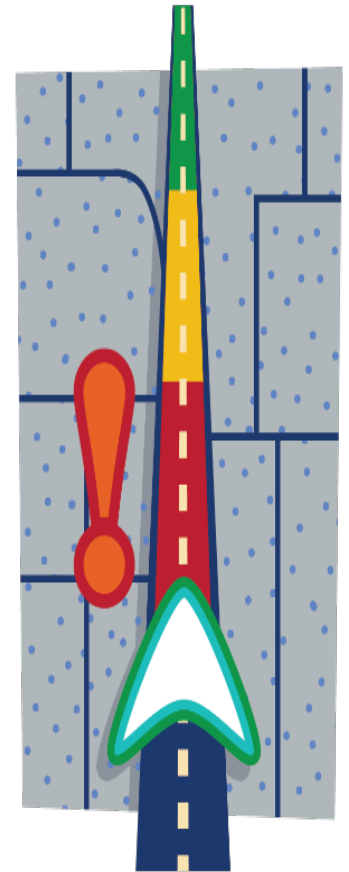
This does not apply, as the MetroPlan Orlando urban area is currently in attainment for all air pollutants and has been since before the 1990 Clean Air Act Amendments were enacted.

## Regionally Significant Projects

The list of federal and state-funded highway projects considered by MetroPlan Orlando to be of regionally significant size and scope, along with their implementation status, are shown in Section 2 of the TIP. In addition, the implementation of the projects contained in the TIP is monitored in reports published by FDOT on a quarterly basis.

## Strategic Intermodal System Projects

MetroPlan Orlando's TIP also includes projects on Florida's Strategic Intermodal System (SIS). The SIS is a network of high priority transportation facilities which include interstate highways, major toll roads and other designated highways, as well as Florida's largest and most significant commercial service airports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and the spaceport.





# Transportation Disadvantaged Services

Each county in the state has a Transportation Disadvantaged program to provide transportation to those who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk.

In Orange, Osceola, and Seminole Counties, LYNX serves as the Community Transportation Coordinator and is responsible for coordinating the trips in the Transportation Disadvantaged program. While MetroPlan Orlando, as required under Chapter 427.015 of the Florida Statutes, serves as the designated official planning agency in coordinating transportation services for the transportation disadvantaged in Orange, Osceola, and Seminole Counties.



MetroPlan Orlando has a Transportation Disadvantaged Local Coordinating Board (TDLCB) to oversee the transit agency providing the services to the transportation disadvantaged population. This board is comprised of a cross-sector of users or user representatives including, but not limited to, state social service agencies, local agencies, users of the system, elderly citizens, and school board representatives.

Every year the TDLCB approves the Transportation Disadvantaged Service Plan (TDSP) which consists of a minor update annually and a major update every five years. For information about the TDSP, visit [https://metroplanorlando.gov/wp-content/uploads/LYNX-Draft-TDSP-Minor-Update\\_2024\\_04.15.24.pdf](https://metroplanorlando.gov/wp-content/uploads/LYNX-Draft-TDSP-Minor-Update_2024_04.15.24.pdf).

Figure 4 | FY 2025/26 Transportation Disadvantaged Program Funding

Trip & Equipment (T&E) Grant	Orange County	Osceola County	Seminole County	3-County Total
Allocation	\$1,740,961	\$599,880	\$583,259	\$2,924,100
Local Match (10%)	\$193,440	\$62,208	\$64,806	\$320,454
T&E Total Funding	\$1,934,401	\$622,088	\$648,065	\$3,244,554
TD Planning Grant	Orange County	Osceola County	Seminole County	3-County Total
TD Planning Total Funding	\$56,168	\$32,203	\$33,779	\$122,150

Source: Florida Commission for the Transportation Disadvantaged Grants webpage (<https://www.fdot.gov/ctd/grants>), May 2025

# Public Participation

MetroPlan Orlando has a Community Advisory Committee (CAC) that meets on a regular basis. Members of the CAC are private citizens with an interest and passion in transportation issues affecting the area. These individuals receive information on transportation topics from the MetroPlan Orlando staff and other agencies and provide input regarding these issues. The CAC provides regular public feedback to the MetroPlan Orlando Board. The meetings of the MetroPlan Orlando Board and its advisory committees are all open to the public and include opportunities for public comments. In addition, public meetings are held during the development of the Metropolitan Transportation Plan to give the community an opportunity to provide input on the Plan before it is approved by the MetroPlan Orlando Board. For more information on MetroPlan Orlando's public involvement process, please view the organization's *Public Participation Plan* on [MetroPlanOrlando.org](http://MetroPlanOrlando.org).



## Your participation is critical to creating the TIP

Input from the public can and does lead to important changes. The draft TIP will be available for a public review and comment period prior to board action. Messages encouraging participation will be posted on our website and social media platforms. Comments or suggestions can be emailed directly to: [comment@metroplanorlando.gov](mailto:comment@metroplanorlando.gov).

During the TIP's preview and adoption process, the public may also submit project-specific comments/questions on: [MetroPlan Orlando's TIP Online Viewer](#).

Copies of the draft TIP are available for review at the MetroPlan Orlando office and are accessible on the MetroPlan Orlando website, visit: <https://metroplanorlando.gov/plans/transportation-improvement-program/>.

For project-specific questions about the TIP, please contact MetroPlan Orlando's TIP program manager Jason Sartorio at: [TIP@metroplanorlando.gov](mailto:TIP@metroplanorlando.gov).

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# Amending the TIP

This TIP can be amended at any time during the year in which it is adopted. MetroPlan Orlando uses the criteria for amending the TIP included in the FDOT Metropolitan Planning Organization (MPO) Program Management Handbook. Under these criteria, the TIP must be amended if:

- The change adds new individual projects to the current TIP.
- The changes affect air quality conformity.
- The change adversely impacts financial constraints.
- The change results in major project scope changes.
- The change removes or deletes individually listed projects from the TIP.

All amendments to the TIP are presented to the MetroPlan Orlando's advisory committees for their recommendations and to the Board for final approval. Once TIP amendments are approved by the MetroPlan Orlando Board, the amendments are incorporated into the adopted TIP shown on MetroPlan Orlando's website, and the Board resolution documenting the approval of the amendments are submitted to FDOT.

In the case where a TIP amendment must be approved prior to the next MetroPlan Orlando Board meeting for the amended project to receive funding, MetroPlan Orlando's Internal Operating Procedures authorize the Board Chairperson to approve the amendment and sign the corresponding resolution on behalf of the Board without having to call an emergency meeting of the MPO Board. The Chairperson's approval of the amendment will then be ratified at the next regularly scheduled MPO Board meeting.

During the TIP amendment process, members of the public are provided opportunities to address their concerns about the requested amendments. At each advisory committee meeting or Board meeting where a TIP amendment is being requested, the meeting agenda includes a time for comments from the public on any action item on the agenda. Concerns about TIP amendments may be addressed at that time. If an individual has a concern about a TIP amendment but is unable to attend MetroPlan Orlando's regularly scheduled committee or Board meeting where the amendment will be acted on, the individual may send his or her comments to MetroPlan Orlando prior to the meeting through email or by phone. These comments will be entered into the meeting record for consideration by the committee or Board at the time they take action on the amendment.



# How to Read the TIP

The TIP format is illustrated in the example table shown in **Figure 5**. Each component of the table is also defined below.

- **FPN** is a seven (7) digit Work Program Financial Management number assigned by FDOT.
- **Project Name or Designation** is the name designated to the project by FDOT or the Local Agency Partner.
- **From/To** describes the project roadway and the beginning and ending locations of the project.
- **Project Length** is the length of the work area in miles, not available for all projects.
- **Work Description** is a brief description of the project to be implemented.
- **MTP Reference** identifies the project's inclusion in the 2045 MTP, including the project's unique ID number and the corresponding 2045 MTP page number. The link to the 2045 MTP on MetroPlan Orlando's website is: <https://metroplanorlando.org/plans/metropolitan-transportation-plan/>.
- **Total Prior Years** is the historical cost information for projects having expenditures paid by FDOT prior to FY 2025/2026.
- **Project Status and Cost** is the amount programmed in the FDOT Work Program by Fiscal Year in thousands of dollars inflated to the year that the funds are expended based on reasonable inflation factors. Costs shown in thousands of dollars (\$000's).
- **Funding Source** describes the funding source for Federal, State, or Local funds. See Appendix A.
- **Project Phase** is the primary phase of the project, e.g. Project Development and Environment (PD&E), Design (PE), Right of Way (ROW), and a Construction Phase (CST).
- **Estimated Future Cost** consist of five years of programming in the FDOT Work Program for Non-SIS and ten years of programmed costs for Strategic Intermodal System (SIS) Projects.
- **Total Project Cost** represents ten years of programming in the FDOT Work Program for projects on the SIS, and five years of programming in the FDOT Work Program for Non-SIS projects, plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2025/2026.
- **Managed By** is the agency responsible for managing the project.
- **SIS Project** is a designation of projects in the TIP which are located on the FDOT Strategic Intermodal System (SIS). Each project on the SIS will have an identifier (SIS Project) in the far-right column on the TIP table on which the project is located.



Major projects fully funded for construction in the TIP yet not specifically identified in the MTP have an MTP reference shown as Technical Series 12, Page 12-6, E+C (Existing plus Committed). Non-capacity/system preservation projects such as resurfacing, lighting, drainage improvements, bridge repair, etc. have their MTP reference shown as Cost Feasible Plan, Page 17, since there is a section on that page describing this FDOT program/type of project.

Figure 5 | TIP Table Example

### 12345-1 - MetroPlan Example Project

Urban Corridor Improvements/Complete Streets

From	Example A Road						
To	Example B Road						
Length	1						
Managed by	FDOT						
MTP Ref	TS #12 Pg. 12-6 (E+C)						
SIS	Yes						
Adopted/Revised	test						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DDR	\$200,000	-	-	-	-	\$200,000
Total PE		\$200,000	-	-	-	-	\$200,000
ROW	ACSU	-	\$100,000	\$100,000	-	-	\$200,000
Total ROW		-	\$100,000	\$100,000	-	-	\$200,000
CST	SU	-	-	-	\$200,000	\$300,000	\$500,000
Total CST		-	-	-	\$200,000	\$300,000	\$500,000
Total Active Years		\$200,000	\$100,000	\$100,000	\$200,000	\$300,000	\$900,000
Total Programmed		\$200,000	\$100,000	\$100,000	\$200,000	\$300,000	\$900,000

Note: Project example for illustrative purposes only.



## Obligated Federal Funds

To meet federal requirements for MPOs, MetroPlan Orlando annually publishes a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year (October 1st through September 30th). The information for the FY 2023/24 documents can be found at this link: [https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2023\\_24-Federally-Obligated-Funds-Report.pdf](https://metroplanorlando.gov/wp-content/uploads/MetroPlan-Orlando-FY-2023_24-Federally-Obligated-Funds-Report.pdf).

## Certification

The annual FDOT certification review for MetroPlan Orlando was conducted in February 2025, no corrective actions were identified. The most recent federal certification review of MetroPlan Orlando's transportation planning process by USDOT (FHWA and FTA) was conducted in March 2023, no corrective actions were identified. The next federal certification is anticipated to occur in 2027.



## TIP Review & Distribution

In addition to the review of the draft FY 2025/26 – FY 2029/30 TIP by the MetroPlan Orlando advisory committees and Board and by the public at the TIP public meeting, as described in the Public Involvement section, MetroPlan Orlando annually distributes its TIP for review and comment to the following federal state, and local agencies:

- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- Environmental Protection Agency
- Florida Department of Transportation
- Florida Department of Economic Opportunity
- East Central Florida Regional Planning Council
- Central Florida Expressway Authority
- LYNX
- Greater Orlando Aviation Authority
- Orlando Economic Partnership
- Kissimmee/Osceola County Chamber of Commerce
- Space Coast TPO; River-to Sea TPO; Lake Sumter MPO; Ocala/Marion TPO; Polk TPO
- Central Florida members of Florida Senate and Florida House of Representatives

## Section 2: Regionally Significant Projects

This section provides a detailed list of federal and state-funded highway projects considered by MetroPlan Orlando to be of regionally significant size and scope, along with their implementation status. The implementation of these projects is monitored in reports published by FDOT on a quarterly basis.



## Section 2: Regionally Significant Projects

FPN	Project Name	From	To	Work Description	TIP Section #	Changes
<b>Interstate Projects - Orange County</b>						
446445-3	Truck Parking - Central Florida Corridor: Sand Lake Rd. Site	Sand Lake Rd.	-	Parking Facility	Section 4	PE added in FY 2026/27
242484-8	SR 400 (I-4)	E of CR 522 (Osceola Pkwy.)	-	Add Lanes & Reconstruct	Section 4	ROW funding increased in FY 2025/26
441113-1	I-4 (SR 400)	Daryl Carter Pkwy. Interchange	-	Interchange (New)	Section 4	Construction underway
444315-1	Sand Lake Rd. Interchange	W of SR 528	W of SR 435	Interchange Improvement	Section 4	Construction underway
453159-3	I-4 (SR 400)	W of SR 536	W of SR 435 (Kirkman Rd.)	Add Managed Lanes	Section 4	New project phase with PE and DSB funded through Moving Florida Forward
<b>Interstate Projects - Osceola County</b>						
431456-1	SR 400 (I-4)	W of CR 532	E of CR 522 (Osceola Pkwy.)	Add Lanes & Reconstruct	Section 4	ROW added in FY 2025/26, FY 2026/27, and FY 2027/28 using Moving Florida Forward funds
<b>Interstate Projects - Seminole County</b>						
242592-4	SR 400 (I-4)	1 Mi. E of SR 434	E of SR 15/600 (US 17-92)	Add Lanes & Reconstruct	Section 4	ROW funding increased in FY 25/26 and 2026/27
455946-1	I-4 (SR 400)	EE Williamson Rd.	S of W. Lake Mary Blvd.	Resurfacing	Section 4	New project with PE funded in FY 2025/26 and CST funded in FY 2027/28
<b>Interstate Projects - Districtwide</b>						
431456-2	SR 400 (I-4)	Osceola Co. Line	E of SR 536	Add Lanes & Reconstruct	Section 4	No changes
431456-3	SR 400 (I-4)	E of CR 532	W of World Dr.	Add Managed Lanes	Section 4	No changes
431456-6	SR 400 (I-4)	W of SR 429	E of World Drive	Add Lanes & Reconstruct	Section 4	No changes
431456-7	SR 400 (I-4)	E of World Dr.	E of U.S. 192	Add Lanes & Reconstruct	Section 4	No changes
432193-1	I-4 (SR400) Managed Lanes	Kirkman Rd.	SR 434	Add Lanes & Reconstruct	Section 4	No changes
432193-4	I-4 (SR 400) Express Lane Toll Operations	-	-	Toll Collection	Section 4	No changes
435443-4	I-4 (SR 400) Freeway Management and AAM	-	-	ATMS - Arterial Traffic Management	Section 4	No changes
442930-1	I-4 (SR 400) beyond the Ultimate (BTU Engineering Support)	-	-	Preliminary Engineering	Section 4	No changes

## Section 2: Regionally Significant Projects

FPN	Project Name	From	To	Work Description	TIP Section #	Changes
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### State Highway Projects - Orange County

239203-7	SR 50	E of Old Cheney Hwy.	Chuluota Rd.	Add Lanes & Rehabilitate Pavement	Section 5	ROW funding added in FY 2026/27 and FY 2027/28
239203-8	SR 50	Chuluota Rd.	SR 520	Add Lanes & Rehabilitate Pavement	Section 5	ROW funding added in FY 2025/26 and FY 2026/27; CST funding added in FY 2029/30
239422-1	SR 434 (Forest City)	SR 424 (Edgewater Dr.)	Seminole Co. Line	Add Lanes & Reconstruct	Section 5	CST funding deferred to FY 2028/29

### State Highway Projects - Osceola County

418403-7	SR 600 (US 17-92) John Young Pkwy.	at Pleasant Hill Rd.	-	Intersection Improvement	Section 5	DSB funding added and increased in FY 2027/28
437200-2	US 17-92	Ivy Mist Lane	Avenue A	Add Lanes & Reconstruct	Section 5	No changes
446445-5	Truck Parking Central Florida Corridor - Osceola Co. Site	-	-	Parking Facility	Section 5	CST funding added in FY 2026/27

### State Highway Projects - Seminole County

446445-1	Truck Parking Central Florida Corridor - Seminole Co. Site	-	-	Parking Facility	Section 5	RRU funding added in FY 2025/26; CST funding added in FY 2025/26
454207-1	SR 434	US 17-92	SR 419	Resurfacing	Section 5	PE funding added in FY 2025/26; CST funding added in FY 2027/28
454206-1	SR 46	Wayside Dr./Oregon St.	SR 15/Monroe Rd.	Resurfacing	Section 5	PE funding added in FY 2025/26; CST funding added in FY 2027/28

### State Highway Projects - Districtwide

437174-2	SR 535/Vineland Rd.	US 192	N of World Center Dr.	PD&E/EMO Study	Section 5	No changes
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### Turnpike Projects - Orange County

433663-1	Sand Lake Rd. / Turnpike Interchange (SR 482/SR91) (MP 257)	-	-	Interchange (New)	Section 6	No changes
438547-2	Orlando South Ultimate Interchange - Phase I	-	-	Interchange Justification/Modification	Section 6	CST funding decreased in FY 2027/28
444979-1	New Beachline Expressway (SR 528)	La Quinta Dr.	-	Interchange (New)	Section 6	ROW funding advanced to FY 2026/27, 2027/28, and 2028/29
444980-1	Florida's Turnpike (SR 91)	Taft Vineland Rd. Interchange (MP 253)	-	Interchange (New)	Section 6	CST funding increased in FY 2026/27

## Section 2: Regionally Significant Projects

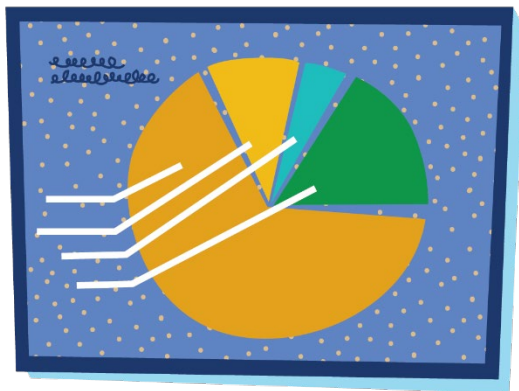
FPN	Project Name	From	To	Work Description	TIP Section #	Changes
<b>Turnpike Projects - Osceola County</b>						
436194-1	Widen Turnpike (SR91)	Partin Settlement Rd. (MP 243.5)	Osceola Pkwy. (MP 249)	Add Lanes & Reconstruct	Section 6	No changes
436194-3	Widen Turnpike (SR91)	US 192 (MP 242)	Partin Settlement Rd. (243.5)	Add Lanes & Reconstruct	Section 6	PE funding deferred to FY 2025/26; ROW funding increased in FY 2025/26 and 2026/27; CST funding increased in FY 2027/28
446581-4	Poinciana Connector	-	-	New Road Construction	Section 6	ENV funding added in FY 2026/27; PE funding deferred to FY 2026/27; ROW funding advanced to FY 2026/27

## Turnpike Projects - Seminole County

240259-2	Greenway (SR 417)	E of Old Lake Mary Blvd.	2157' E Rinehart Rd.	New Road Construction	Section 6	No changes
437952-1	Widen Seminole Expy. (SR 417)	SR 434 (MP 44)	N of CR 427 (MP 49.4)	Add Lanes & Reconstruct	Section 6	No changes

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## Section 3: Financial Summary by Funding Categories (\$000's)

This section provides a five-year summary of federal, state, and local funding categories within the TIP. Funding categories are broken down into the three counties within the MetroPlan Orlando Region. All funds are displayed in thousands (\$000's).

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

#### Federal Funding Categories

Funding Category	FY 2025/26		FY 2026/27		FY 2027/28		FY 2028/29		FY 2029/30		Totals
Advance Construction Freight Program (ACFP)											
Orange Co.	\$	-	\$	4,500	\$	-	\$	-	\$	-	\$ 4,500
Osceola Co.	\$	-	\$	24,428	\$	-	\$	-	\$	-	\$ 24,428
Seminole Co.	\$	3,090	\$	-	\$	-	\$	-	\$	-	\$ 3,090
Total	\$	3,090	\$	28,928	\$	-	\$	-	\$	-	\$ 32,018
Advance Construction Principal Arterials (ACNP)											
Orange Co.	\$	2,677	\$	18,076	\$	-	\$	-	\$	-	\$ -
Osceola Co.	\$	1,100	\$	409	\$	-	\$	4,500	\$	-	\$ -
Seminole Co.	\$	612	\$	-	\$	4,714	\$	-	\$	-	\$ -
Systemwide	\$	6,974	\$	7,398	\$	26,018	\$	25,798	\$	6,000	\$ 12,825
Total	\$	11,363	\$	25,882	\$	30,731	\$	30,298	\$	6,000	\$ 104,274
Advance Construction SS, HSP (ACSA, ACSS, ACID)											
Orange Co.	\$	9,680	\$	10,190	\$	6,435	\$	-	\$	-	\$ 26,305
Osceola Co.	\$	1,592	\$	1,378	\$	-	\$	-	\$	-	\$ 2,970
Seminole Co.	\$	500	\$	-	\$	2,915	\$	-	\$	-	\$ 3,415
Total	\$	11,772	\$	11,568	\$	9,350	\$	-	\$	-	\$ 32,689
Advance Construction STP, Urban Area >200k (ACSU)											
Orange Co.	\$	3,842	\$	-	\$	-	\$	-	\$	-	\$ 3,842
Osceola Co.	\$	7,168	\$	-	\$	-	\$	-	\$	-	\$ 7,168
Seminole Co.	\$	193	\$	-	\$	-	\$	-	\$	-	\$ 193
Total	\$	11,203	\$	-	\$	-	\$	-	\$	-	\$ 11,203
Congressional Discretionary Funds (CD23, CD24)											
Orange Co.	\$	7,000	\$	-	\$	-	\$	-	\$	-	\$ 7,000
Seminole Co.	\$	644	\$	-	\$	2,400	\$	-	\$	-	\$ 3,044
Total	\$	7,644	\$	-	\$	2,400	\$	-	\$	-	\$ 10,044
Congestion Mitigation (CM)											
Osceola Co.	\$	1,861	\$	3,137	\$	3,193	\$	1,792	\$	-	\$ 9,984

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Totals
<b>State Primary/Federal Reimbursement (DU)</b>						
Regional Transit	\$ 830	\$ 855	\$ -	\$ -	\$ -	\$ 1,684
<b>Federal Aviation Administration (FAA)</b>						
Orange Co.	\$ 36,000	\$ 15,000	\$ 5,850	\$ -	\$ 24,000	\$ 80,850
Seminole Co.	\$ -	\$ 18,000	\$ -	\$ -	\$ -	\$ 18,000
<b>Total</b>	<b>\$ 36,000</b>	<b>\$ 33,000</b>	<b>\$ 5,850</b>	<b>\$ -</b>	<b>\$ 24,000</b>	<b>\$ 98,850</b>
<b>Federal Railroad Administration (FRA)</b>						
Regional Transit	\$ 6,647	\$ -	\$ -	\$ -	\$ -	\$ 6,647
<b>Federal Transit Administration (FTA)</b>						
Regional Transit	\$ 46,600	\$ 46,600	\$ 46,600	\$ 4,600	\$ -	\$ 144,400
<b>FHWA Transfer to FTA (FTAT)</b>						
Regional Transit	\$ 1,750	\$ 2,000	\$ 2,500	\$ -	\$ -	\$ 6,250
<b>National Freight Program - Discretionary (NFPD)</b>						
Osceola Co.	\$ -	\$ 27,806	\$ -	\$ -	\$ -	\$ 27,806
Seminole Co.	\$ 2,372	\$ -	\$ -	\$ -	\$ -	\$ 2,372
<b>Total</b>	<b>\$ 2,372</b>	<b>\$ 27,806</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,178</b>
<b>National Highway Performance Program (NH, NHEX, NHPP, NHBR, ACNR, NHPP)</b>						
Orange Co.	\$ 40,606	\$ 20,334	\$ 5,528	\$ -	\$ -	\$ 66,468
Osceola Co.	\$ -	\$ 6,037	\$ -	\$ -	\$ -	\$ 6,037
Seminole Co.	\$ -	\$ -	\$ 19,959	\$ -	\$ -	\$ 19,959
Systemwide	\$ 17,266	\$ 17,266	\$ -	\$ -	\$ 20,312	\$ 54,844
<b>Total</b>	<b>\$ 57,872</b>	<b>\$ 43,638</b>	<b>\$ 25,487</b>	<b>\$ -</b>	<b>\$ 20,312</b>	<b>\$ 147,309</b>
<b>Planning (PL)</b>						
Orange Co.	\$ 3,789	\$ 3,789	\$ 3,789	\$ 3,789	\$ 3,789	\$ 18,943

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26		FY 2026/27		FY 2027/28		FY 2028/29		FY 2029/30		Totals
STPBG Any Area (SA)											
Orange Co.	\$	5,779	\$	6,624	\$	615	\$	-	\$	-	\$ 13,018
Osceola Co.	\$	3,989	\$	21,073	\$	22,010	\$	-	\$	125	\$ 47,197
Seminole Co.	\$	3,453	\$	-	\$	2,168	\$	-	\$	-	\$ 5,621
Systemwide	\$	5,190	\$	-	\$	-	\$	-	\$	-	\$ 5,190
Total	\$	18,411	\$	27,697	\$	24,793	\$	-	\$	125	\$ 71,027
Safe Routes (SR2T)											
Osceola Co.	\$	747	\$	-	\$	629	\$	-	\$	562	\$ 1,937
STPBG over 200,000 Pop. (SU)											
Orange Co.	\$	9,323	\$	19,171	\$	14,596	\$	26,802	\$	27,210	\$ 97,102
Osceola Co.	\$	14,592	\$	-	\$	12,614	\$	-	\$	-	\$ 27,206
Seminole Co.	\$	6,368	\$	10,039	\$	-	\$	408	\$	-	\$ 16,814
Regional Transit	\$	7,000	\$	8,000	\$	10,000	\$	10,000	\$	10,000	\$ 45,000
Total	\$	37,282	\$	37,210	\$	37,210	\$	37,210	\$	37,210	\$ 186,122
Transportation Alternative Program (TALT, TALU)											
Orange Co.	\$	2,803	\$	7,948	\$	5,512	\$	5,512	\$	5,512	\$ 27,286
Osceola Co.	\$	5,192	\$	453	\$	-	\$	-	\$	-	\$ 5,645
Total	\$	7,995	\$	8,402	\$	5,512	\$	5,512	\$	5,512	\$ 32,931
Total Federal Funds											
Orange Co.	\$	121,498	\$	105,632	\$	42,324	\$	36,102	\$	60,510	\$ 366,067
Osceola Co.	\$	36,240	\$	84,722	\$	38,445	\$	6,292	\$	687	\$ 166,387
Seminole Co.	\$	17,232	\$	28,039	\$	32,155	\$	408	\$	-	\$ 77,834
Systemwide	\$	29,430	\$	24,664	\$	26,018	\$	25,798	\$	26,312	\$ 132,221
Regional Transit	\$	62,827	\$	57,455	\$	59,100	\$	14,600	\$	10,000	\$ 203,981
Total	\$	267,227	\$	300,511	\$	198,043	\$	83,200	\$	97,509	\$ 946,490

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26		FY 2026/27		FY 2027/28		FY 2028/29		FY 2029/30		Totals
State Funding Categories											
State Bond Funds (BNIR)											
Orange Co.	\$	-	\$	79	\$	-	\$	-	\$	-	\$ 79
Osceola Co.	\$	26,290	\$	21,094	\$	-	\$	-	\$	-	\$ 47,384
Seminole Co.	\$	7,500	\$	-	\$	-	\$	-	\$	-	\$ 7,500
Total	\$	33,790	\$	21,173	\$	-	\$	-	\$	-	\$ 54,963
Bridge Repair and Rehabilitation (BRRP)											
Systemwide	\$	-	\$	-	\$	-	\$	7,556	\$	-	\$ 7,556
Total	\$	-	\$	-	\$	-	\$	7,556	\$	-	\$ 7,556
Unrestricted State Primary (D)											
Orange Co.	\$	7,625	\$	6,602	\$	7,100	\$	7,076	\$	3,613	\$ 32,017
Osceola Co.	\$	1,146	\$	1,251	\$	1,629	\$	1,049	\$	348	\$ 5,423
Seminole Co.	\$	3,275	\$	3,488	\$	4,492	\$	3,688	\$	2,550	\$ 17,493
Systemwide	\$	21,742	\$	20,619	\$	22,704	\$	22,559	\$	21,296	\$ 108,919
Total	\$	33,788	\$	31,959	\$	35,925	\$	34,372	\$	27,807	\$ 163,852
District Dedicated Revenue (DDR)											
Orange Co.	\$	40,652	\$	62,720	\$	9,105	\$	80,513	\$	90,798	\$ 283,788
Osceola Co.	\$	32,451	\$	4,003	\$	87,982	\$	1,000	\$	-	\$ 125,435
Seminole Co.	\$	16,655	\$	16,316	\$	2,000	\$	2,079	\$	-	\$ 37,050
Systemwide	\$	35,464	\$	35,843	\$	34,307	\$	10,828	\$	9,811	\$ 126,254
Regional Transit	\$	1,544	\$	1,764	\$	2,206	\$	2,206	\$	2,206	\$ 9,925
Total	\$	126,765	\$	120,647	\$	135,600	\$	96,626	\$	102,814	\$ 582,452
Inter/Intrastate Highway (DI)											
Orange Co.	\$	-	\$	14,167	\$	2,015	\$	2,015	\$	-	\$ 18,196
Osceola Co.	\$	3,258	\$	-	\$	-	\$	-	\$	-	\$ 3,258
Seminole Co.	\$	640	\$	-	\$	-	\$	-	\$	-	\$ 640
Systemwide	\$	114,196	\$	95,860	\$	1,000	\$	3,041	\$	18,802	\$ 232,900
Total	\$	118,094	\$	110,027	\$	3,015	\$	5,055	\$	18,802	\$ 254,994



### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Totals
<b>In-House Product Support (DIH)</b>						
Orange Co.	\$ 299	\$ 639	\$ 42	\$ 184	\$ 58	1,223
Osceola Co.	\$ 132	\$ 216	\$ 121	\$ 70	\$ -	539
Seminole Co.	\$ 248	\$ 174	\$ 128	\$ -	\$ -	549
Systemwide	\$ 50	\$ -	\$ -	\$ -	\$ -	50
<b>Total</b>	<b>\$ 729</b>	<b>\$ 1,029</b>	<b>\$ 291</b>	<b>\$ 254</b>	<b>\$ 58</b>	<b>2,361</b>
<b>Strategic Intermodal System (DIS)</b>						
Orange Co.	\$ -	\$ -	\$ -	\$ 10,448	\$ -	10,448
Seminole Co.	\$ -	\$ 1,250	\$ -	\$ -	\$ -	1,250
Systemwide	\$ 7,151	\$ -	\$ -	\$ -	\$ -	7,151
<b>Total</b>	<b>\$ 7,151</b>	<b>\$ 1,250</b>	<b>\$ -</b>	<b>\$ 10,448</b>	<b>\$ -</b>	<b>18,848</b>
<b>Statewide ITS (DITS)</b>						
Orange Co.	\$ 234	\$ 3,096	\$ -	\$ -	\$ -	3,331
Osceola Co.	\$ 30	\$ -	\$ -	\$ -	\$ -	30
Seminole Co.	\$ 53	\$ 1,433	\$ -	\$ -	\$ -	1,486
Systemwide	\$ -	\$ -	\$ -	\$ 3,627	\$ -	3,627
<b>Total</b>	<b>\$ 317</b>	<b>\$ 4,530</b>	<b>\$ -</b>	<b>\$ 3,627</b>	<b>\$ -</b>	<b>8,474</b>
<b>State Public Transportation Office (DPTO)</b>						
Orange Co.	\$ -	\$ 84,000	\$ -	\$ 1,200	\$ -	85,200
Osceola Co.	\$ 2,714	\$ 4,588	\$ -	\$ -	\$ -	7,302
Seminole Co.	\$ 7,000	\$ -	\$ -	\$ -	\$ -	7,000
Regional Transit	\$ 19,722	\$ 13,445	\$ 13,299	\$ 13,733	\$ 12,868	73,067
<b>Total</b>	<b>\$ 29,436</b>	<b>\$ 102,033</b>	<b>\$ 13,299</b>	<b>\$ 14,933</b>	<b>\$ 12,868</b>	<b>172,568</b>
<b>Rest Areas - State (DRA)</b>						
Seminole Co.	\$ -	\$ -	\$ 550	\$ -	\$ -	550

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26		FY 2026/27		FY 2027/28		FY 2028/29		FY 2029/30		Totals
Primary Highways and PTO (DS, DSBH, DSBW)											
Orange Co.	\$	2,316	\$	6,974	\$	5,416	\$	778	\$	-	\$ 15,484
Osceola Co.	\$	5,863	\$	706	\$	13,232	\$	-	\$	-	\$ 19,801
Seminole Co.	\$	870	\$	17,404	\$	-	\$	-	\$	-	\$ 18,273
Systemwide	\$	44,985	\$	25,500	\$	26,734	\$	43,953	\$	53,102	\$ 194,274
Regional Transit	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Total	\$	54,034	\$	50,583	\$	45,382	\$	44,731	\$	53,102	\$ 247,833
Fixed Capital Outlay (FCO)											
Orange Co.	\$	1,244	\$	50	\$	396	\$	50	\$	50	\$ 1,789
Seminole Co.	\$	-	\$	323	\$	308	\$	286	\$	-	\$ 917
Total	\$	1,244	\$	373	\$	704	\$	336	\$	50	\$ 2,707
Financing Corp. (FINC)											
Systemwide	\$	54,455	\$	149,002	\$	-	\$	-	\$	-	\$ 203,457
Growth Management for SIS (GMR)											
Orange Co.	\$	-	\$	-	\$	-	\$	26,052	\$	2,181	\$ 28,233
Seminole Co.	\$	500	\$	-	\$	-	\$	-	\$	-	\$ 500
Systemwide	\$	250,711	\$	14,148	\$	4,902	\$	5,321	\$	4,583	\$ 279,666
Total	\$	251,211	\$	14,148	\$	4,902	\$	31,373	\$	6,764	\$ 308,399
Moving Florida Forward (MFF)											
Orange Co.	\$	12,500	\$	135,806	\$	-	\$	-	\$	-	\$ 148,306
Osceola Co.	\$	245,007	\$	96,750	\$	4,998	\$	92	\$	92	\$ 346,939
Systemwide	\$	878,324	\$	34,155	\$	20,586	\$	18,126	\$	15,162	\$ 966,352
Total	\$	1,135,831	\$	266,710	\$	25,584	\$	18,218	\$	15,254	\$ 1,461,597
State Toll Road/Turnpike Funds (PKBD, PKED, PKLF, PKM1, PKYI, PKYO, PKYR)											
Orange Co.	\$	71,955	\$	90,099	\$	41,059	\$	431	\$	44,012	\$ 247,556
Osceola Co.	\$	306,989	\$	46,398	\$	166,101	\$	300	\$	15,961	\$ 535,749
Seminole Co.	\$	790	\$	200	\$	170	\$	11,742	\$	170	\$ 13,072
Total	\$	379,733	\$	136,697	\$	207,330	\$	12,474	\$	60,143	\$ 796,377

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Totals
<b>SunRail Revenues for Operations &amp; Maintenance (SR0M)</b>						
Regional Transit	\$ 7,624	\$ -	\$ -	\$ -	\$ -	\$ 7,624
<b>Strategic Economic Corridors (STED)</b>						
Orange Co.	\$ -	\$ -	\$ 5,283	\$ 5,283	\$ 5,283	\$ 15,850
Systemwide	\$ 49,089	\$ 3,121	\$ 5,136	\$ 3,128	\$ 2,574	\$ 63,048
<b>Total</b>	<b>\$ 49,089</b>	<b>\$ 3,121</b>	<b>\$ 10,419</b>	<b>\$ 8,411</b>	<b>\$ 7,857</b>	<b>\$ 78,898</b>
<b>CFX System Funds (TM05, TM11, TO11, TO05)</b>						
Orange Co.	\$ 8,508	\$ 8,508	\$ 8,508	\$ 8,508	\$ 8,500	\$ 42,531
<b>I-4 Managed Lanes Toll Operations (TOBH)</b>						
Systemwide	\$ 22,646	\$ 24,879	\$ 27,348	\$ 21,630	\$ 11,472	\$ 107,974
<b>Wekiva Pkwy. Toll Operations (TOBW, TMBW)</b>						
Seminole Co.	\$ 275	\$ 260	\$ 270	\$ 280	\$ 290	\$ 1,375
Systemwide	\$ 2,685	\$ 3,426	\$ 4,614	\$ 4,186	\$ 4,382	\$ 19,293
<b>Total</b>	<b>\$ 2,960</b>	<b>\$ 3,686</b>	<b>\$ 4,884</b>	<b>\$ 4,466</b>	<b>\$ 4,672</b>	<b>\$ 20,668</b>
<b>Transportation Regional Incentive Program (TRIP, TRWR)</b>						
Orange Co.	\$ -	\$ 4,503	\$ -	\$ 10,058	\$ 10,977	\$ 25,538
Osceola Co.	\$ -	\$ -	\$ 5,622	\$ -	\$ -	\$ 5,622
Regional Transit	\$ 4,516	\$ -	\$ -	\$ -	\$ -	\$ 4,516
<b>Total</b>	<b>\$ 4,516</b>	<b>\$ 4,503</b>	<b>\$ 5,622</b>	<b>\$ 10,058</b>	<b>\$ 10,977</b>	<b>\$ 35,676</b>
<b>Total State Funds</b>						
Orange Co.	\$ 145,333	\$ 417,243	\$ 78,924	\$ 152,597	\$ 165,473	\$ 959,569
Osceola Co.	\$ 623,880	\$ 175,004	\$ 279,685	\$ 2,511	\$ 16,401	\$ 1,097,481
Seminole Co.	\$ 37,804	\$ 40,848	\$ 7,918	\$ 18,076	\$ 3,010	\$ 107,656
Systemwide	\$ 1,481,498	\$ 406,553	\$ 147,332	\$ 143,954	\$ 141,184	\$ 2,320,522
Regional Transit	\$ 33,406	\$ 15,210	\$ 15,504	\$ 15,938	\$ 15,074	\$ 95,131
<b>Total</b>	<b>\$ 2,321,921</b>	<b>\$ 1,054,858</b>	<b>\$ 529,362</b>	<b>\$ 333,076</b>	<b>\$ 341,142</b>	<b>\$ 4,580,359</b>

### Section 3: Financial Summary by Funding Categories

\* Funding is shown in \$1000s

Funding Category	FY 2025/26		FY 2026/27		FY 2027/28		FY 2028/29		FY 2029/30		Totals
Local Funding Categories											
Local Funds for Federal/State Projects (LF, LFB, LFP, LFRF)											
Orange Co.	\$	30,158	\$	42,613	\$	28,905	\$	31,744	\$	4,250	\$ -
Osceola Co.	\$	3,374	\$	125	\$	2,628	\$	250	\$	-	\$ -
Seminole Co.	\$	51,197	\$	3,681	\$	2,240	\$	2,000	\$	-	\$ -
Regional Transit	\$	76,803	\$	26,551	\$	26,558	\$	13,930	\$	13,164	\$ -
Total	\$	161,533	\$	72,970	\$	60,331	\$	47,924	\$	17,414	\$ 360,172
Local Funds for County, Municipal & CFX Projects											
Orange Co.	\$	138,041	\$	161,915	\$	134,223	\$	82,905	\$	2,350	\$ 519,435
Osceola Co.	\$	128,000	\$	167,640	\$	295,404	\$	155,100	\$	267,119	\$ 1,013,263
Seminole Co.	\$	4,935	\$	17,777	\$	9,808	\$	36,487	\$	41,237	\$ 110,244
Central Florida Expressway Authority	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Total	\$	270,976	\$	347,332	\$	439,435	\$	274,492	\$	310,706	\$ 1,642,942
Total Local Funds											
Orange Co.	\$	168,200	\$	204,528	\$	163,128	\$	114,649	\$	6,600	\$ 657,105
Osceola Co.	\$	131,374	\$	167,765	\$	298,032	\$	155,350	\$	267,119	\$ 1,019,640
Seminole Co.	\$	56,132	\$	21,458	\$	12,048	\$	38,487	\$	41,237	\$ 169,362
Systemwide	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Regional Transit	\$	76,803	\$	26,551	\$	26,558	\$	13,930	\$	13,164	\$ 157,006
Central Florida Expressway Authority	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Total	\$	432,509	\$	420,303	\$	499,766	\$	322,416	\$	328,120	\$ 2,003,114
Funding Totals											
Total Federal Funds	\$	267,227	\$	300,511	\$	198,043	\$	83,200	\$	97,509	\$ 946,490
Total State Funds	\$	2,321,921	\$	1,054,858	\$	529,362	\$	333,076	\$	341,142	\$ 4,580,359
Total Local Funds	\$	432,509	\$	420,303	\$	499,766	\$	322,416	\$	328,120	\$ 2,003,114
Grand Total Programmed Funds	\$	3,021,658	\$	1,775,671	\$	1,227,171	\$	738,693	\$	766,770	\$ 7,529,963

## Section 4: Interstate Highway Projects

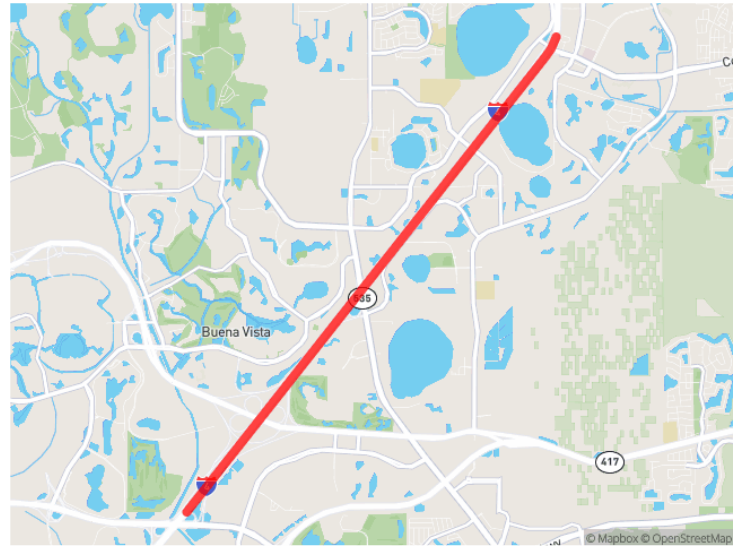
This section contains projects on the Interstate Highway System (IHS), Strategic Intermodal System (SIS), and National Highway Freight Network (NHFN). These improvements are programmed and are implemented directly by FDOT in coordination with local agencies and MetroPlan Orlando.



**242484-8 - SR 400 (I-4)**

Add Lanes &amp; Reconstruct

From	E of CR 522 (Osceola Pkwy.)
To	-
Length	5.65
Managed by	FDOT
MTP Ref	ID # 104, Pg. 26
SIS	Yes
Adopted/Revised	FY 26-30 TIP



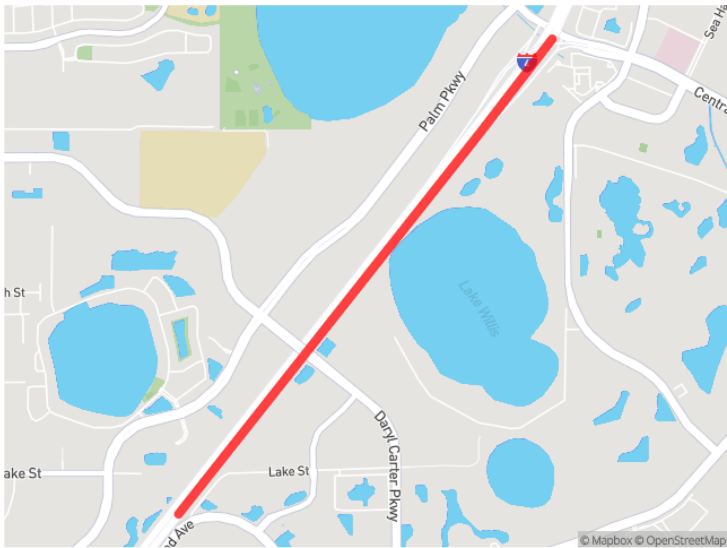
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	ACNP	\$2,475,258	\$17,498,530	-	-	-	\$19,973,788
ROW	BNIR	-	\$78,943	-	-	-	\$78,943
ROW	DI	-	\$14,166,917	-	-	-	\$14,166,917
ROW	NHPP	\$20,449,742	\$5,752,710	-	-	-	\$26,202,452
Total ROW		\$22,925,000	\$37,497,100	-	-	-	\$60,422,100
Total Active Years		\$22,925,000	\$37,497,100	-	-	-	\$60,422,100
Total Prior Costs		-	-	-	-	-	\$376,788,469
Total Programmed		\$22,925,000	\$37,497,100	-	-	-	\$437,210,569



441113-1 - I-4 (SR 400)

Interchange (New)

From	Daryl Carter Pkwy. Interchange
To	-
Length	1.78
Managed by	FDOT
MTP Ref	ID # EC4, Pg. 19
SIS	Yes
Adopted/Revised	FY 26-30 TIP

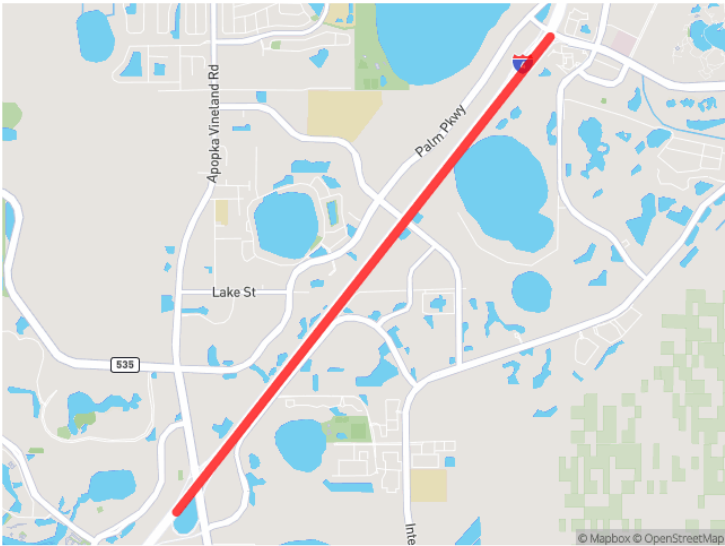


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNP	\$201,376	-	-	-	-	\$201,376
Total CST		\$201,376	-	-	-	-	\$201,376
Total Active Years		\$201,376	-	-	-	-	\$201,376
Total Prior Costs		-	-	-	-	-	\$81,830,834
Total Programmed		\$201,376	-	-	-	-	\$82,032,210

441113-2 - I-4 (SR 400) Landscaping

Landscaping

From	Daryl Carter Pkwy. Interchange
To	-
Length	3.03
Managed by	FDOT
MTP Ref	ID # EC4, Pg. 19
SIS	Yes
Adopted/Revised	FY 26-30 TIP

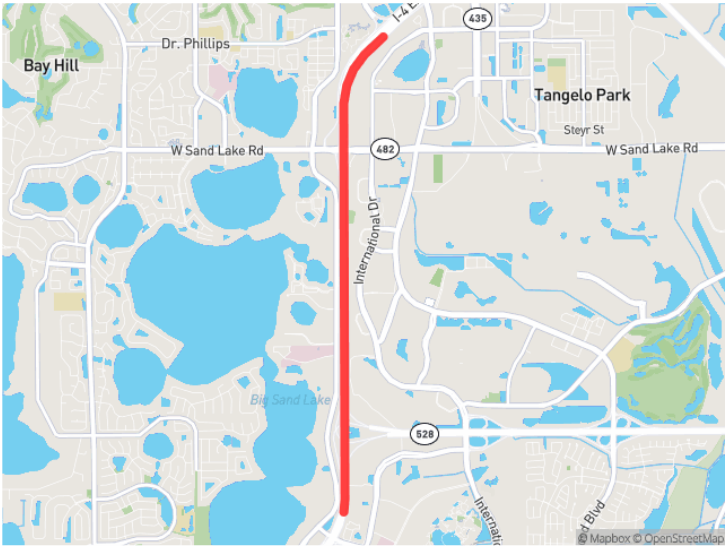


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$1,501,406	-	-	-	-	\$1,501,406
CST	DIH	\$10,300	-	-	-	-	\$10,300
CST	DS	\$787,670	-	-	-	-	\$787,670
Total CST		\$2,299,376	-	-	-	-	\$2,299,376
Total Active Years		\$2,299,376	-	-	-	-	\$2,299,376
Total Prior Costs		-	-	-	-	-	\$337,367
Total Programmed		\$2,299,376	-	-	-	-	\$2,636,743

444315-1 - Sand Lake Rd. Interchange

Interchange Improvement

From	W of SR 528
To	W of SR 435
Length	3.45
Managed by	FDOT
MTP Ref	ID # EC229, Pg. 20
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
DSB	ACNP	-	\$576,998	-	-	-	\$576,998
Total DSB		-	\$576,998	-	-	-	\$576,998
Total Active Years		-	\$576,998	-	-	-	\$576,998
Total Prior Costs		-	-	-	-	-	\$239,254,688
Total Programmed		-	\$576,998	-	-	-	\$239,831,686

**444315-2 - I-4 (SR 400)**

Landscaping

<b>From</b>	Sand Lake Rd.
<b>To</b>	-
<b>Length</b>	4.78
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	-	\$3,579,900	-	-	\$3,579,900
Total CST		-	-	\$3,579,900	-	-	\$3,579,900
Total Active Years		-	-	\$3,579,900	-	-	\$3,579,900
Total Pro-programmed		-	-	\$3,579,900	-	-	\$3,579,900

**446445-3 - Truck Parking - Central Florida Corridor: Sand Lake Rd. Site**

Parking Facility

From	Sand Lake Rd.
To	-
Length	0.39
Managed by	FDOT
MTP Ref	ID # EC238, Pg. 20
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACFP	-	\$4,500,000	-	-	-	\$4,500,000
Total PE		-	\$4,500,000	-	-	-	\$4,500,000
Total Active Years		-	\$4,500,000	-	-	-	\$4,500,000
Total Pro-programmed		-	\$4,500,000	-	-	-	\$4,500,000

**453159-3 - I-4 (SR 400)**

Add Managed Lanes

<b>From</b>	W of SR 536						
<b>To</b>	W of SR 435 (Kirkman Rd.)						
<b>Length</b>	8.52						
<b>Managed by</b>	FDOT						
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)						
<b>SIS</b>	Yes						
<b>Adopted/Revised</b>	FY 26-30 TIP						

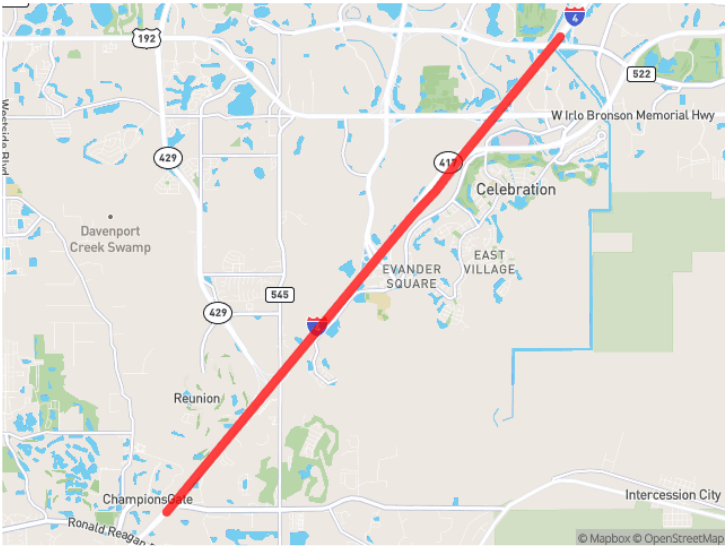
  

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	MFF	\$12,500,000	-	-	-	-	\$12,500,000
PE	STED	-	-	\$2,453,740	\$2,453,740	\$2,453,740	\$7,361,220
Total PE		\$12,500,000	-	\$2,453,740	\$2,453,740	\$2,453,740	\$19,861,220
DSB	GMR	-	-	-	-	\$2,181,170	\$2,181,170
DSB	MFF	-	\$133,791,387	-	-	-	\$133,791,387
DSB	STED	-	-	\$2,829,469	\$2,829,469	\$2,829,470	\$8,488,408
Total DSB		-	\$133,791,387	\$2,829,469	\$2,829,469	\$5,010,640	\$144,460,965
INC	DI	-	-	\$2,014,565	\$2,014,565	-	\$4,029,130
INC	MFF	-	\$2,014,565	-	-	-	\$2,014,565
Total INC		-	\$2,014,565	\$2,014,565	\$2,014,565	-	\$6,043,695
Total Active Years		\$12,500,000	\$135,805,952	\$7,297,774	\$7,297,774	\$7,464,380	\$170,365,880
Total Prior Costs		-	-	-	-	-	\$12,504,748
Total Pro-grammed		\$12,500,000	\$135,805,952	\$7,297,774	\$7,297,774	\$7,464,380	\$182,870,628

431456-1 - SR 400 (I-4)

Add Lanes & Reconstruct

From	W of CR 532
To	E of CR 522 (Osceola Pkwy.)
Length	7.89
Managed by	FDOT
MTP Ref	ID # 103, Pg. 26
SIS	Yes
Adopted/Revised	FY 26-30 TIP



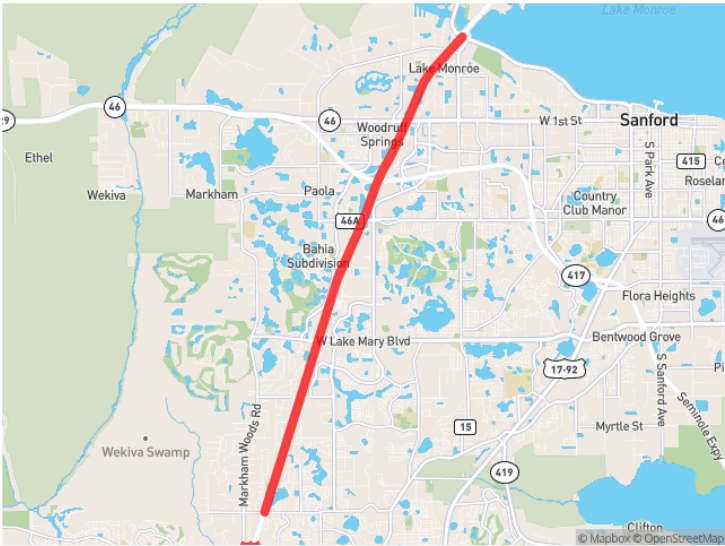
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	ACNP	\$1,100,000	\$408,790	-	-	-	\$1,508,790
ROW	BNIR	\$16,477,999	\$21,094,000	-	-	-	\$37,571,999
ROW	MFF	\$31,544,000	\$6,192,000	\$4,905,998	-	-	\$42,641,998
ROW	PKYI	\$26,280,000	\$10,343,000	\$1,418,000	-	-	\$38,041,000
Total ROW		\$75,401,999	\$38,037,790	\$6,323,998	-	-	\$119,763,787
Total Active Years		\$75,401,999	\$38,037,790	\$6,323,998	-	-	\$119,763,787
Total Prior Costs		-	-	-	-	-	\$77,210,497
Total Pro-programmed		\$75,401,999	\$38,037,790	\$6,323,998	-	-	\$196,974,284



242592-4 - SR 400 (I-4)

Add Lanes & Reconstruct

From	1 Mi. E of SR 434
To	E of SR 15/600 (US 17-92)
Length	8.99
Managed by	FDOT
MTP Ref	ID # 105, Pg. 26
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	BNIR	\$7,500,000	-	-	-	-	\$7,500,000
ROW	DSBW	-	\$6,240,871	-	-	-	\$6,240,871
Total ROW		\$7,500,000	\$6,240,871	-	-	-	\$13,740,871
Total Active Years		\$7,500,000	\$6,240,871	-	-	-	\$13,740,871
Total Prior Costs		-	-	-	-	-	\$71,943,869
Total Programmed		\$7,500,000	\$6,240,871	-	-	-	\$85,684,740

**455946-1 - I-4 (SR 400)**

Resurfacing

<b>From</b>	EE Williamson Rd.
<b>To</b>	S of W. Lake Mary Blvd.
<b>Length</b>	2.22
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	Pg. 17
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACNP	\$612,000	-	-	-	-	\$612,000
Total PE		\$612,000	-	-	-	-	\$612,000
CST	ACNP	-	-	\$4,713,701	-	-	\$4,713,701
Total CST		-	-	\$4,713,701	-	-	\$4,713,701
Total Active Years		\$612,000	-	\$4,713,701	-	-	\$5,325,701
Total Pro-programmed		\$612,000	-	\$4,713,701	-	-	\$5,325,701

**432193-8 - UPS Maintenance Service TPK - I-4 Express Lane Toll Ops.**

Routine Maintenance

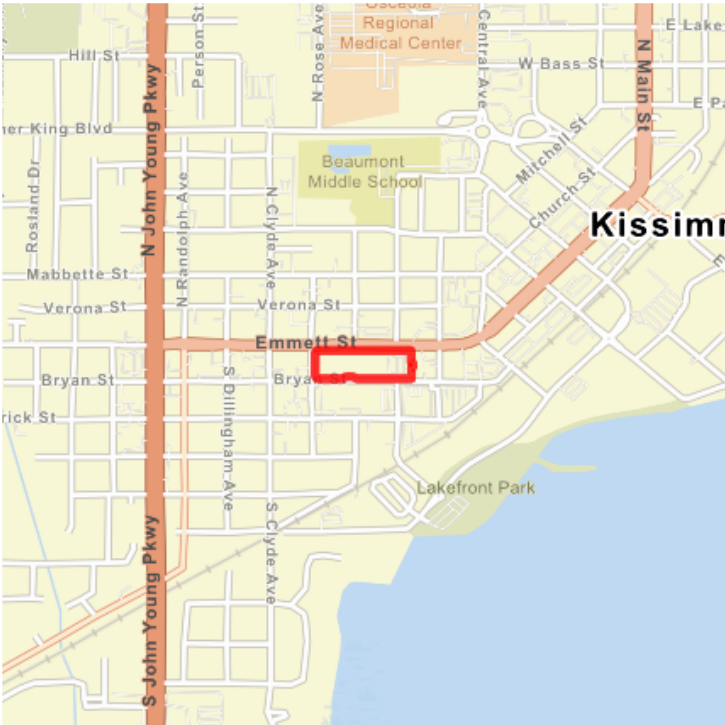
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TOBH	-	-	-	\$25,000	\$25,000	\$50,000
Total MNT		-	-	-	\$25,000	\$25,000	\$50,000
Total Active Years		-	-	-	\$25,000	\$25,000	\$50,000
Total Future Costs		-	-	-	-	-	\$25,000
Total Programmed		-	-	-	\$25,000	\$25,000	\$75,000

449488-1 - Osceola Asset Maintenance Contract

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC770, Pg. 107
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total MNT		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total Active Years		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total Prior Costs		-	-	-	-	-	\$3,824,597
Total Future Costs		-	-	-	-	-	\$4,000,000
Total Pro-programmed		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$32,715,995



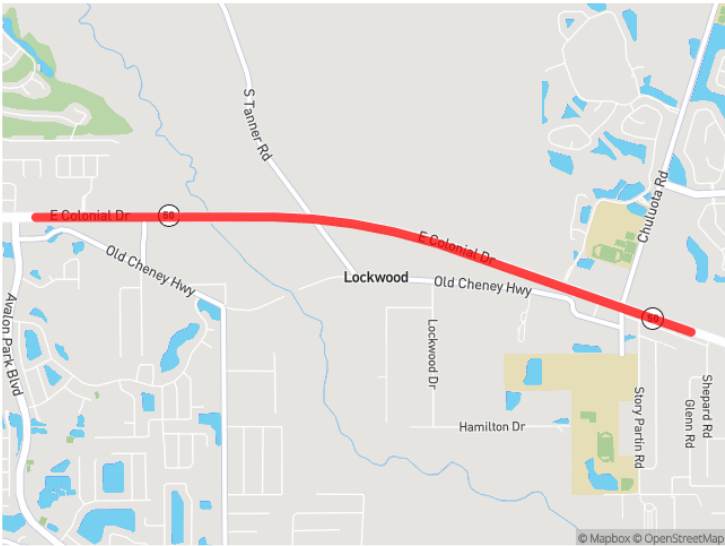
## Section 5: State Highway / Roadway Improvement Projects

This section encompasses projects of all types on the State Highway System. This includes capacity improvements, Complete Streets, safety, operations, and ITS investments. These improvements are programmed and implemented by FDOT in coordination with local agencies and MetroPlan Orlando.

239203-7 - SR 50

Add Lanes & Rehabilitate Pavement

From	E of Old Cheney Hwy.
To	Chuluota Rd.
Length	2.52
Managed by	FDOT
MTP Ref	ID # 2249, Pg. 113
SIS	No
Adopted/Revised	FY 26-30 TIP

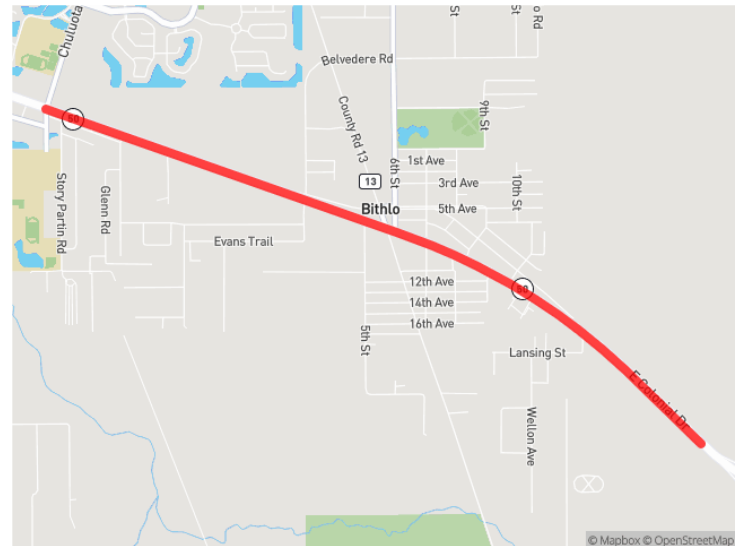


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	DDR	\$1,817,000	\$518,790	\$364,950	-	-	\$2,700,740
ROW	DIH	\$21,500	-	-	-	-	\$21,500
ROW	DS	\$408,000	-	-	-	-	\$408,000
Total ROW		\$2,246,500	\$518,790	\$364,950	-	-	\$3,130,240
Total Active Years		\$2,246,500	\$518,790	\$364,950	-	-	\$3,130,240
Total Prior Costs		-	-	-	-	-	\$10,257,846
Total Pro-programmed		\$2,246,500	\$518,790	\$364,950	-	-	\$13,388,086

**239203-8 - SR 50**

Add Lanes &amp; Rehabilitate Pavement

<b>From</b>	Chuluota Rd.
<b>To</b>	SR 520
<b>Length</b>	3.11
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 2211, Pg. 113
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

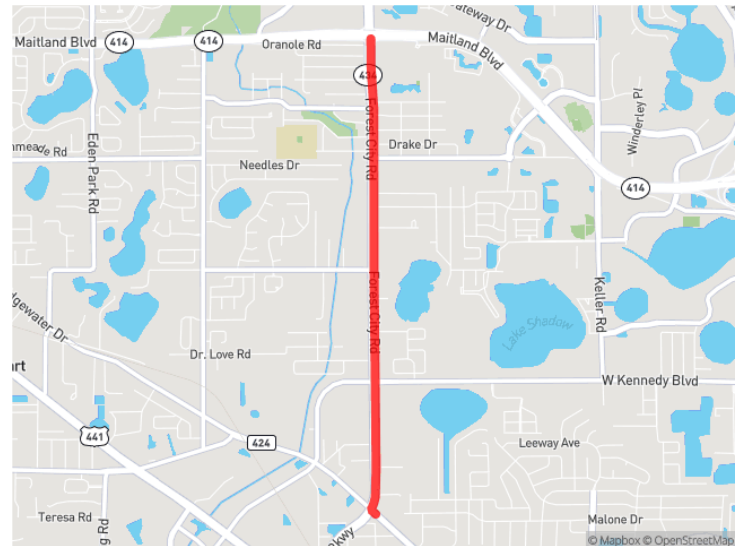


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	DDR	\$6,000	-	-	-	-	\$6,000
ROW	DIH	\$5,000	\$5,000	-	-	-	\$10,000
Total ROW		\$11,000	\$5,000	-	-	-	\$16,000
CST	DDR	-	-	-	-	\$85,797,752	\$85,797,752
CST	DIH	-	-	-	-	\$58,450	\$58,450
CST	SU	-	-	-	-	\$11,010,112	\$11,010,112
CST	TRIP	-	-	-	-	\$7,300,468	\$7,300,468
CST	TRWR	-	-	-	-	\$3,676,415	\$3,676,415
Total CST		-	-	-	-	\$107,843,197	\$107,843,197
Total Active Years		\$11,000	\$5,000	-	-	\$107,843,197	\$107,859,197
Total Prior Costs		-	-	-	-	-	\$4,827,246
Total Programmed		\$11,000	\$5,000	-	-	\$107,843,197	\$112,686,443

**239422-1 - SR 434 (Forest City)**

Add Lanes &amp; Reconstruct

<b>From</b>	SR 424 (Edgewater Dr.)
<b>To</b>	Seminole Co. Line
<b>Length</b>	2.11
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC18, Pg. 74
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP



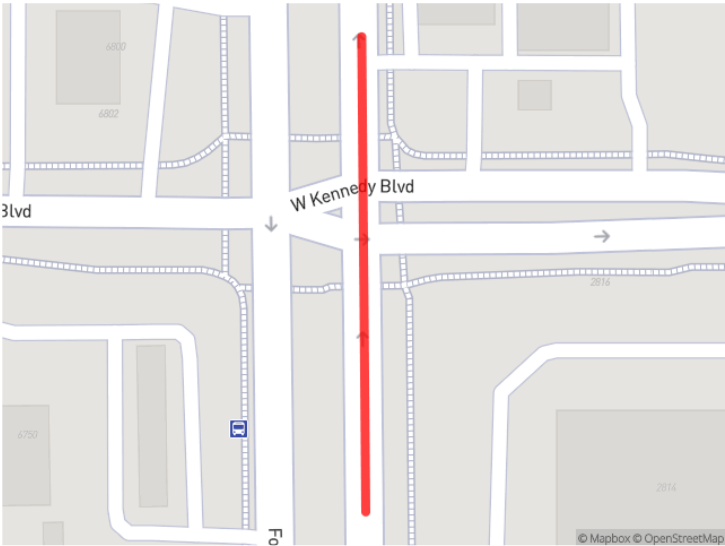
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
RRU	LF	-	-	-	\$5,091,785	-	\$5,091,785
Total RRU		-	-	-	\$5,091,785	-	\$5,091,785
CST	DDR	-	-	-	\$28,612,765	-	\$28,612,765
CST	DIH	-	-	-	\$7,924	-	\$7,924
CST	LF	-	-	-	\$63,635	-	\$63,635
Total CST		-	-	-	\$28,684,324	-	\$28,684,324
Total Active Years		-	-	-	\$33,776,109	-	\$33,776,109
Total Prior Costs		-	-	-	-	-	\$4,722,418
Total Pro-programmed		-	-	-	\$33,776,109	-	\$38,498,527



239422-2 - SR 434/Forest City Rd.

Miscellaneous Construction

From	SR 424/Edgewater Dr.
To	Seminole Co. Line
Length	0.06
Managed by	Orange Co.
MTP Ref	ID # EC291, Pg. 103
SIS	No
Adopted/Revised	FY 26-30 TIP

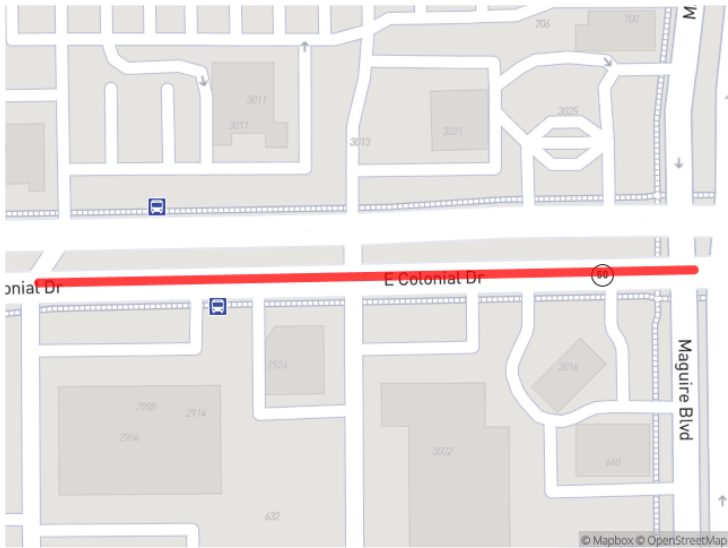


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$1,300,000	-	-	-	\$1,300,000
Total CST		-	\$1,300,000	-	-	-	\$1,300,000
Total Active Years		-	\$1,300,000	-	-	-	\$1,300,000
Total Prior Costs		-	-	-	-	-	\$2,176,417
Total Pro-programmed		-	\$1,300,000	-	-	-	\$3,476,417

437131-1 - SR 50/SR 600/US 17-92/E. Colonial Dr.

Drainage Improvements

From	Irvington Ave.
To	Maguire Blvd.
Length	0.13
Managed by	FDOT
MTP Ref	ID # EC36, Pg. 76
SIS	No
Adopted/Revised	FY 26-30 TIP

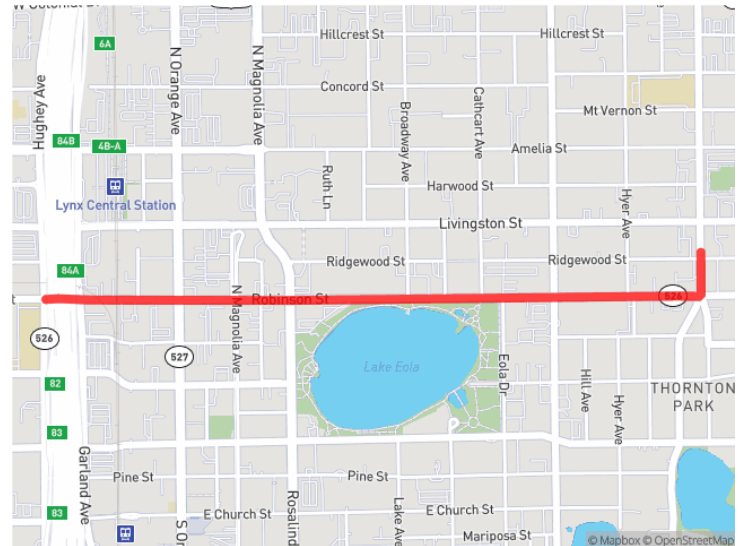


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	\$122,780	-	-	-	\$122,780
CST	SA	-	\$3,591,765	-	-	-	\$3,591,765
Total CST		-	\$3,714,545	-	-	-	\$3,714,545
Total Active Years		-	\$3,714,545	-	-	-	\$3,714,545
Total Prior Costs		-	-	-	-	-	\$1,037,521
Total Programmed		-	\$3,714,545	-	-	-	\$4,752,066

**441143-2 - SR 526 (Robinson St.)**

Resurfacing

<b>From</b>	Hughey Ave.
<b>To</b>	SR 15 (Mills Ave.)
<b>Length</b>	1.2
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC241, Pg. 79
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

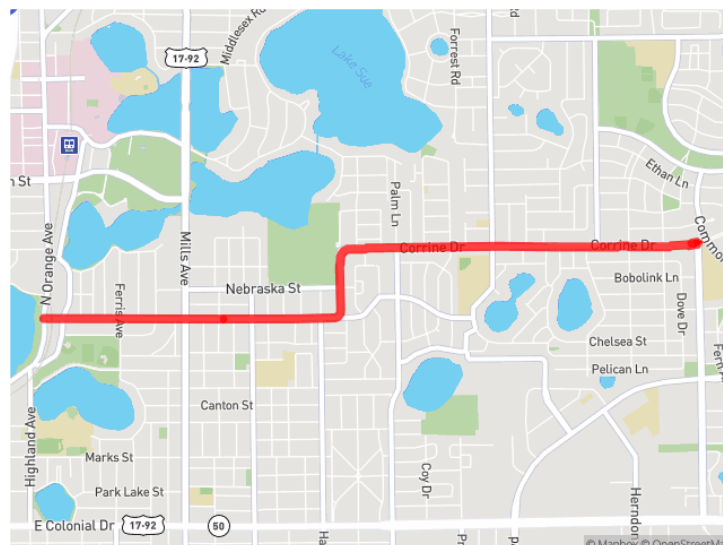


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNR	\$5,586,642	-	-	-	-	\$5,586,642
CST	DDR	\$10,588	-	-	-	-	\$10,588
CST	DIH	\$10,588	-	-	-	-	\$10,588
CST	SA	\$4,047,877	-	-	-	-	\$4,047,877
Total CST		\$9,655,695	-	-	-	-	\$9,655,695
INC	DDR	-	\$450,000	-	-	-	\$450,000
Total INC		-	\$450,000	-	-	-	\$450,000
Total Active Years		\$9,655,695	\$450,000	-	-	-	\$10,105,695
Total Prior Costs		-	-	-	-	-	\$5,197,737
Total Programmed		\$9,655,695	\$450,000	-	-	-	\$15,303,432

**446485-1 - Virginia Dr./Forest Ave./Corrine Dr.**

Urban Corridor Improvements

<b>From</b>	SR 527
<b>To</b>	Bennett Rd.
<b>Length</b>	2.65
<b>Managed by</b>	City of Orlando
<b>MTP Ref</b>	ID # 596, Pg. 181
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

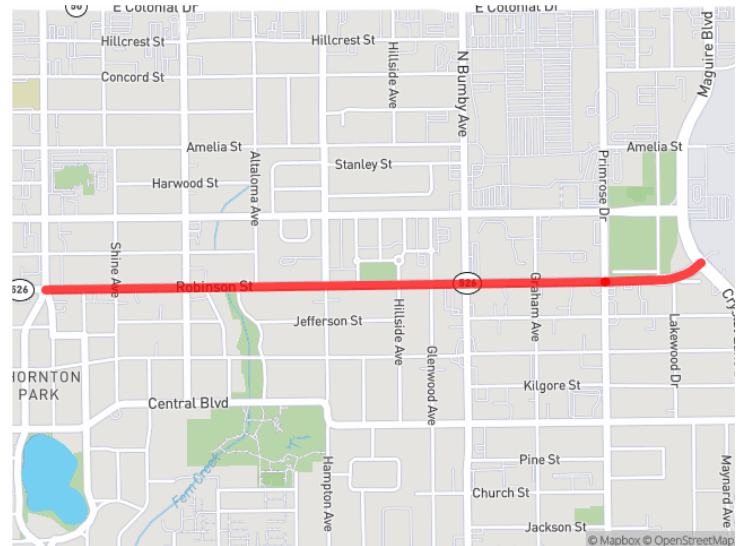


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSU	\$2,516,091	-	-	-	-	\$2,516,091
CST	CD23	\$4,500,000	-	-	-	-	\$4,500,000
CST	LF	\$11,793,520	-	-	-	-	\$11,793,520
CST	SU	\$993,909	-	-	-	-	\$993,909
Total CST		\$19,803,520	-	-	-	-	\$19,803,520
Total Active Years		\$19,803,520	-	-	-	-	\$19,803,520
Total Prior Costs		-	-	-	-	-	\$3,656,676
Total Programmed		\$19,803,520	-	-	-	-	\$23,460,196

**447106-2 - SR 526**

Resurfacing

<b>From</b>	SR 15 (Mills Ave.)
<b>To</b>	Maguire Blvd./Crystal Lake Dr.
<b>Length</b>	1.19
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC244, Pg. 82
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

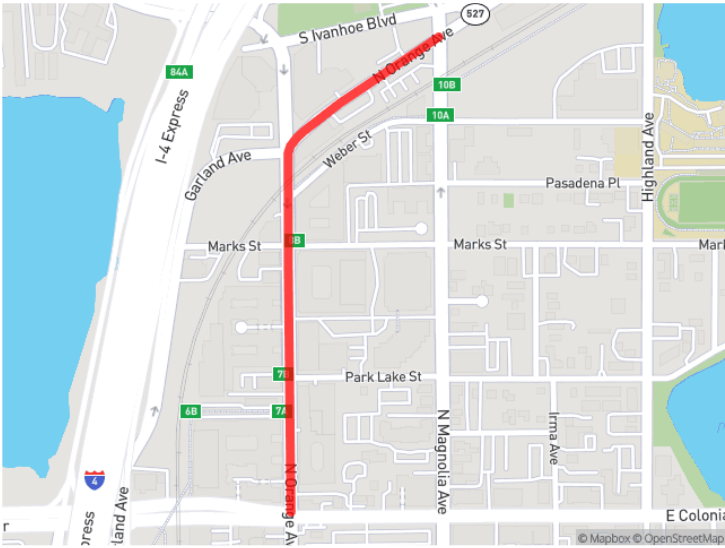


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNR	\$5,150,000	-	-	-	-	\$5,150,000
CST	DDR	\$296,552	-	-	-	-	\$296,552
CST	DIH	\$10,588	-	-	-	-	\$10,588
CST	DS	\$404,136	-	-	-	-	\$404,136
CST	SA	\$841,183	-	-	-	-	\$841,183
Total CST		\$6,702,459	-	-	-	-	\$6,702,459
Total Active Years		\$6,702,459	-	-	-	-	\$6,702,459
Total Prior Costs		-	-	-	-	-	\$2,500,213
Total Pro-programmed		\$6,702,459	-	-	-	-	\$9,202,672

450577-1 - SR 527/Orange Ave.

Pavement Only Resurface (Flex)

From	Magnolia Ave.
To	SR 50
Length	0.5
Managed by	FDOT
MTP Ref	ID # EC520, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP

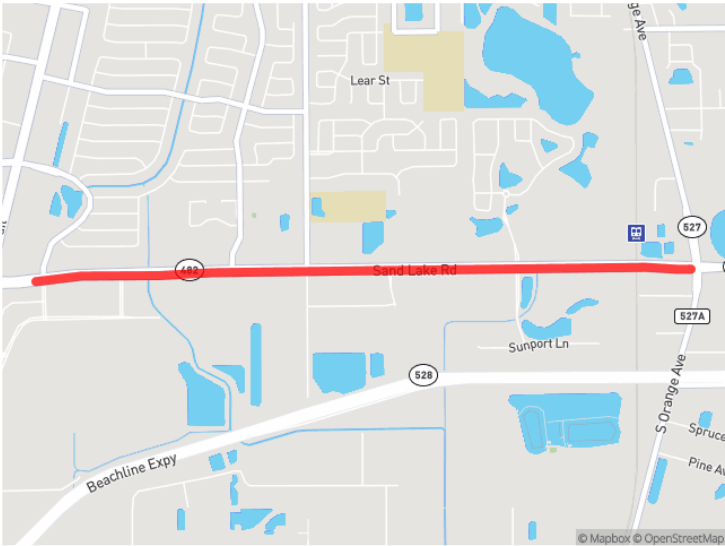


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$592,094	-	-	-	-	\$592,094
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$602,394	-	-	-	-	\$602,394
Total Active Years		\$602,394	-	-	-	-	\$602,394
Total Prior Costs		-	-	-	-	-	\$481,401
Total Programmed		\$602,394	-	-	-	-	\$1,083,795

450638-1 - Sand Lake Rd.

Pavement Only Resurface (Flex)

From	E of Orange Blossom Tr.
To	Orange Ave.
Length	2.09
Managed by	FDOT
MTP Ref	ID # EC523, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP

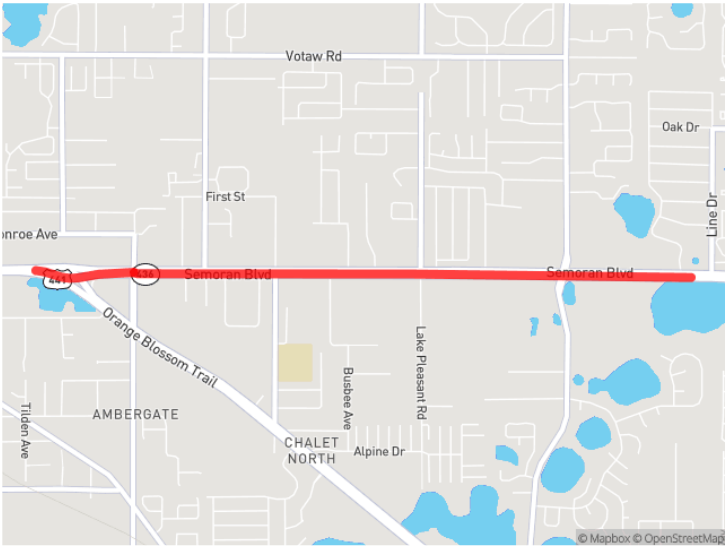


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$7,292,518	-	-	-	-	\$7,292,518
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$7,302,818	-	-	-	-	\$7,302,818
Total Active Years		\$7,302,818	-	-	-	-	\$7,302,818
Total Prior Costs		-	-	-	-	-	\$614,343
Total Programmed		\$7,302,818	-	-	-	-	\$7,917,161

450640-1 - SR 436

Pavement Only Resurface (Flex)

From	US 441
To	Seminole Co. Line
Length	2.27
Managed by	FDOT
MTP Ref	ID # EC524, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP



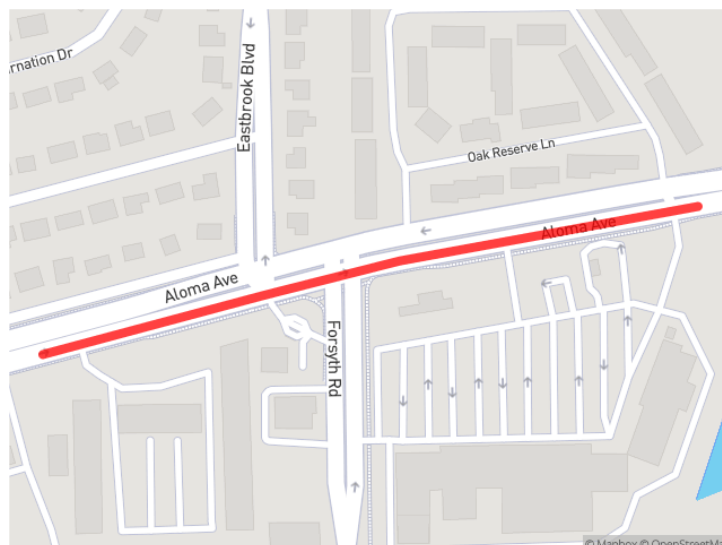
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$8,738,990	-	-	-	-	\$8,738,990
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$8,749,290	-	-	-	-	\$8,749,290
Total Active Years		\$8,749,290	-	-	-	-	\$8,749,290
Total Prior Costs		-	-	-	-	-	\$835,639
Total Programmed		\$8,749,290	-	-	-	-	\$9,584,929



**450775-1 - SR 426**

Pavement Only Resurface (Flex)

<b>From</b>	W of Eastbrook Blvd.
<b>To</b>	Unnamed Canal Near Forsyth Rd.
<b>Length</b>	0.28
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC525, Pg. 94
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$121,870	-	-	-	-	\$121,870
CST	DIH	\$10,300	-	-	-	-	\$10,300
CST	DS	\$716,222	-	-	-	-	\$716,222
Total CST		\$848,392	-	-	-	-	\$848,392
Total Active Years		\$848,392	-	-	-	-	\$848,392
Total Prior Costs		-	-	-	-	-	\$310,424
Total Programmed		\$848,392	-	-	-	-	\$1,158,816

**451112-1 - SR 527 (Orange Ave.)**

Safety Project

<b>From</b>		Lancaster Rd.					
<b>To</b>		-					
<b>Length</b>		0.19					
<b>Managed by</b>		FDOT					
<b>MTP Ref</b>		TS #12 Pg. 12-6 (E+C)					
<b>SIS</b>		No					
<b>Adopted/Revised</b>		FY 26-30 TIP					

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACSS	\$450,000	-	-	-	-	\$450,000
PE	DIH	\$9,000	-	-	-	-	\$9,000
Total PE		\$459,000	-	-	-	-	\$459,000
CST	ACSS	-	-	\$1,223,837	-	-	\$1,223,837
CST	DIH	-	-	\$2,762	-	-	\$2,762
CST	LF	-	-	\$142,480	-	-	\$142,480
Total CST		-	-	\$1,369,079	-	-	\$1,369,079
Total Active Years		\$459,000	-	\$1,369,079	-	-	\$1,828,079
Total Pro-programmed		\$459,000	-	\$1,369,079	-	-	\$1,828,079

**451113-1 - SR 552 (Curry Ford Rd.) Improvements**

Safety Project

From	-						
To	-						
Length	0.19						
Managed by	FDOT						
MTP Ref	TS #12 Pg. 12-6 (E+C)						
SIS	No						
Adopted/Revised	FY 26-30 TIP						

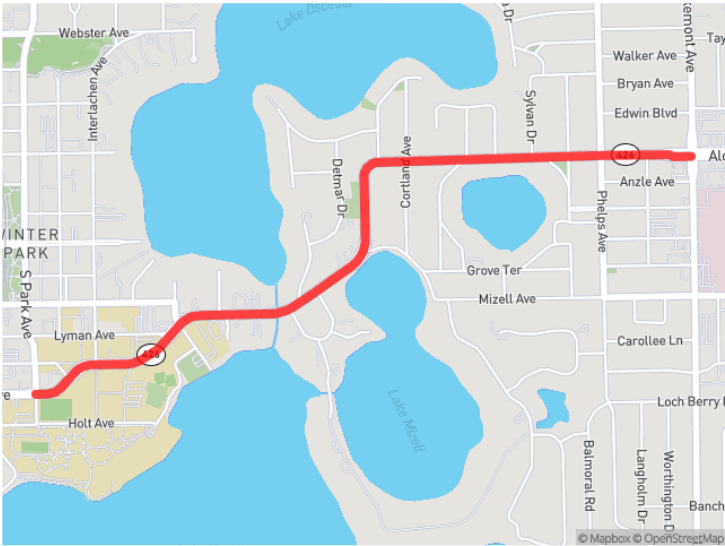
  

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACSS	\$625,000	-	-	-	-	\$625,000
PE	DIH	\$12,500	-	-	-	-	\$12,500
Total PE		\$637,500	-	-	-	-	\$637,500
CST	ACSS	-	-	\$2,550,052	-	-	\$2,550,052
CST	DIH	-	-	\$5,480	-	-	\$5,480
CST	LF	-	-	\$197,280	-	-	\$197,280
Total CST		-	-	\$2,752,812	-	-	\$2,752,812
Total Active Years		\$637,500	-	\$2,752,812	-	-	\$3,390,312
Total Pro-programmed		\$637,500	-	\$2,752,812	-	-	\$3,390,312

451282-2 - SR 426 (Fairbanks Rd.)

Resurfacing

From	S Park Ave.
To	N Lakemont Ave.
Length	1.65
Managed by	FDOT
MTP Ref	ID # EC536, Pg. 93
SIS	No
Adopted/Revised	FY 26-30 TIP

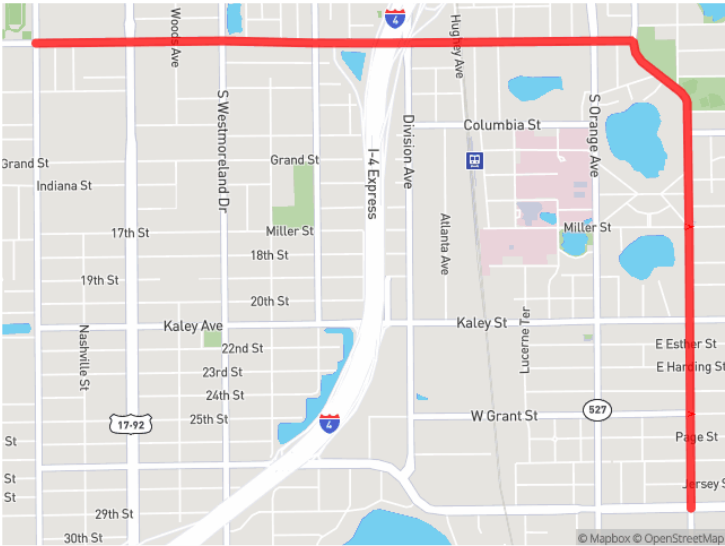


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNR	\$9,419,648	-	-	-	-	\$9,419,648
CST	DDR	\$973,328	-	-	-	-	\$973,328
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$10,403,276	-	-	-	-	\$10,403,276
Total Active Years		\$10,403,276	-	-	-	-	\$10,403,276
Total Prior Costs		-	-	-	-	-	\$2,896,575
Total Pro-programmed		\$10,403,276	-	-	-	-	\$13,299,851

452545-1 - W. Gore St. Urban Corridor Improvements

Urban Corridor Improvements

From	-
To	-
Length	2.94
Managed by	City of Orlando
MTP Ref	ID # 4005, Pg. 181
SIS	No
Adopted/Revised	FY 26-30 TIP

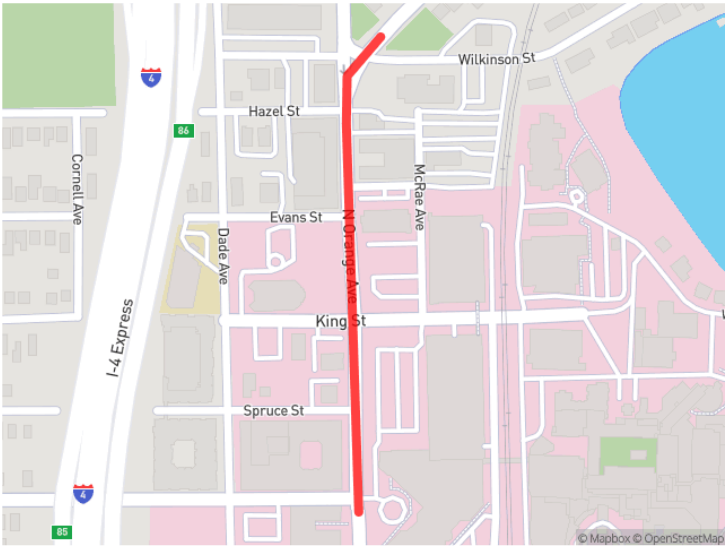


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	-	\$2,976,575	-	\$2,976,575
Total PE		-	-	-	\$2,976,575	-	\$2,976,575
Total Active Years		-	-	-	\$2,976,575	-	\$2,976,575
Total Pro-programmed		-	-	-	\$2,976,575	-	\$2,976,575

452638-1 - SR 527/CR 527/SR 426

Pavement Only Resurface (Flex)

From	N of Rollins St.
To	Clay Ave.
Length	0.31
Managed by	FDOT
MTP Ref	ID # EC776, Pg. 107
SIS	No
Adopted/Revised	FY 26-30 TIP

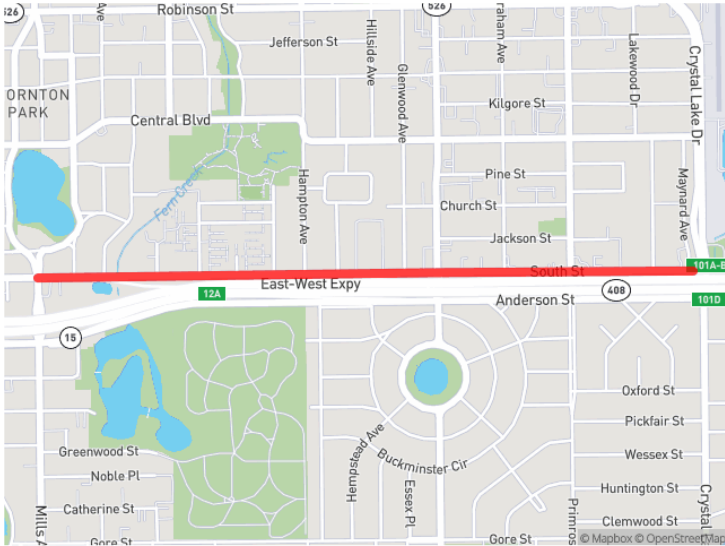


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	-	-	\$6,567	-	\$6,567
CST	DS	-	-	-	\$778,109	-	\$778,109
Total CST		-	-	-	\$784,676	-	\$784,676
Total Active Years		-	-	-	\$784,676	-	\$784,676
Total Prior Costs		-	-	-	-	-	\$691,217
Total Programmed		-	-	-	\$784,676	-	\$1,475,893

452639-1 - SR 15

Pavement Only Resurface (Flex)

From	Crystal Lake Dr.
To	Mills Ave.
Length	1.24
Managed by	FDOT
MTP Ref	ID # EC777, Pg. 108
SIS	No
Adopted/Revised	FY 26-30 TIP

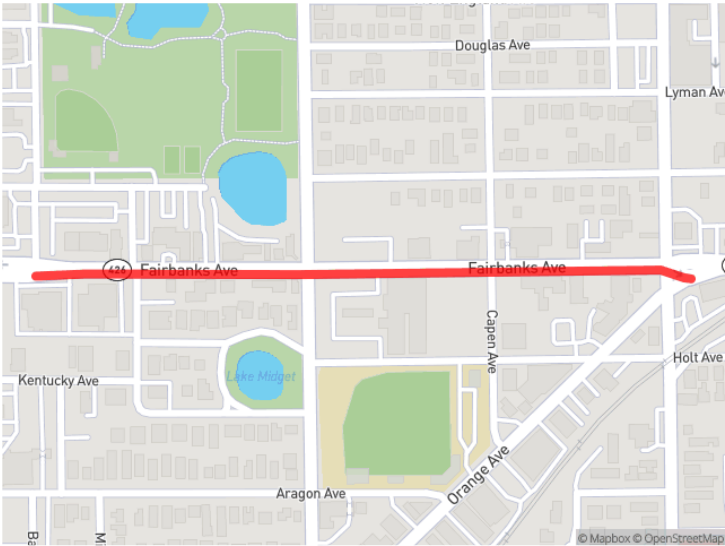


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	\$14,592	-	-	-	\$14,592
CST	DS	-	\$1,846,402	-	-	-	\$1,846,402
Total CST		-	\$1,860,994	-	-	-	\$1,860,994
Total Active Years		-	\$1,860,994	-	-	-	\$1,860,994
Total Prior Costs		-	-	-	-	-	\$428,330
Total Programmed		-	\$1,860,994	-	-	-	\$2,289,324

452695-1 - SR 426

Pavement Only Resurface (Flex)

From	W of Harper St.
To	SR 527
Length	0.46
Managed by	FDOT
MTP Ref	ID # EC778, Pg. 108
SIS	Yes
Adopted/Revised	FY 26-30 TIP



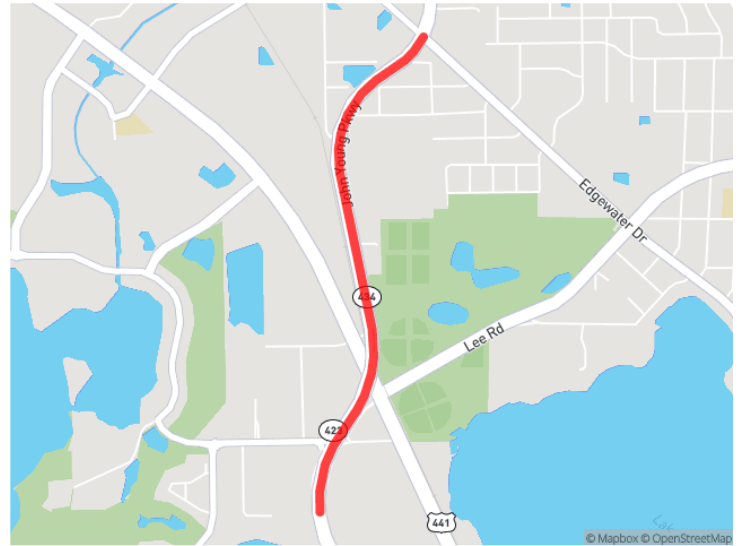
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$123,936	-	-	-	\$123,936
CST	DIH	-	\$7,689	-	-	-	\$7,689
CST	DS	-	\$937,537	-	-	-	\$937,537
Total CST		-	\$1,069,162	-	-	-	\$1,069,162
Total Active Years		-	\$1,069,162	-	-	-	\$1,069,162
Total Prior Costs		-	-	-	-	-	\$313,951
Total Pro-programmed		-	\$1,069,162	-	-	-	\$1,383,113



**452881-1 - SR 434**

Pavement Only Resurface (Flex)

From	John Young Pkwy.
To	Edgewater Dr.
Length	1.24
Managed by	FDOT
MTP Ref	ID # EC783, Pg. 108
SIS	No
Adopted/Revised	FY 26-30 TIP

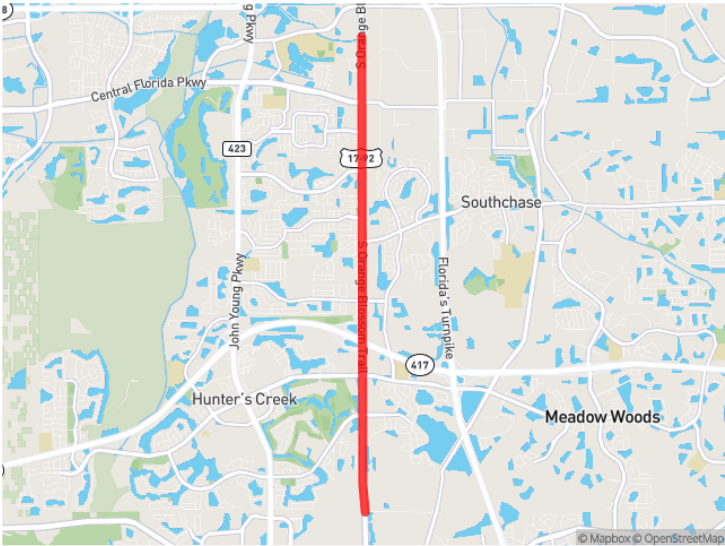


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$7,370,843	-	-	-	\$7,370,843
CST	DIH	-	\$73,708	-	-	-	\$73,708
CST	DS	-	\$1,409,821	-	-	-	\$1,409,821
Total CST		-	\$8,854,372	-	-	-	\$8,854,372
Total Active Years		-	\$8,854,372	-	-	-	\$8,854,372
Total Prior Costs		-	-	-	-	-	\$483,000
Total Programmed		-	\$8,854,372	-	-	-	\$9,337,372

452882-1 - SR 500/ US 441/ US 17-92

Resurfacing

From	Osceola Co. Line
To	N of Caroni Dr.
Length	4.75
Managed by	FDOT
MTP Ref	ID # EC784, Pg. 108
SIS	No
Adopted/Revised	FY 26-30 TIP

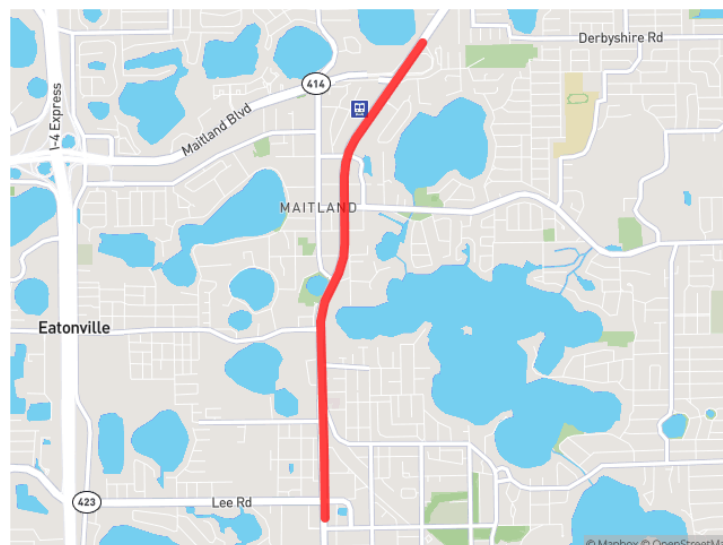


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNR	-	\$14,581,364	-	-	-	\$14,581,364
CST	DIH	-	\$145,814	-	-	-	\$145,814
CST	SA	-	\$1,956,738	-	-	-	\$1,956,738
Total CST		-	\$16,683,916	-	-	-	\$16,683,916
Total Active Years		-	\$16,683,916	-	-	-	\$16,683,916
Total Prior Costs		-	-	-	-	-	\$993,976
Total Programmed		-	\$16,683,916	-	-	-	\$17,677,892

**452910-1 - SR 15/ US 17-92**

Pavement Only Resurface (Flex)

<b>From</b>	Lee Rd.
<b>To</b>	Seminole Co. Line
<b>Length</b>	2.54
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC785, Pg. 109
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

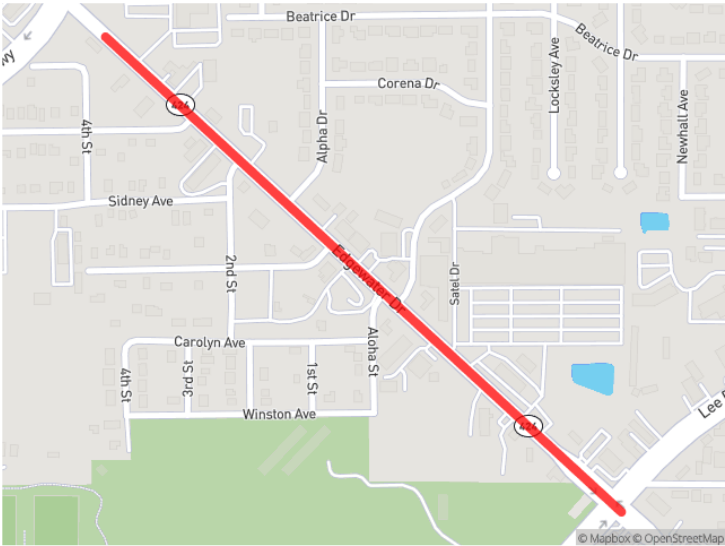


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$6,459,197	-	-	-	\$6,459,197
CST	DIH	-	\$59,391	-	-	-	\$59,391
CST	DS	-	\$690,721	-	-	-	\$690,721
Total CST		-	\$7,209,309	-	-	-	\$7,209,309
Total Active Years		-	\$7,209,309	-	-	-	\$7,209,309
Total Prior Costs		-	-	-	-	-	\$898,738
Total Programmed		-	\$7,209,309	-	-	-	\$8,108,047

452911-1 - SR 424

Pavement Only Resurface (Flex)

From	Lee Rd.
To	Edgewater Dr.
Length	0.62
Managed by	FDOT
MTP Ref	ID # EC786, Pg. 109
SIS	No
Adopted/Revised	FY 26-30 TIP

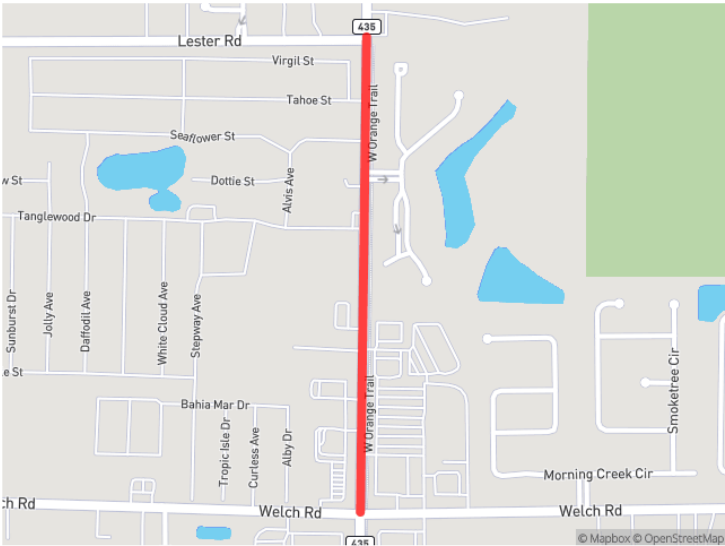


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	\$14,871	-	-	-	\$14,871
CST	DS	-	\$2,089,546	-	-	-	\$2,089,546
Total CST		-	\$2,104,417	-	-	-	\$2,104,417
Total Active Years		-	\$2,104,417	-	-	-	\$2,104,417
Total Prior Costs		-	-	-	-	-	\$427,350
Total Programmed		-	\$2,104,417	-	-	-	\$2,531,767

453486-1 - Rock Springs Rd. Complete Streets

Urban Corridor Improvements

From	N Publix Entrance
To	Lester Rd.
Length	0.54
Managed by	Orange Co.
MTP Ref	ID # 4010 and 4032, Pg. 182
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	SU	-	\$4,814,200	-	-	-	\$4,814,200
Total CST		-	\$4,814,200	-	-	-	\$4,814,200
Total Active Years		-	\$4,814,200	-	-	-	\$4,814,200
Total Prior Costs		-	-	-	-	-	\$1,000,000
Total Pro-programmed		-	\$4,814,200	-	-	-	\$5,814,200

**454195-1 - SR 436**

Resurfacing

<b>From</b>		N of Banchory Rd.					
<b>To</b>		Seminole Co. Line					
<b>Length</b>		1.17					
<b>Managed by</b>		FDOT					
<b>MTP Ref</b>		Pg. 17					
<b>SIS</b>		No					
<b>Adopted/Revised</b>		FY 26-30 TIP					

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$13,000	-	-	-	-	\$13,000
PE	SA	\$650,000	-	-	-	-	\$650,000
Total PE		\$663,000	-	-	-	-	\$663,000
CST	ACNR	-	-	\$5,527,891	-	-	\$5,527,891
CST	DIH	-	-	\$10,647	-	-	\$10,647
CST	SA	-	-	\$615,254	-	-	\$615,254
Total CST		-	-	\$6,153,792	-	-	\$6,153,792
Total Active Years		\$663,000	-	\$6,153,792	-	-	\$6,816,792
Total Pro-programmed		\$663,000	-	\$6,153,792	-	-	\$6,816,792

**454203-1 - SR 437/438**

Pavement Only Resurface (Flex)

<b>From</b>	SR 438 (Franklin St.)
<b>To</b>	Silver Bend Blvd./Ocoee Landings
<b>Length</b>	2.68
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	Pg. 17
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DDR	\$475,000	-	-	-	-	\$475,000
PE	DIH	\$9,500	-	-	-	-	\$9,500
Total PE		\$484,500	-	-	-	-	\$484,500
CST	DDR	-	-	\$640,199	-	-	\$640,199
CST	DIH	-	-	\$11,179	-	-	\$11,179
CST	DS	-	-	\$5,416,241	-	-	\$5,416,241
Total CST		-	-	\$6,067,619	-	-	\$6,067,619
Total Active Years		\$484,500	-	\$6,067,619	-	-	\$6,552,119
Total Pro-programmed		\$484,500	-	\$6,067,619	-	-	\$6,552,119

**454892-1 - SR 423**

Safety Project

<b>From</b>	Wymore Rd.
<b>To</b>	US 17-92
<b>Length</b>	1.21
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACSS	\$500,000	-	-	-	-	\$500,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
Total PE		\$510,000	-	-	-	-	\$510,000
CST	ACSS	-	-	\$1,286,266	-	-	\$1,286,266
CST	DIH	-	-	\$2,587	-	-	\$2,587
Total CST		-	-	\$1,288,853	-	-	\$1,288,853
Total Active Years		\$510,000	-	\$1,288,853	-	-	\$1,798,853
Total Pro-programmed		\$510,000	-	\$1,288,853	-	-	\$1,798,853



**456096-1 - SR 50**

Add Lanes &amp; Rehabilitate Pavement

<b>From</b>	W of Parry Ln.
<b>To</b>	E of Chuluota Rd.
<b>Length</b>	1.01
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 2249, Pg. 113
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
RRU	LF	-	\$14,560,000	-	-	-	\$14,560,000
Total RRU		-	\$14,560,000	-	-	-	\$14,560,000
CST	DDR	-	\$36,021,003	-	\$96,220	-	\$36,117,223
CST	DIH	-	\$53,100	-	-	-	\$53,100
CST	SU	-	\$4,503,102	-	-	-	\$4,503,102
CST	TRIP	-	\$606,163	-	-	-	\$606,163
CST	TRWR	-	\$3,896,939	-	-	-	\$3,896,939
Total CST		-	\$45,080,307	-	\$96,220	-	\$45,176,527
Total Active Years		-	\$59,640,307	-	\$96,220	-	\$59,736,527
Total Pro-programmed		-	\$59,640,307	-	\$96,220	-	\$59,736,527

**456096-2 - SR 50**

Add Lanes &amp; Rehabilitate Pavement

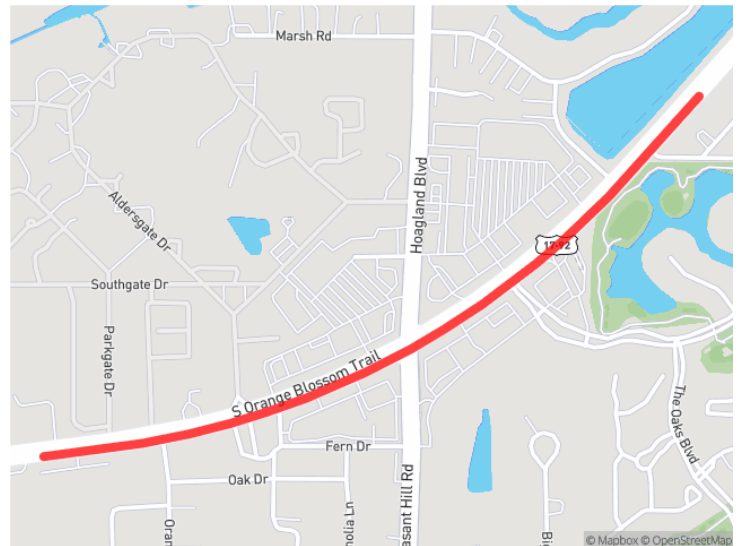
<b>From</b>	Avalon Park Blvd.
<b>To</b>	W of Parry Ln.
<b>Length</b>	1.5
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 2249, Pg. 113
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	-	-	\$47,804,446	-	\$47,804,446
CST	DIH	-	-	-	\$169,800	-	\$169,800
CST	SU	-	-	-	\$10,057,777	-	\$10,057,777
CST	TRIP	-	-	-	\$6,290,736	-	\$6,290,736
CST	TRWR	-	-	-	\$3,767,041	-	\$3,767,041
Total CST		-	-	-	\$68,089,800	-	\$68,089,800
Total Active Years		-	-	-	\$68,089,800	-	\$68,089,800
Total Pro-programmed		-	-	-	\$68,089,800	-	\$68,089,800

**418403-7 - SR 600 (US 17-92) John Young Pkwy.**

Intersection Improvement

From	at Pleasant Hill Rd.
To	-
Length	1
Managed by	FDOT
MTP Ref	ID # EC87, Pg. 84
SIS	No
Adopted/Revised	FY 26-30 TIP



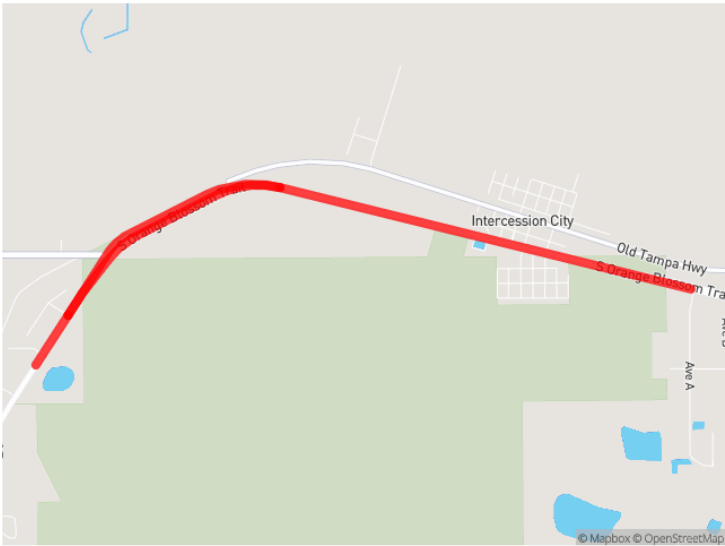
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SA	-	\$850,000	-	-	-	\$850,000
Total PE		-	\$850,000	-	-	-	\$850,000
ROW	CM	\$1,861,496	\$3,137,408	\$3,192,793	\$1,792,002	-	\$9,983,699
ROW	DDR	\$311,748	-	-	-	-	\$311,748
ROW	DIH	\$40,000	\$40,000	\$36,699	-	-	\$116,699
ROW	SA	\$3,988,504	\$12,382,592	\$9,578,727	-	\$125,099	\$26,074,922
Total ROW		\$6,201,748	\$15,560,000	\$12,808,219	\$1,792,002	\$125,099	\$36,487,068
DSB	DDR	-	-	\$80,366,667	-	-	\$80,366,667
DSB	DIH	-	-	\$54,800	-	-	\$54,800
DSB	DS	-	-	\$807,385	-	-	\$807,385
DSB	SA	-	-	\$12,428,843	-	-	\$12,428,843
DSB	SU	-	-	\$5,622,164	-	-	\$5,622,164
DSB	TRIP	-	-	\$1,743,350	-	-	\$1,743,350
DSB	TRWR	-	-	\$3,878,814	-	-	\$3,878,814
Total DSB		-	-	\$104,902,023	-	-	\$104,902,023
Total Active Years		\$6,201,748	\$16,410,000	\$117,710,242	\$1,792,002	\$125,099	\$142,239,091
		-	-	-	-	-	\$2,071

Total Prior Costs						
Total Pro-programmed	\$6,201,748	\$16,410,000	\$117,710,242	\$1,792,002	\$125,099	\$142,241,162

437200-2 - US 17-92

Add Lanes & Reconstruct

From	Ivy Mist Lane
To	Avenue A
Length	5.24
Managed by	FDOT
MTP Ref	ID # EC402, Pg. 99
SIS	Yes
Adopted/Revised	FY 26-30 TIP

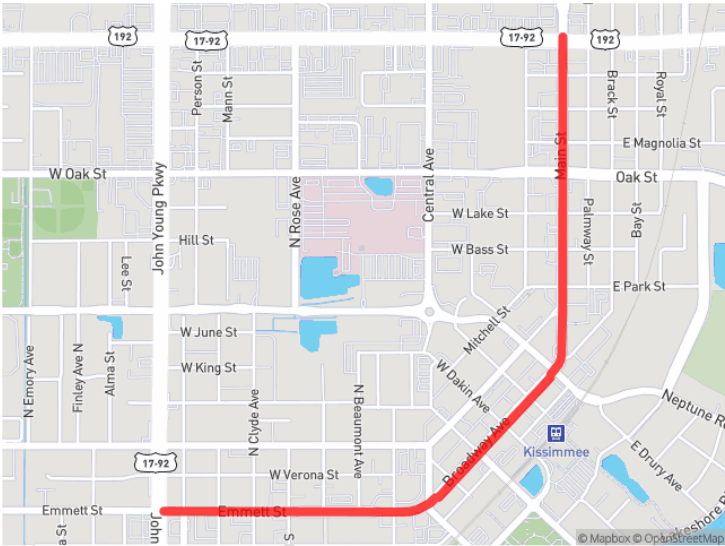


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$50,000	-	-	-	-	\$50,000
PE	SA	-	\$6,950,000	-	-	-	\$6,950,000
Total PE		\$50,000	\$6,950,000	-	-	-	\$7,000,000
Total Active Years		\$50,000	\$6,950,000	-	-	-	\$7,000,000
Total Future Costs		-	-	-	-	-	\$101
Total Programmed		\$50,000	\$6,950,000	-	-	-	\$7,000,101

437472-4 - Connect Kissimmee Complete Streets Phase 2

Urban Corridor Improvements

From	-
To	-
Length	1.47
Managed by	Osceola Co.
MTP Ref	ID # 4031, Pg. 180
SIS	Yes
Adopted/Revised	FY 26-30 TIP

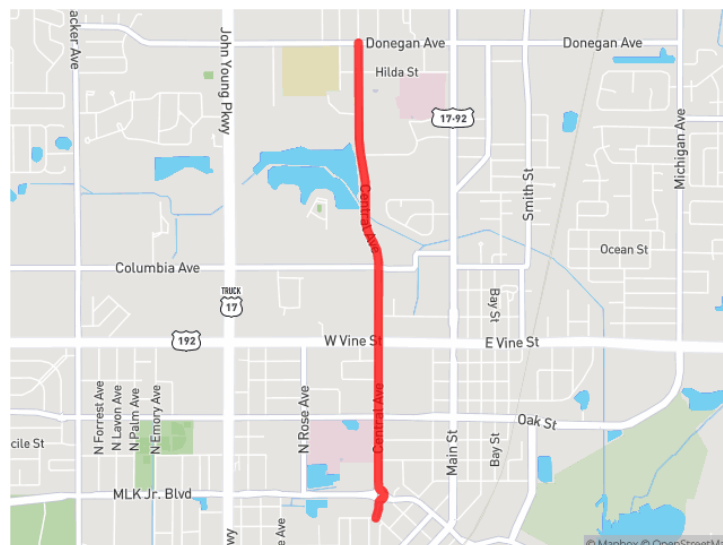


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	-	\$903,716	-	-	\$903,716
CST	SU	-	-	\$6,087,744	-	-	\$6,087,744
Total CST		-	-	\$6,991,460	-	-	\$6,991,460
Total Active Years		-	-	\$6,991,460	-	-	\$6,991,460
Total Pro-programmed		-	-	\$6,991,460	-	-	\$6,991,460

**437932-2 - Central Ave.**

## Urban Corridor Improvements

<b>From</b>	Dakine Ave. at Church St.
<b>To</b>	W. Donegan Ave.
<b>Length</b>	1.61
<b>Managed by</b>	Kissimmee
<b>MTP Ref</b>	ID # 4012, Pg. 181
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	\$274,242	-	-	-	-	\$274,242
PE	SU	\$1,013,265	-	-	-	-	\$1,013,265
Total PE		\$1,287,507	-	-	-	-	\$1,287,507
ROW	SU	-	-	\$800,000	-	-	\$800,000
Total ROW		-	-	\$800,000	-	-	\$800,000
Total Active Years		\$1,287,507	-	\$800,000	-	-	\$2,087,507
Total Pro-programmed		\$1,287,507	-	\$800,000	-	-	\$2,087,507

443702-1 - SR 60 EB & WB Passing Lanes

Traffic Ops Improvement

From	Blanket Bay Slough
To	Peavine Tr.
Length	4.04
Managed by	FDOT
MTP Ref	ID # EC104, Pg. 86
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$79,650	-	-	-	\$79,650
Total CST		-	\$79,650	-	-	-	\$79,650
Total Active Years		-	\$79,650	-	-	-	\$79,650
Total Prior Costs		-	-	-	-	-	\$23,039,562
Total Pro-programmed		-	\$79,650	-	-	-	\$23,119,212



**446445-5 - Truck Parking Central Florida Corridor - Osceola Co. Site**

Parking Facility

From	-
To	-
Length	0.38
Managed by	FDOT
MTP Ref	ID # EC238, Pg. 20
SIS	Yes
Adopted/Revised	FY 26-30 TIP

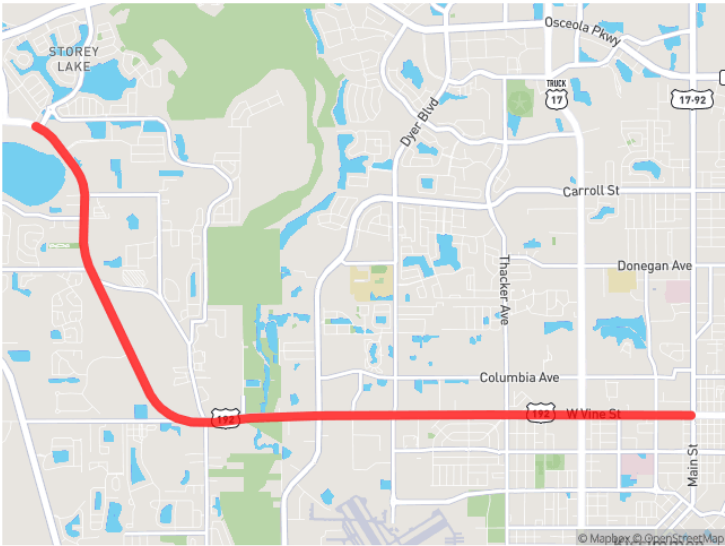


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	DI	\$1,700,000	-	-	-	-	\$1,700,000
Total ENV		\$1,700,000	-	-	-	-	\$1,700,000
ROW	BNIR	\$9,812,000	-	-	-	-	\$9,812,000
ROW	DI	\$1,558,000	-	-	-	-	\$1,558,000
Total ROW		\$11,370,000	-	-	-	-	\$11,370,000
RRU	DDR	-	\$100,000	-	-	-	\$100,000
Total RRU		-	\$100,000	-	-	-	\$100,000
CST	ACFP	-	\$24,427,839	-	-	-	\$24,427,839
CST	DDR	-	\$1,010,066	-	-	-	\$1,010,066
CST	DIH	-	\$106,200	-	-	-	\$106,200
CST	NFPD	-	\$27,806,060	-	-	-	\$27,806,060
Total CST		-	\$53,350,165	-	-	-	\$53,350,165
Total Active Years		\$13,070,000	\$53,450,165	-	-	-	\$66,520,165
Total Prior Costs		-	-	-	-	-	\$11,119,846
Total Programmed		\$13,070,000	\$53,450,165	-	-	-	\$77,640,011

448783-1 - US 192/Vine St.

Resurfacing

From	Bamboo Ln.
To	Main St.
Length	5.72
Managed by	FDOT
MTP Ref	ID # EC250, Pg. 86
SIS	No
Adopted/Revised	FY 26-30 TIP

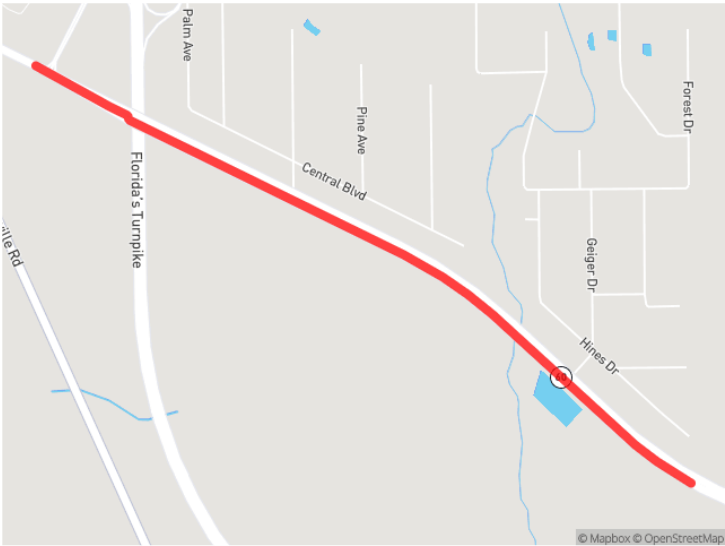


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
INC	DDR	\$500,000	-	-	-	-	\$500,000
Total INC		\$500,000	-	-	-	-	\$500,000
Total Active Years		\$500,000	-	-	-	-	\$500,000
Total Prior Costs		-	-	-	-	-	\$39,421,026
Total Pro-programmed		\$500,000	-	-	-	-	\$39,921,026

450623-1 - SR 60

Pavement Only Resurface (Flex)

From	Turnpike
To	Indian River Co. Line
Length	1.86
Managed by	FDOT
MTP Ref	ID # EC522, Pg. 23
SIS	Yes
Adopted/Revised	FY 26-30 TIP

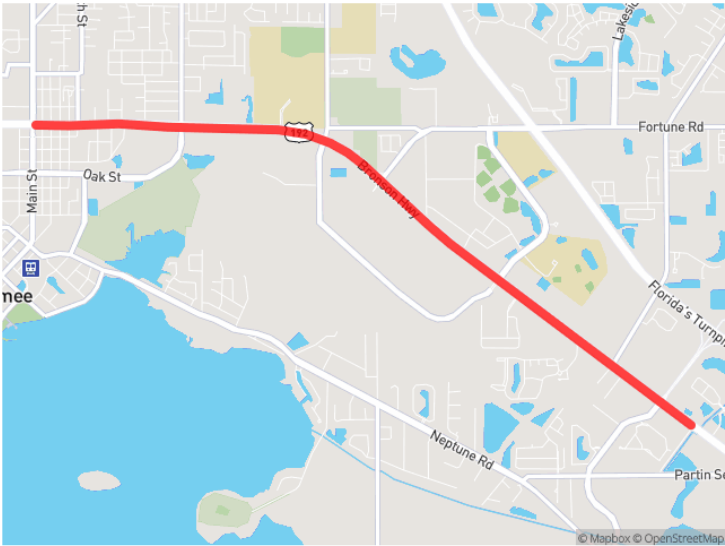


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$2,381,960	-	-	-	-	\$2,381,960
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$2,392,260	-	-	-	-	\$2,392,260
Total Active Years		\$2,392,260	-	-	-	-	\$2,392,260
Total Prior Costs		-	-	-	-	-	\$530,591
Total Programmed		\$2,392,260	-	-	-	-	\$2,922,851

450778-1 - US 192/E Bronson Hwy./13 St./Vine St.

Pavement Only Resurface (Flex)

From	Main St.
To	Aeronautical Dr.
Length	3.83
Managed by	FDOT
MTP Ref	ID # EC527, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP

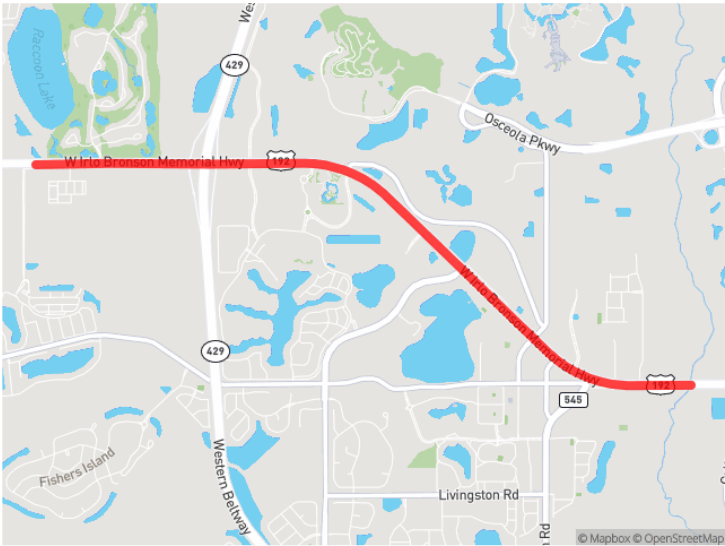


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$12,869,534	-	-	-	-	\$12,869,534
CST	DIH	\$10,300	-	-	-	-	\$10,300
CST	DS	\$5,863,462	-	-	-	-	\$5,863,462
CST	PKYI	\$1,586,200	-	-	-	-	\$1,586,200
Total CST		\$20,329,496	-	-	-	-	\$20,329,496
Total Active Years		\$20,329,496	-	-	-	-	\$20,329,496
Total Prior Costs		-	-	-	-	-	\$1,445,455
Total Pro-programmed		\$20,329,496	-	-	-	-	\$21,774,951

450953-1 - SR 530

Pavement Only Resurface (Flex)

From	W of SR 429
To	The Reedy Creek Bridge
Length	3.35
Managed by	FDOT
MTP Ref	ID # EC528, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP

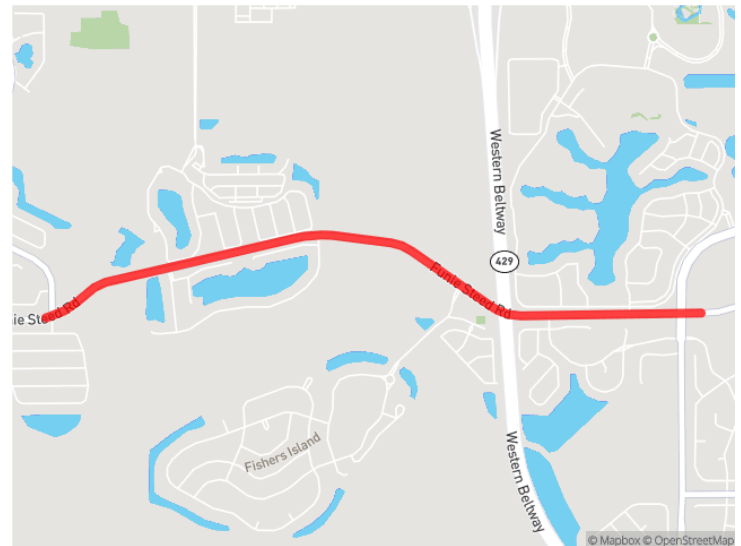


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$13,337,636	-	-	-	-	\$13,337,636
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$13,347,936	-	-	-	-	\$13,347,936
Total Active Years		\$13,347,936	-	-	-	-	\$13,347,936
Total Prior Costs		-	-	-	-	-	\$916,577
Total Pro-grammed		\$13,347,936	-	-	-	-	\$14,264,513

**451545-1 - Funie Steed Rd. Intersection Improvements**

Intersection Improvement

<b>From</b>	Lindfields Blvd.
<b>To</b>	Formosa Gardens
<b>Length</b>	1.95
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # EC540, Pg. 152
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	\$1,591,593	-	-	-	-	\$1,591,593
CST	LF	\$779,712	-	-	-	-	\$779,712
CST	TALT	\$527,198	-	-	-	-	\$527,198
Total CST		\$2,898,503	-	-	-	-	\$2,898,503
Total Active Years		\$2,898,503	-	-	-	-	\$2,898,503
Total Prior Costs		-	-	-	-	-	\$964,031
Total Programmed		\$2,898,503	-	-	-	-	\$3,862,534

452290-1 - Lawrence Silas Blvd./Neptune Rd. Intersection Improvement

Intersection Improvement

From	-
To	-
Length	0.01
Managed by	Osceola Co.
MTP Ref	ID # B46, Pg. 157
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	\$104,000	-	-	\$104,000
Total PE		-	-	\$104,000	-	-	\$104,000
Total Active Years		-	-	\$104,000	-	-	\$104,000
Total Pro-programmed		-	-	\$104,000	-	-	\$104,000

452574-1 - SR 60

PD&E/EMO Study

From	Prairie Lake Rd.
To	Florida's Turnpike (SR 91)
Length	19.3
Managed by	FDOT
MTP Ref	ID # EC775, Pg. 107
SIS	Yes
Adopted/Revised	FY 26-30 TIP



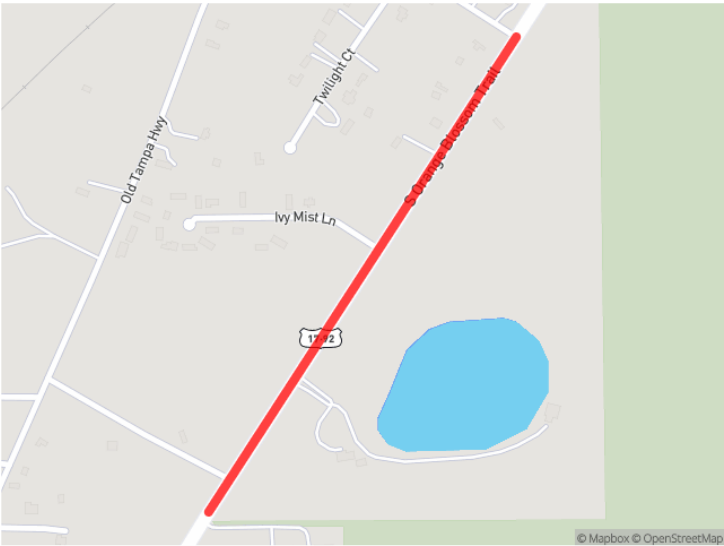
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PDE	ACNP	-	-	-	\$4,500,000	-	\$4,500,000
PDE	DIH	-	-	-	\$70,000	-	\$70,000
Total PDE		-	-	-	\$4,570,000	-	\$4,570,000
Total Active Years		-	-	-	\$4,570,000	-	\$4,570,000
Total Prior Costs		-	-	-	-	-	\$1,220,054
Total Programmed		-	-	-	\$4,570,000	-	\$5,790,054



452696-1 - SR 600/John Young Pkwy.

Pavement Only Resurface (Flex)

From	Polk Co. Line
To	Sundown Dr.
Length	0.54
Managed by	FDOT
MTP Ref	ID EC779, Pg. 108
SIS	No
Adopted/Revised	FY 26-30 TIP

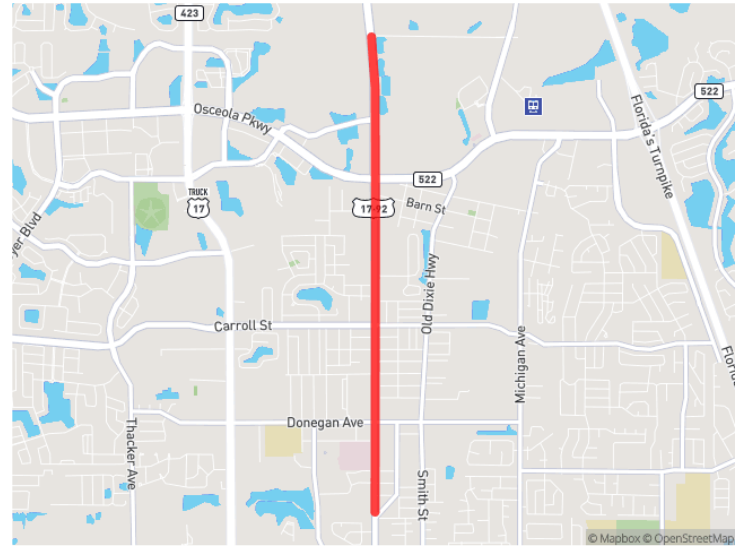


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	\$5,919	-	-	-	\$5,919
CST	DS	-	\$705,590	-	-	-	\$705,590
Total CST		-	\$711,509	-	-	-	\$711,509
Total Active Years		-	\$711,509	-	-	-	\$711,509
Total Prior Costs		-	-	-	-	-	\$362,250
Total Programmed		-	\$711,509	-	-	-	\$1,073,759

**452879-1 - SR 600/SR 500**

Pavement Only Resurface (Flex)

<b>From</b>	N of Old Dixie Hwy.
<b>To</b>	S of Country Blvd.
<b>Length</b>	2.46
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC781, Pg. 108
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACNR	-	\$6,037,438	-	-	-	\$6,037,438
CST	DIH	-	\$52,864	-	-	-	\$52,864
CST	SA	-	\$890,518	-	-	-	\$890,518
Total CST		-	\$6,980,820	-	-	-	\$6,980,820
Total Active Years		-	\$6,980,820	-	-	-	\$6,980,820
Total Prior Costs		-	-	-	-	-	\$1,517,956
Total Pro-grammed		-	\$6,980,820	-	-	-	\$8,498,776

**454212-1 - SR 500/ US 192**

Pavement Only Resurface (Flex)

<b>From</b>		Nova Ave.					
<b>To</b>		Hibiscus Rd.					
<b>Length</b>		6.48					
<b>Managed by</b>		FDOT					
<b>MTP Ref</b>		Pg. 17					
<b>SIS</b>		No					
<b>Adopted/Revised</b>		FY 26-30 TIP					

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DDR	\$550,000	-	-	-	-	\$550,000
PE	DIH	\$11,000	-	-	-	-	\$11,000
Total PE		\$561,000	-	-	-	-	\$561,000
CST	DDR	-	-	\$6,115,251	-	-	\$6,115,251
CST	DIH	-	-	\$29,582	-	-	\$29,582
CST	DS	-	-	\$12,424,256	-	-	\$12,424,256
Total CST		-	-	\$18,569,089	-	-	\$18,569,089
Total Active Years		\$561,000	-	\$18,569,089	-	-	\$19,130,089
Total Pro-programmed		\$561,000	-	\$18,569,089	-	-	\$19,130,089

454331-1 - US 192 (Vine St.)

Landscaping

From	Ten Pin Dr.
To	Denn John Ln.
Length	4.21
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$1,543,797	-	-	-	\$1,543,797
Total CST		-	\$1,543,797	-	-	-	\$1,543,797
Total Active Years		-	\$1,543,797	-	-	-	\$1,543,797
Total Pro-programmed		-	\$1,543,797	-	-	-	\$1,543,797

**454331-2 - US 192 (Vine St.)**

Miscellaneous Construction

From	Ten Pin Dr.
To	Denn John Ln.
Length	4.21
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$231,569	-	-	-	\$231,569
Total CST		-	\$231,569	-	-	-	\$231,569
Total Active Years		-	\$231,569	-	-	-	\$231,569
Total Pro-grammed		-	\$231,569	-	-	-	\$231,569

**415030-4 - CR 419**

Add Lanes &amp; Reconstruct

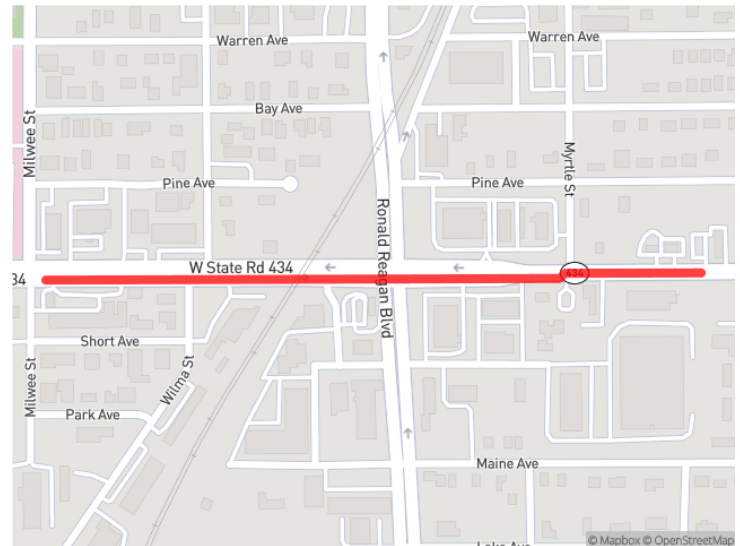
<b>From</b>	Adeline B. Tinsley Way
<b>To</b>	W of Lockwood Blvd.
<b>Length</b>	1.25
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CD24	-	-	\$2,400,000	-	-	\$2,400,000
CST	LF	-	-	\$240,000	-	-	\$240,000
Total CST		-	-	\$2,640,000	-	-	\$2,640,000
Total Active Years		-	-	\$2,640,000	-	-	\$2,640,000
Total Programmed		-	-	\$2,640,000	-	-	\$2,640,000

**439040-1 - SR 434**

## Intersection Improvement

From	CR 427
To	-
Length	0.46
Managed by	FDOT
MTP Ref	ID # EC419, Pg. 98
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	ACSU	\$193,096	-	-	-	-	\$193,096
ROW	DIH	\$8,333	-	-	-	-	\$8,333
ROW	SU	\$117,739	-	-	-	-	\$117,739
Total ROW		\$319,168	-	-	-	-	\$319,168
CST	DIH	\$51,500	-	-	-	-	\$51,500
CST	LF	\$566,902	-	-	-	-	\$566,902
CST	LFRF	\$4,738,842	-	-	-	-	\$4,738,842
Total CST		\$5,357,244	-	-	-	-	\$5,357,244
LAR	DDR	-	\$4,738,842	-	-	-	\$4,738,842
Total LAR		-	\$4,738,842	-	-	-	\$4,738,842
Total Active Years		\$5,676,412	\$4,738,842	-	-	-	\$10,415,254
Total Prior Costs		-	-	-	-	-	\$14,273,164
Total Programmed		\$5,676,412	\$4,738,842	-	-	-	\$24,688,418

439361-1 - Wekiva Toll Operations

Toll Collection

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC421, Pg. 58
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	TOBW	\$275,000	\$260,000	\$270,000	\$280,000	\$290,000	\$1,375,000
Total OPS		\$275,000	\$260,000	\$270,000	\$280,000	\$290,000	\$1,375,000
Total Active Years		\$275,000	\$260,000	\$270,000	\$280,000	\$290,000	\$1,375,000
Total Prior Costs		-	-	-	-	-	\$3,181,360
Total Pro-programmed		\$275,000	\$260,000	\$270,000	\$280,000	\$290,000	\$4,556,360



**446445-1 - Truck Parking Central Florida Corridor - Seminole Co. Site**

Parking Facility

From	-
To	-
Length	0.17
Managed by	FDOT
MTP Ref	ID # EC238, Pg. 20
SIS	Yes
Adopted/Revised	FY 26-30 TIP

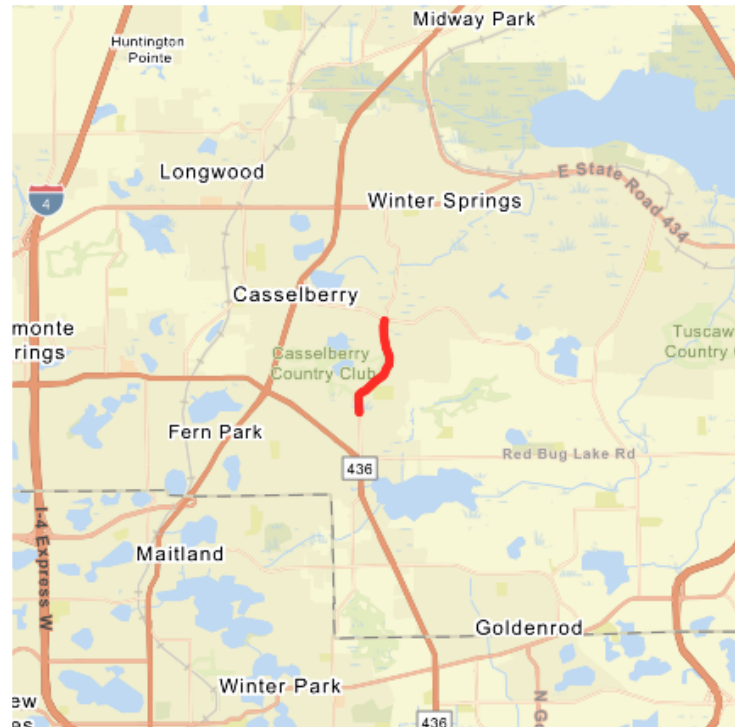


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
RRU	DI	\$100,000	-	-	-	-	\$100,000
Total RRU		\$100,000	-	-	-	-	\$100,000
CST	ACFP	\$3,090,000	-	-	-	-	\$3,090,000
CST	DI	\$540,000	-	-	-	-	\$540,000
CST	DIH	\$103,000	-	-	-	-	\$103,000
CST	NFPD	\$2,371,910	-	-	-	-	\$2,371,910
Total CST		\$6,104,910	-	-	-	-	\$6,104,910
Total Active Years		\$6,204,910	-	-	-	-	\$6,204,910
Total Prior Costs		-	-	-	-	-	\$3,743,019
Total Pro-programmed		\$6,204,910	-	-	-	-	\$9,947,929

**446493-2 - Winter Park Dr. Complete St. Imp. Phase 1**

Urban Corridor Improvements

From	Marigold Rd.
To	Seminola Blvd.
Length	1.45
Managed by	Seminole Co.
MTP Ref	ID # 4025, Pg. 180
SIS	No
Adopted/Revised	FY 26-30 TIP

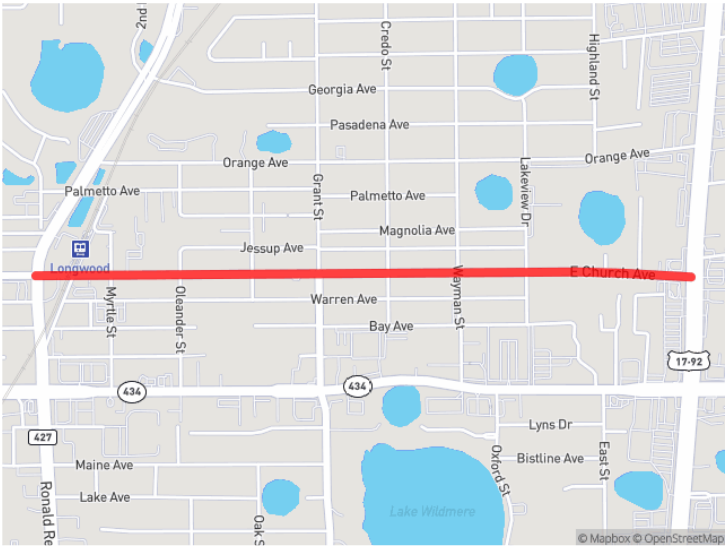


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	\$339,216	-	-	-	\$339,216
CST	SU	-	\$5,957,721	-	-	-	\$5,957,721
Total CST		-	\$6,296,937	-	-	-	\$6,296,937
Total Active Years		-	\$6,296,937	-	-	-	\$6,296,937
Total Prior Costs		-	-	-	-	-	\$916,459
Total Programmed		-	\$6,296,937	-	-	-	\$7,213,396

446903-1 - E. Church Ave.

Miscellaneous Construction

From	N. Ronald Reagan Blvd.
To	US 17-92
Length	1.18
Managed by	Longwood
MTP Ref	ID # 4004, Pg. 180
SIS	No
Adopted/Revised	FY 26-30 TIP

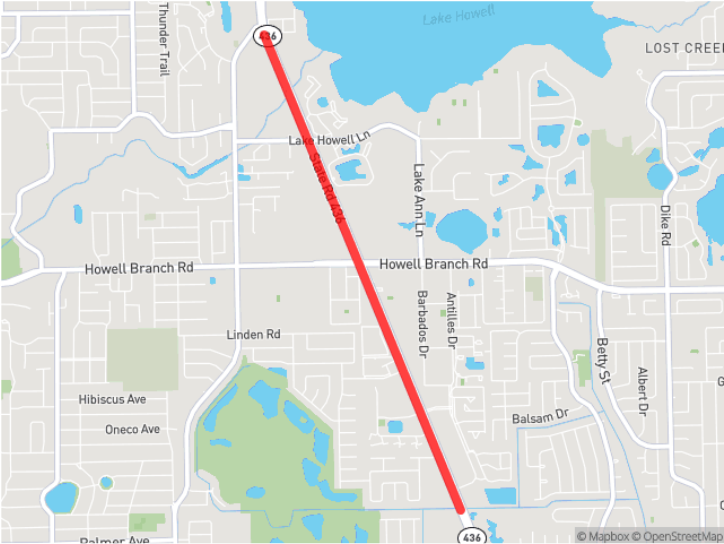


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	\$342,110	-	-	-	\$342,110
CST	SU	-	\$2,581,085	-	-	-	\$2,581,085
Total CST		-	\$2,923,195	-	-	-	\$2,923,195
Total Active Years		-	\$2,923,195	-	-	-	\$2,923,195
Total Pro-programmed		-	\$2,923,195	-	-	-	\$2,923,195

450583-1 - SR 436

Pavement Only Resurface (Flex)

From	Lake Howell Rd.
To	Orange Co. Line
Length	2.09
Managed by	FDOT
MTP Ref	ID # EC521, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$9,295,389	-	-	-	-	\$9,295,389
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$9,305,689	-	-	-	-	\$9,305,689
Total Active Years		\$9,305,689	-	-	-	-	\$9,305,689
Total Prior Costs		-	-	-	-	-	\$831,771
Total Pro-grammed		\$9,305,689	-	-	-	-	\$10,137,460

**450583-2 - SR 436**

Intersection Improvement

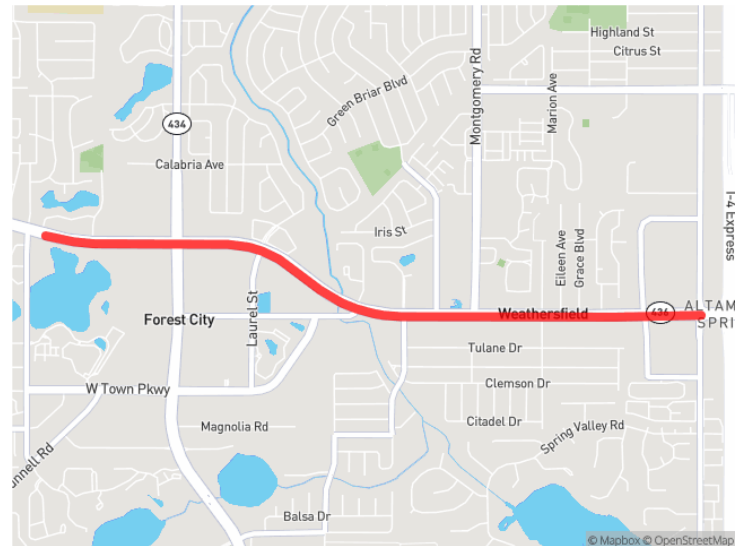
From	Lake Howell Rd.
To	Orange Co. Line
Length	2.09
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	\$2,116,195	-	-	-	-	\$2,116,195
Total CST		\$2,116,195	-	-	-	-	\$2,116,195
Total Active Years		\$2,116,195	-	-	-	-	\$2,116,195
Total Prior Costs		-	-	-	-	-	\$293,341
Total Programmed		\$2,116,195	-	-	-	-	\$2,409,536

**452880-1 - SR 436**

Pavement Only Resurface (Flex)

<b>From</b>	E of Lake Harriet Dr.
<b>To</b>	W of Wymore Rd./Douglas Ave.
<b>Length</b>	2.25
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC782, Pg. 108
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

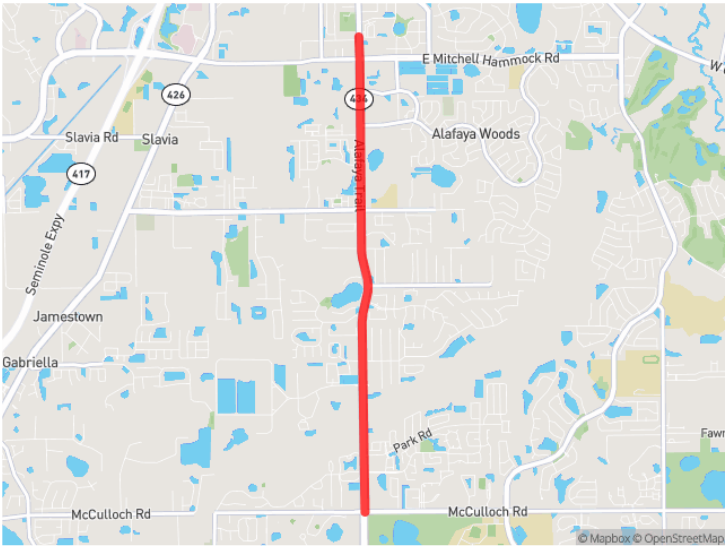


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$9,315,817	-	-	-	\$9,315,817
CST	DIH	-	\$78,157	-	-	-	\$78,157
CST	DS	-	\$908,960	-	-	-	\$908,960
Total CST		-	\$10,302,934	-	-	-	\$10,302,934
Total Active Years		-	\$10,302,934	-	-	-	\$10,302,934
Total Prior Costs		-	-	-	-	-	\$651,029
Total Programmed		-	\$10,302,934	-	-	-	\$10,953,963

452912-1 - SR 434

Pavement Only Resurface (Flex)

From	McCulloch Rd. (S of Orange Co. Line)
To	N of Clonts St.
Length	3.18
Managed by	FDOT
MTP Ref	ID # EC787, Pg. 109
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	-	\$511,669	-	-	-	\$511,669
CST	DIH	-	\$95,653	-	-	-	\$95,653
CST	DS	-	\$10,253,830	-	-	-	\$10,253,830
Total CST		-	\$10,861,152	-	-	-	\$10,861,152
Total Active Years		-	\$10,861,152	-	-	-	\$10,861,152
Total Prior Costs		-	-	-	-	-	\$827,251
Total Pro-programmed		-	\$10,861,152	-	-	-	\$11,688,403

**453310-1 - SR 46**

Add Left Turn Lane(s)

<b>From</b>	Richmond Ave. WB Left Turn Lane						
<b>To</b>	-						
<b>Length</b>	0.38						
<b>Managed by</b>	FDOT						
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)						
<b>SIS</b>	No						
<b>Adopted/Revised</b>	FY 26-30 TIP						

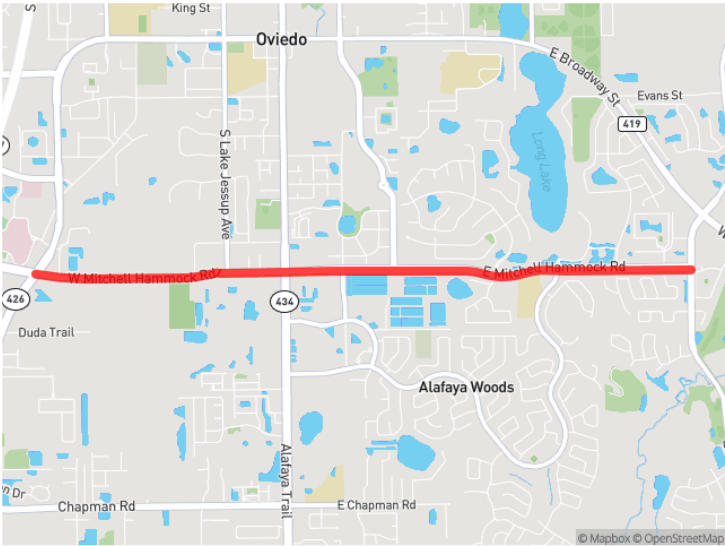
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACSS	\$500,000	-	-	-	-	\$500,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
Total PE		\$510,000	-	-	-	-	\$510,000
CST	ACSS	-	-	\$2,914,653	-	-	\$2,914,653
CST	DIH	-	-	\$5,480	-	-	\$5,480
Total CST		-	-	\$2,920,133	-	-	\$2,920,133
Total Active Years		\$510,000	-	\$2,920,133	-	-	\$3,430,133
Total Pro-programmed		\$510,000	-	\$2,920,133	-	-	\$3,430,133



453500-1 - Mitchell Hammock Rd.

Urban Corridor Improvements

From	SR 426/Broadway St.
To	Lockwood Blvd.
Length	2.85
Managed by	Oviedo
MTP Ref	ID # 4013, Pg. 182
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	-	\$407,750	-	\$407,750
Total PE		-	-	-	\$407,750	-	\$407,750
Total Active Years		-	-	-	\$407,750	-	\$407,750
Total Pro-programmed		-	-	-	\$407,750	-	\$407,750

**454206-1 - SR 46**

Resurfacing

<b>From</b>	Wayside Dr./Oregon St.
<b>To</b>	SR 15/Monroe Rd.
<b>Length</b>	1.21
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	Pg. 17
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$17,500	-	-	-	-	\$17,500
PE	SA	\$875,000	-	-	-	-	\$875,000
Total PE		\$892,500	-	-	-	-	\$892,500
CST	ACNR	-	-	\$8,808,590	-	-	\$8,808,590
CST	DIH	-	-	\$16,965	-	-	\$16,965
CST	SA	-	-	\$980,396	-	-	\$980,396
Total CST		-	-	\$9,805,951	-	-	\$9,805,951
Total Active Years		\$892,500	-	\$9,805,951	-	-	\$10,698,451
Total Pro-programmed		\$892,500	-	\$9,805,951	-	-	\$10,698,451

**454207-1 - SR 434**

Resurfacing

<b>From</b>	US 17-92
<b>To</b>	SR 419
<b>Length</b>	2.09
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	Pg. 17
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$26,000	-	-	-	-	\$26,000
PE	SA	\$1,300,000	-	-	-	-	\$1,300,000
Total PE		\$1,326,000	-	-	-	-	\$1,326,000
CST	ACNR	-	-	\$11,150,578	-	-	\$11,150,578
CST	DIH	-	-	\$20,405	-	-	\$20,405
CST	SA	-	-	\$1,187,535	-	-	\$1,187,535
Total CST		-	-	\$12,358,518	-	-	\$12,358,518
Total Active Years		\$1,326,000	-	\$12,358,518	-	-	\$13,684,518
Total Pro-programmed		\$1,326,000	-	\$12,358,518	-	-	\$13,684,518

455940-1 - Seminole EB Parking Lot Resurfacing

Rest Area

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	-	\$38,700	-	-	\$38,700
CST	DRA	-	-	\$250,000	-	-	\$250,000
Total CST		-	-	\$288,700	-	-	\$288,700
Total Active Years		-	-	\$288,700	-	-	\$288,700
Total Pro-programmed		-	-	\$288,700	-	-	\$288,700

**455941-1 - Seminole EB/WB Roof Replacement**

Rest Area

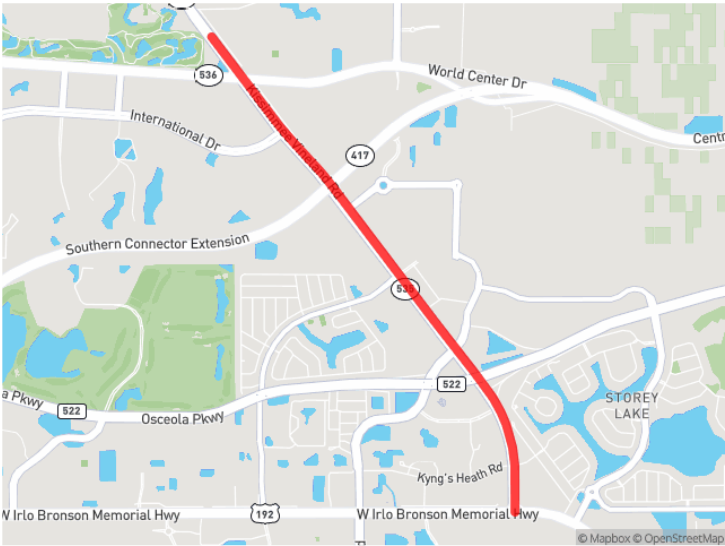
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	-	\$46,440	-	-	\$46,440
CST	DRA	-	-	\$300,000	-	-	\$300,000
Total CST		-	-	\$346,440	-	-	\$346,440
Total Active Years		-	-	\$346,440	-	-	\$346,440
Total Programmed		-	-	\$346,440	-	-	\$346,440

437174-2 - SR 535/Vineland Rd.

PD&E/EMO Study

From	US 192
To	N of World Center Dr.
Length	2.25
Managed by	FDOT
MTP Ref	ID # 2252, Pg. 113
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$50,000	-	-	-	-	\$50,000
PE	SA	\$5,190,000	-	-	-	-	\$5,190,000
Total PE		\$5,240,000	-	-	-	-	\$5,240,000
Total Active Years		\$5,240,000	-	-	-	-	\$5,240,000
Total Prior Costs		-	-	-	-	-	\$4,577
Total Programmed		\$5,240,000	-	-	-	-	\$5,244,577

447724-1 - Truck and Freight Alternative Site Analysis

Transportation Planning

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # 107, Pg. 26
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	ACNP	-	-	\$17,500	\$17,500	-	\$35,000
Total PE		-	-	\$17,500	\$17,500	-	\$35,000
Total Active Years		-	-	\$17,500	\$17,500	-	\$35,000
Total Prior Costs		-	-	-	-	-	\$4,095
Total Pro-programmed		-	-	\$17,500	\$17,500	-	\$39,095

**452145-1 - Revenue Reserves - Wekiva Pkwy.**

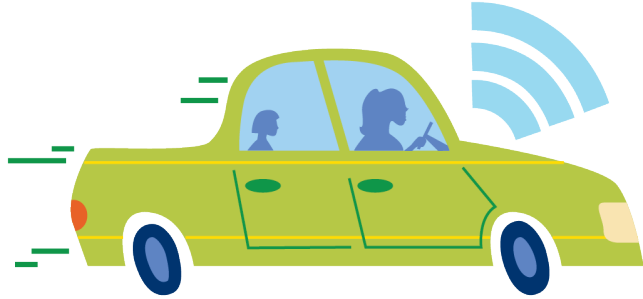
Funding Action

From	-						
To	-						
Length	0						
Managed by	FDOT						
MTP Ref	ID # EC591, Pg. 91						
SIS	No						
Adopted/Revised	FY 26-30 TIP						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DSBW	-	-	-	\$4,021,402	\$4,215,763	\$8,237,165
Total CST		-	-	-	\$4,021,402	\$4,215,763	\$8,237,165
MNT	TMBW	\$576,395	\$1,316,950	\$3,559,817	\$4,185,899	\$4,382,086	\$14,021,147
Total MNT		\$576,395	\$1,316,950	\$3,559,817	\$4,185,899	\$4,382,086	\$14,021,147
OPS	DSBW	\$16,523,697	\$10,757,156	\$11,955,461	\$9,014,062	\$9,563,551	\$57,813,927
Total OPS		\$16,523,697	\$10,757,156	\$11,955,461	\$9,014,062	\$9,563,551	\$57,813,927
Total Active Years		\$17,100,092	\$12,074,106	\$15,515,278	\$17,221,363	\$18,161,400	\$80,072,239
Total Prior Costs		-	-	-	-	-	\$23,845,888
Total Future Costs		-	-	-	-	-	\$18,901,400
Total Pro-programmed		\$17,100,092	\$12,074,106	\$15,515,278	\$17,221,363	\$18,161,400	\$122,819,527





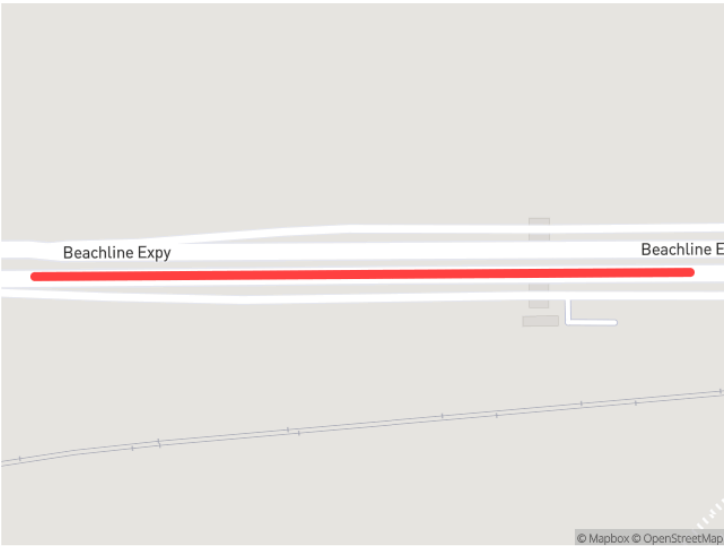
## Section 6: Toll Road Projects

This section of the TIP includes projects funded and implemented by Florida's Turnpike Enterprise (FTE) and the Central Florida Expressway Authority (CFX). Projects included in this section are funded with toll revenues rather than federal and state funding sources and are therefore not subject to approval by the MetroPlan Orlando Board. Consistent with federal law and state statute, these projects are to be shown in the TIP for informational purposes.

000105-1 - Toll Operations Beachline (SR 528) East

Toll Plaza

From	-
To	-
Length	4.96
Managed by	FDOT
MTP Ref	ID # EC289, Pg. 56
SIS	Yes
Adopted/Revised	FY 26-30 TIP

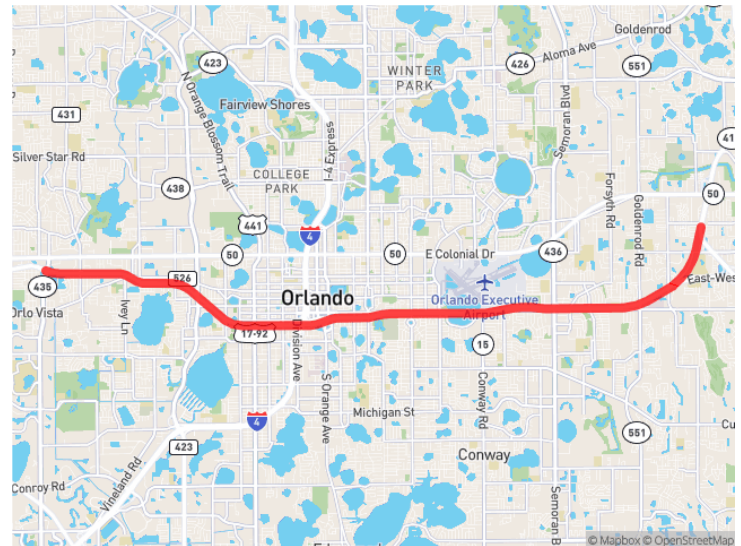


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	PKYO	\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$560,000
Total OPS		\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$560,000
Total Active Years		\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$560,000
Total Prior Costs		-	-	-	-	-	\$4,553,636
Total Future Costs		-	-	-	-	-	\$356,567
Total Pro-programmed		\$112,000	\$112,000	\$112,000	\$112,000	\$112,000	\$5,470,203

**000111-2 - Toll Operations Holland East West Expy.**

Toll Plaza

From	-
To	-
Length	12.62
Managed by	FDOT
MTP Ref	ID # EC290, Pg. 56
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	TO11	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$27,500,000
Total OPS		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$27,500,000
Total Active Years		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$27,500,000
Total Prior Costs		-	-	-	-	-	\$130,778,887
Total Future Costs		-	-	-	-	-	\$16,500,000
Total Programmed		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$174,778,887

**416811-2 - UPS Maintenance Services - Turnpike -Beachine East**

Toll Plaza

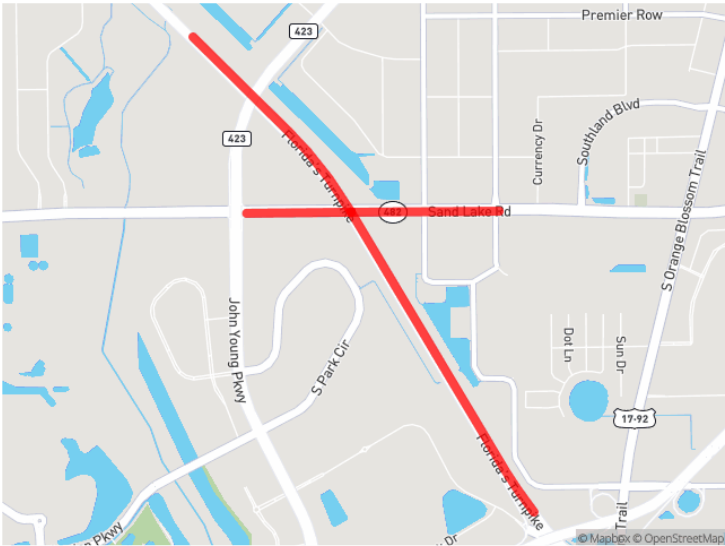
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	PKM1	-	-	-	\$6,000	\$6,000	\$12,000
Total MNT		-	-	-	\$6,000	\$6,000	\$12,000
Total Active Years		-	-	-	\$6,000	\$6,000	\$12,000
Total Pro-programmed		-	-	-	\$6,000	\$6,000	\$12,000

433663-1 - Sand Lake Rd. / Turnpike Interchange (SR 482/SR91) (MP 257)

Interchange (New)

From	-
To	-
Length	4.46
Managed by	FDOT
MTP Ref	ID # 1061, Pg. 71
SIS	Yes
Adopted/Revised	FY 26-30 TIP

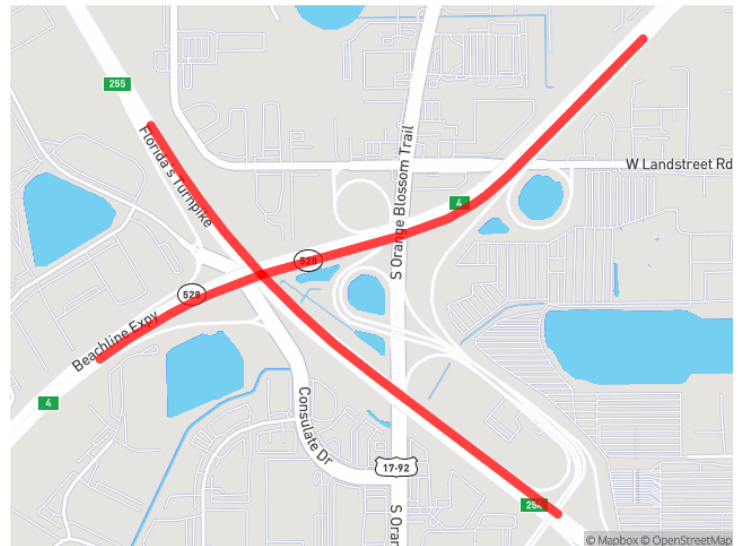


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	PKBD	-	\$2,110,000	-	-	-	\$2,110,000
Total CST		-	\$2,110,000	-	-	-	\$2,110,000
Total Active Years		-	\$2,110,000	-	-	-	\$2,110,000
Total Prior Costs		-	-	-	-	-	\$151,638,002
Total Pro-programmed		-	\$2,110,000	-	-	-	\$153,748,002

**438547-2 - Orlando South Ultimate Interchange - Phase I**

Interchange Justification/Modification

From	-
To	-
Length	1.98
Managed by	FDOT
MTP Ref	ID # 1034, Pg. 70
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKYI	\$100,000	\$1,010,000	-	-	-	\$1,110,000
Total ENV		\$100,000	\$1,010,000	-	-	-	\$1,110,000
PE	PKYI	\$200,000	-	-	-	-	\$200,000
Total PE		\$200,000	-	-	-	-	\$200,000
ROW	PKYI	\$2,193,600	\$89,167	\$30,000	-	-	\$2,312,767
Total ROW		\$2,193,600	\$89,167	\$30,000	-	-	\$2,312,767
CST	PKBD	-	-	\$33,431,820	-	-	\$33,431,820
Total CST		-	-	\$33,431,820	-	-	\$33,431,820
Total Active Years		\$2,493,600	\$1,099,167	\$33,461,820	-	-	\$37,054,587
Total Prior Costs		-	-	-	-	-	\$21,536,567
Total Programmed		\$2,493,600	\$1,099,167	\$33,461,820	-	-	\$58,591,154

**438547-3 - Orlando South Ultimate Interchange - Phase 2**

Interchange Improvement

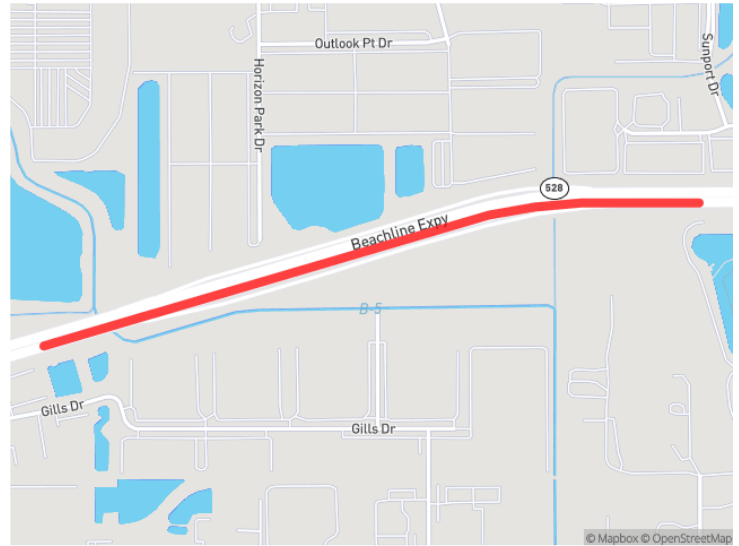
From	-
To	-
Length	4.73
Managed by	FDOT
MTP Ref	ID # 1034, Pg. 70
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Total Prior Costs		-	-	-	-	-	\$7,001
Total Future Costs		-	-	-	-	-	\$8,800,000
Total Pro-programmed		-	-	-	-	-	\$8,807,001

**444979-1 - New Beachline Expressway (SR 528)**

Interchange (New)

From	La Quinta Dr.
To	-
Length	1.76
Managed by	FDOT
MTP Ref	ID # 1025, Pg. 70
SIS	Yes
Adopted/Revised	FY 26-30 TIP



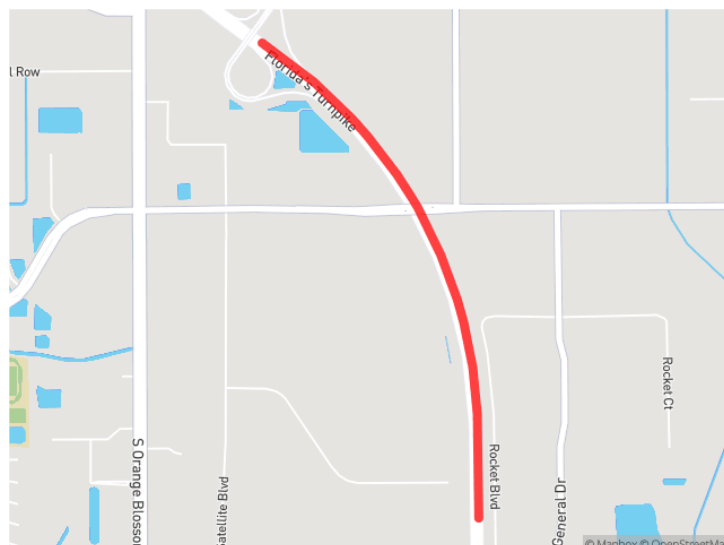
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	PKYI	-	\$2,100,000	\$387,090	\$213,200	-	\$2,700,290
Total ROW		-	\$2,100,000	\$387,090	\$213,200	-	\$2,700,290
RRU	PKBD	-	\$850,000	\$7,000,000	-	-	\$7,850,000
Total RRU		-	\$850,000	\$7,000,000	-	-	\$7,850,000
CST	PKYI	\$10,300	-	-	-	-	\$10,300
Total CST		\$10,300	-	-	-	-	\$10,300
Total Active Years		\$10,300	\$2,950,000	\$7,387,090	\$213,200	-	\$10,560,590
Total Prior Costs		-	-	-	-	-	\$567,528
Total Future Costs		-	-	-	-	-	\$260,000
Total Pro-programmed		\$10,300	\$2,950,000	\$7,387,090	\$213,200	-	\$11,388,118



**444980-1 - Florida's Turnpike (SR 91)**

Interchange (New)

<b>From</b>	Taft Vineland Rd. Interchange (MP 253)
<b>To</b>	-
<b>Length</b>	5.01
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 1035, Pg.70
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

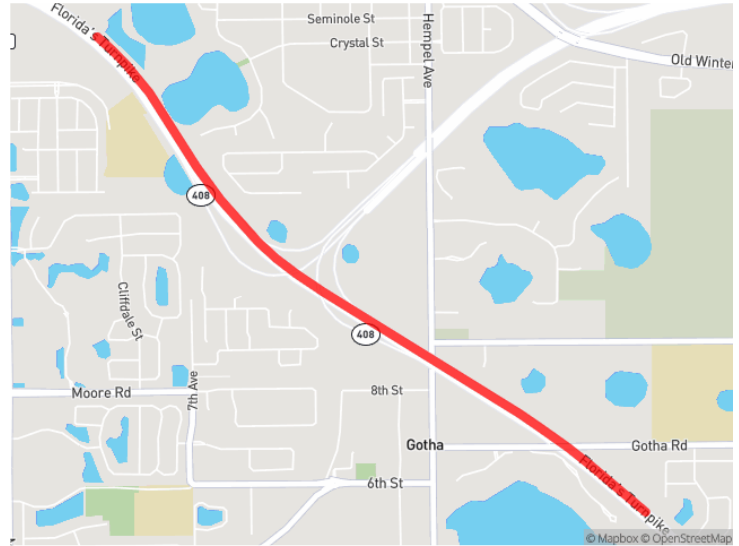


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKYI	\$650,000	\$50,000	-	-	-	\$700,000
Total ENV		\$650,000	\$50,000	-	-	-	\$700,000
ROW	PKYI	\$30,428,840	-	-	-	-	\$30,428,840
Total ROW		\$30,428,840	-	-	-	-	\$30,428,840
RRU	PKBD	-	\$13,058,960	-	-	-	\$13,058,960
RRU	PKYI	\$1,020,000	-	-	-	-	\$1,020,000
Total RRU		\$1,020,000	\$13,058,960	-	-	-	\$14,078,960
CST	PKBD	-	\$65,396,587	-	-	-	\$65,396,587
CST	PKLF	-	\$3,609,738	-	-	-	\$3,609,738
CST	PKYI	-	\$6,131	-	-	-	\$6,131
Total CST		-	\$69,012,456	-	-	-	\$69,012,456
Total Active Years		\$32,098,840	\$82,121,416	-	-	-	\$114,220,256
Total Prior Costs		-	-	-	-	-	\$43,530,980
Total Programmed		\$32,098,840	\$82,121,416	-	-	-	\$157,751,236

**446579-1 - Florida's Turnpike NB (SR 91)**

Add Lanes &amp; Reconstruct

<b>From</b>	S of SR 408 (MP 265.3)
<b>To</b>	SR 429 (MP 267.8)
<b>Length</b>	6.11
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC480, Pg. 63
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

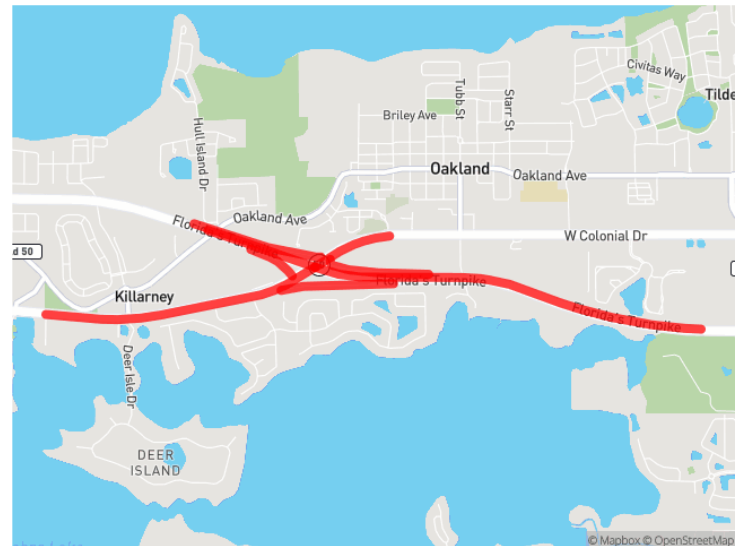


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$18,700,000	-	-	-	-	\$18,700,000
Total PE		\$18,700,000	-	-	-	-	\$18,700,000
ROW	PKYI	-	-	-	-	\$21,493,878	\$21,493,878
Total ROW		-	-	-	-	\$21,493,878	\$21,493,878
Total Active Years		\$18,700,000	-	-	-	\$21,493,878	\$40,193,878
Total Prior Costs		-	-	-	-	-	\$11,811,038
Total Future Costs		-	-	-	-	-	\$1,843
Total Programmed		\$18,700,000	-	-	-	\$21,493,878	\$52,006,759

**446582-1 - Widen Turnpike (SR 91) and SR 50 Interchange Improvements**

Add Lanes &amp; Reconstruct

<b>From</b>	MP 271.5
<b>To</b>	MP 274
<b>Length</b>	5.42
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 1026, Pg. 70
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

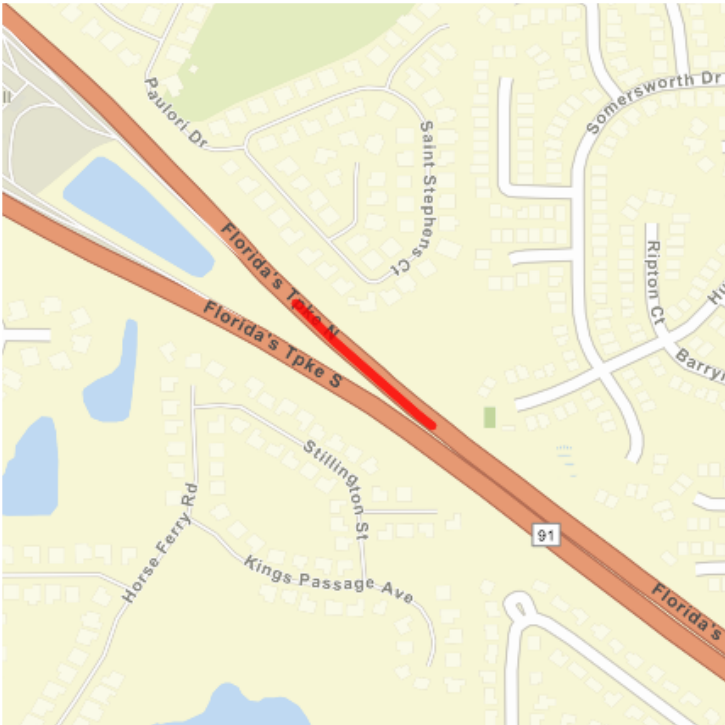


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	PKYI	-	-	-	\$100,240	-	\$100,240
Total ROW		-	-	-	\$100,240	-	\$100,240
CST	PKYI	-	-	\$1,961	-	-	\$1,961
Total CST		-	-	\$1,961	-	-	\$1,961
Total Active Years		-	-	\$1,961	\$100,240	-	\$102,201
Total Prior Costs		-	-	-	-	-	\$8,416
Total Programmed		-	-	\$1,961	\$100,240	-	\$110,617

448882-1 - Orange Co. Grout Pin Installation

Miscellaneous Construction

From	SR 91 (MP 263.2)
To	-
Length	0.15
Managed by	FDOT
MTP Ref	ID # EC498, Pg. 64
SIS	Yes
Adopted/Revised	FY 26-30 TIP

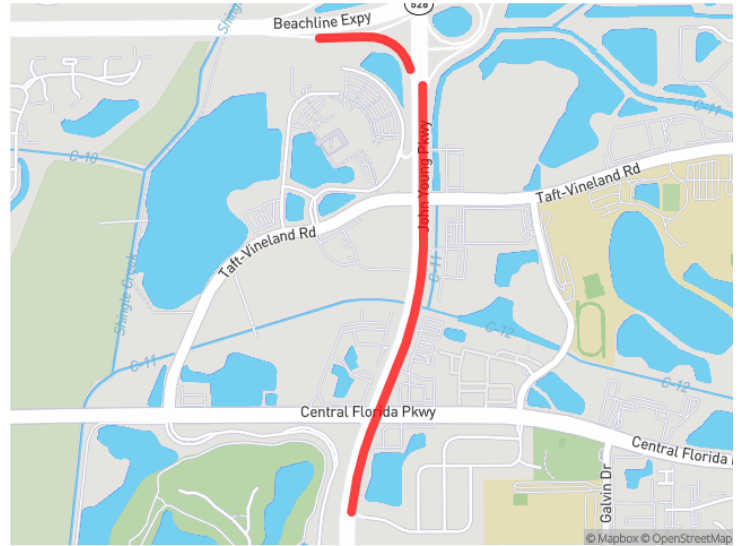


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	PKYR	\$805,000	-	-	-	-	\$805,000
Total CST		\$805,000	-	-	-	-	\$805,000
Total Active Years		\$805,000	-	-	-	-	\$805,000
Total Prior Costs		-	-	-	-	-	\$1,663
Total Programmed		\$805,000	-	-	-	-	\$806,663

**449465-1 - Widen EB SR 528 Exit Ramp**

Interchange - Add Lanes

From	SR 528
To	John Young Pkwy. (MP 3)
Length	1.06
Managed by	FDOT
MTP Ref	ID # EC504, Pg. 64
SIS	Yes
Adopted/Revised	FY 26-30 TIP

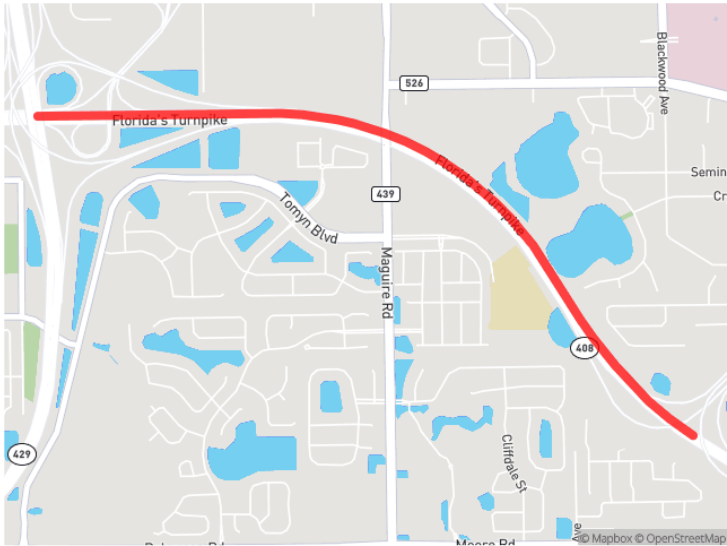


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
RRU	PKYI	\$1,000,000	-	-	-	-	\$1,000,000
Total RRU		\$1,000,000	-	-	-	-	\$1,000,000
CST	PKYI	\$12,995,428	-	-	-	-	\$12,995,428
Total CST		\$12,995,428	-	-	-	-	\$12,995,428
Total Active Years		\$13,995,428	-	-	-	-	\$13,995,428
Total Prior Costs		-	-	-	-	-	\$1,578,840
Total Programmed		\$13,995,428	-	-	-	-	\$15,574,268

452081-1 - Florida's Turnpike SB (SR 91)

Add Lanes & Reconstruct

From	SR 429 (MP 266.6)
To	SR 408 (MP 269.7)
Length	8.96
Managed by	FDOT
MTP Ref	ID # EC578, Pg. 65
SIS	Yes
Adopted/Revised	FY 26-30 TIP

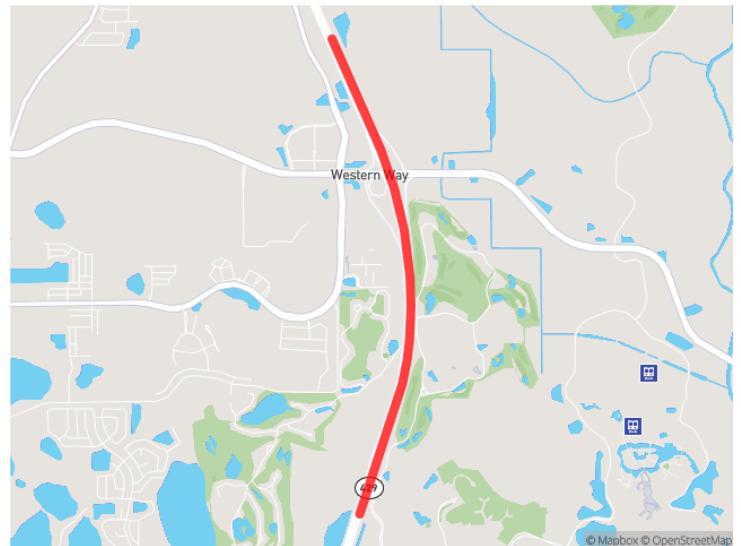


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	-	-	-	-	\$22,400,000	\$22,400,000
Total PE		-	-	-	-	\$22,400,000	\$22,400,000
Total Active Years		-	-	-	-	\$22,400,000	\$22,400,000
Total Prior Costs		-	-	-	-	-	\$4,881
Total Future Costs		-	-	-	-	-	\$500,000
Total Programmed		-	-	-	-	\$22,400,000	\$22,904,881

**452120-1 - Widen Western Beltway (SR 429)**

Add Lanes &amp; Reconstruct

<b>From</b>	N of US 192 (MP 6)
<b>To</b>	N of Western Way (MP 8.5)
<b>Length</b>	2.48
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC588, Pg. 66
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

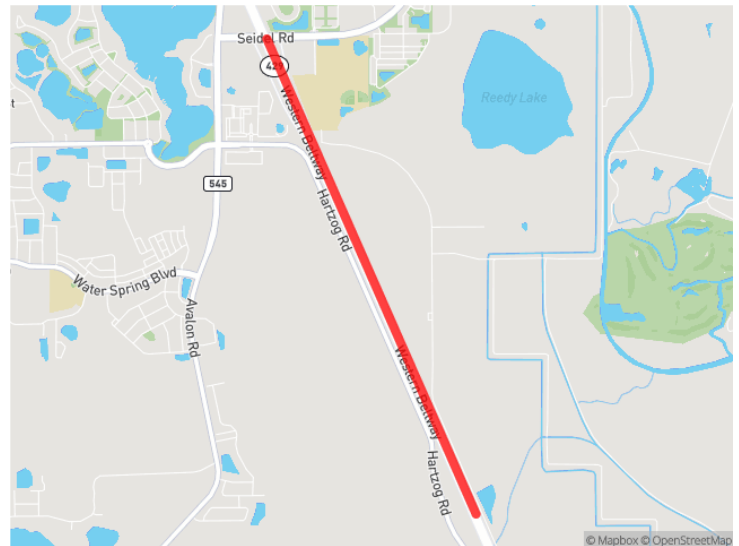


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$1,156,000	-	-	-	-	\$1,156,000
Total PE		\$1,156,000	-	-	-	-	\$1,156,000
ROW	PKYI	\$319,800	\$209,357	-	-	-	\$529,157
Total ROW		\$319,800	\$209,357	-	-	-	\$529,157
Total Active Years		\$1,475,800	\$209,357	-	-	-	\$1,685,157
Total Prior Costs		-	-	-	-	-	\$6,025,164
Total Programmed		\$1,475,800	\$209,357	-	-	-	\$7,710,321

**452121-1 - Widen Western Beltway (SR 429)**

Add Lanes &amp; Reconstruct

<b>From</b>	N of Western Way (MP 8.5)
<b>To</b>	Seidel Rd. (MP 11)
<b>Length</b>	2.41
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC590, Pg. 67
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$550,000	-	-	-	-	\$550,000
Total PE		\$550,000	-	-	-	-	\$550,000
ROW	PKYI	\$92,400	\$62,118	\$90,000	-	-	\$244,518
Total ROW		\$92,400	\$62,118	\$90,000	-	-	\$244,518
RRU	PKYI	\$40,000	-	-	-	-	\$40,000
Total RRU		\$40,000	-	-	-	-	\$40,000
Total Active Years		\$682,400	\$62,118	\$90,000	-	-	\$834,518
Total Prior Costs		-	-	-	-	-	\$4,289,485
Total Future Costs		-	-	-	-	-	\$172,319,020
Total Pro-programmed		\$682,400	\$62,118	\$90,000	-	-	\$177,443,023



**453760-1 - TSM&O Beachline (SR 528)**

Intersection Improvement

<b>From</b>	Jetport Dr.
<b>To</b>	-
<b>Length</b>	0.03
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC792, Pg. 69
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$600,000	-	-	-	-	\$600,000
Total PE		\$600,000	-	-	-	-	\$600,000
CST	PKYI	-	\$1,429,063	-	-	-	\$1,429,063
Total CST		-	\$1,429,063	-	-	-	\$1,429,063
Total Active Years		\$600,000	\$1,429,063	-	-	-	\$2,029,063
Total Prior Costs		-	-	-	-	-	\$11,066
Total Pro-programmed		\$600,000	\$1,429,063	-	-	-	\$2,040,129

**453763-1 - Florida's Turnpike (SR 91)**

Interchange Improvement

<b>From</b>	SR 417 Interchange						
<b>To</b>	-						
<b>Length</b>	2.15						
<b>Managed by</b>	FDOT						
<b>MTP Ref</b>	ID # EC793, Pg. 69						
<b>SIS</b>	Yes						
<b>Adopted/Revised</b>	FY 26-30 TIP						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	PKYI	\$154,500	-	-	-	-	\$154,500
CST	PKYR	\$820,673	-	-	-	-	\$820,673
Total CST		\$975,173	-	-	-	-	\$975,173
Total Active Years		\$975,173	-	-	-	-	\$975,173
Total Prior Costs		-	-	-	-	-	\$158,875
Total Pro-programmed		\$975,173	-	-	-	-	\$1,134,048

454091-4 - Turnpike Enterprise HQ - Equipment Room A/C Replacement

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$35,000	-	-	-	-	\$35,000
Total MNT		\$35,000	-	-	-	-	\$35,000
Total Active Years		\$35,000	-	-	-	-	\$35,000
Total Pro-programmed		\$35,000	-	-	-	-	\$35,000

**454091-5 - Turnpike Enterprise Headquarters Flooring Replacement**

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$73,000	-	-	-	-	\$73,000
Total MNT		\$73,000	-	-	-	-	\$73,000
Total Active Years		\$73,000	-	-	-	-	\$73,000
Total Pro-programmed		\$73,000	-	-	-	-	\$73,000

**454091-6 - Turnpike Enterprise Headquarters - Building Security Enhancements**

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	\$200,000	-	-	-	-	\$200,000
Total CST		\$200,000	-	-	-	-	\$200,000
Total Active Years		\$200,000	-	-	-	-	\$200,000
Total Pro-programmed		\$200,000	-	-	-	-	\$200,000

**454091-7 - Turnpike Enterprise Headquarters - Roof System Replacement**

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	\$480,000	-	-	-	-	\$480,000
Total CST		\$480,000	-	-	-	-	\$480,000
Total Active Years		\$480,000	-	-	-	-	\$480,000
Total Pro-programmed		\$480,000	-	-	-	-	\$480,000

454091-8 - Turnpike Enterprise HQ - Uninterruptible Power Supply (UPS)

Fixed Capital Outlay

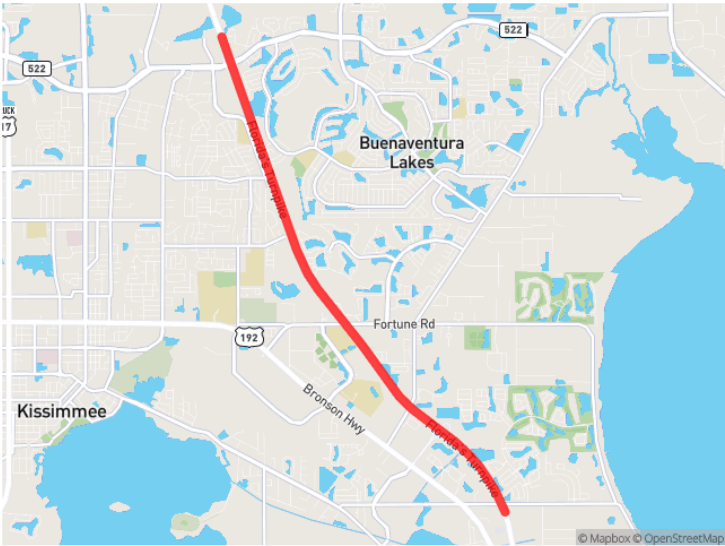
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	\$460,000	-	-	-	-	\$460,000
Total CST		\$460,000	-	-	-	-	\$460,000
Total Active Years		\$460,000	-	-	-	-	\$460,000
Total Pro-programmed		\$460,000	-	-	-	-	\$460,000

436194-1 - Widen Turnpike (SR91)

Add Lanes & Reconstruct

From	Partin Settlement Rd. (MP 243.5)
To	Osceola Pkwy. (MP 249)
Length	9.45
Managed by	FDOT
MTP Ref	ID # 1057, Pg. 71
SIS	Yes
Adopted/Revised	FY 26-30 TIP



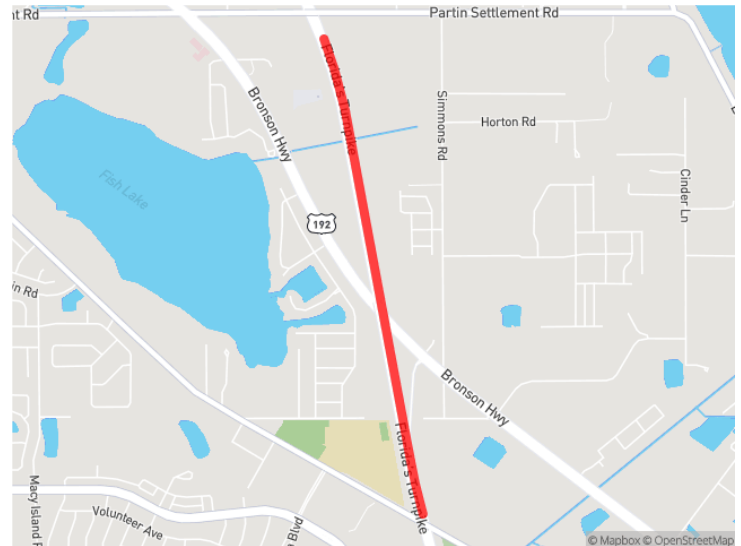
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	PKYI	\$5,910,000	-	-	-	-	\$5,910,000
Total CST		\$5,910,000	-	-	-	-	\$5,910,000
Total Active Years		\$5,910,000	-	-	-	-	\$5,910,000
Total Prior Costs		-	-	-	-	-	\$461,039,200
Total Pro-programmed		\$5,910,000	-	-	-	-	\$466,949,200



**436194-3 - Widen Turnpike (SR91)**

Add Lanes &amp; Reconstruct

<b>From</b>	US 192 (MP 242)
<b>To</b>	Partin Settlement Rd. (243.5)
<b>Length</b>	1.5
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 1056, Pg. 71
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

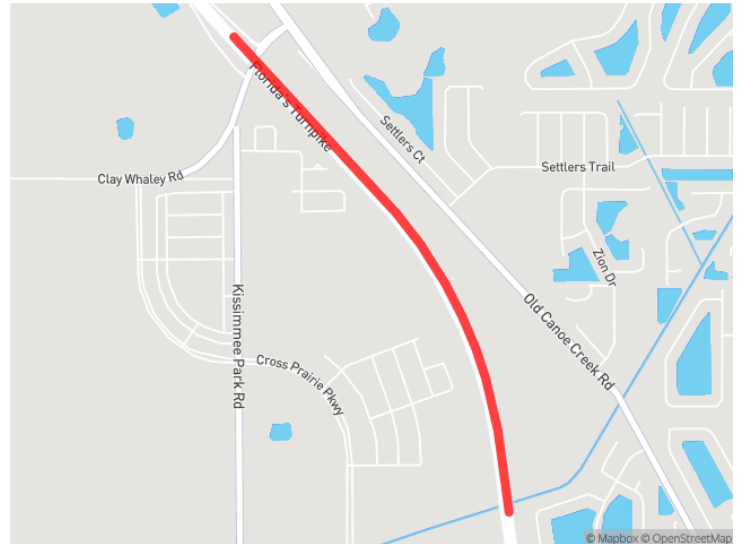


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKYI	-	\$550,000	-	-	-	\$550,000
Total ENV		-	\$550,000	-	-	-	\$550,000
PE	PKYI	\$150,000	-	-	-	-	\$150,000
Total PE		\$150,000	-	-	-	-	\$150,000
ROW	PKYI	\$2,152,100	\$9,232,797	-	-	-	\$11,384,897
Total ROW		\$2,152,100	\$9,232,797	-	-	-	\$11,384,897
RRU	PKBD	\$7,500,000	-	-	-	-	\$7,500,000
Total RRU		\$7,500,000	-	-	-	-	\$7,500,000
CST	PKBD	-	-	\$154,600,462	-	-	\$154,600,462
CST	PKYI	-	-	\$4,576	-	-	\$4,576
Total CST		-	-	\$154,605,038	-	-	\$154,605,038
Total Active Years		\$9,802,100	\$9,782,797	\$154,605,038	-	-	\$174,189,935
Total Prior Costs		-	-	-	-	-	\$6,471,861
Total Programmed		\$9,802,100	\$9,782,797	\$154,605,038	-	-	\$180,661,796

**441224-3 - Widen Turnpike (SR 91)**

Add Lanes &amp; Reconstruct

<b>From</b>	MP 238.2
<b>To</b>	MP 239.4 & Partial Old Canoe Creek Interchange
<b>Length</b>	1.35
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # 1031, Pg. 70
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

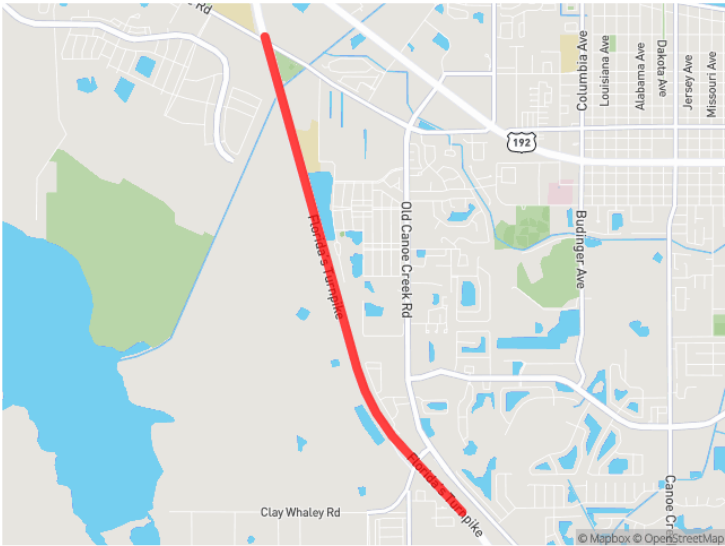


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	-	-	-	-	\$5,211,105	\$5,211,105
Total PE		-	-	-	-	\$5,211,105	\$5,211,105
ROW	PKYI	-	-	-	\$100,000	-	\$100,000
Total ROW		-	-	-	\$100,000	-	\$100,000
RRU	PKYI	-	-	-	\$200,000	-	\$200,000
Total RRU		-	-	-	\$200,000	-	\$200,000
Total Active Years		-	-	-	\$300,000	\$5,211,105	\$5,511,105
Total Prior Costs		-	-	-	-	-	\$102,552
Total Future Costs		-	-	-	-	-	\$10,195,100
Total Pro-programmed		-	-	-	\$300,000	\$5,211,105	\$15,808,757

441224-4 - Widen Turnpike (SR 91)

Add Lanes & Reconstruct

From	MP 239
To	MP 242 & New Nolte Rd. Inter-change
Length	2.99
Managed by	FDOT
MTP Ref	ID # EC447, Pg. 61
SIS	Yes
Adopted/Revised	FY 26-30 TIP

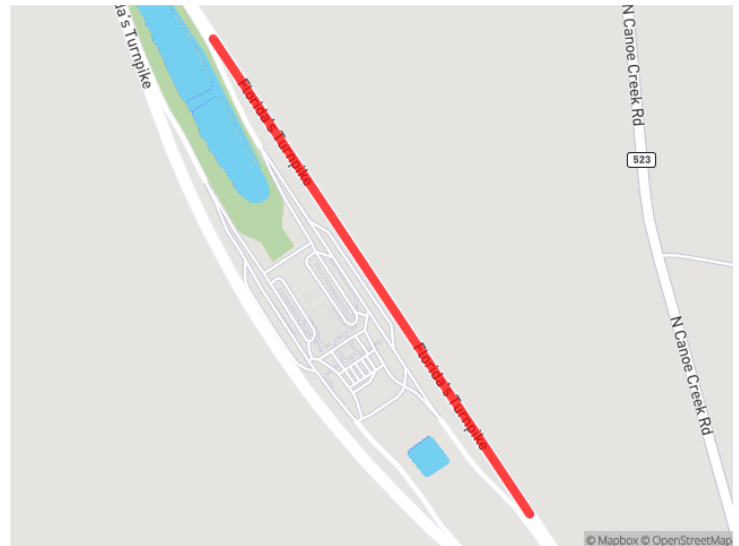


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
DSB	PKYI	\$2,241,665	-	-	-	-	\$2,241,665
Total DSB		\$2,241,665	-	-	-	-	\$2,241,665
Total Active Years		\$2,241,665	-	-	-	-	\$2,241,665
Total Prior Costs		-	-	-	-	-	\$203,113,853
Total Pro-grammed		\$2,241,665	-	-	-	-	\$205,355,518

**443879-1 - Truck Parking at Canoe Creek Service Plaza (MP 229)**

Rest Area

<b>From</b>	Canoe Creek Service Plaza (MP 229)
<b>To</b>	-
<b>Length</b>	0.59
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC466, Pg. 62
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

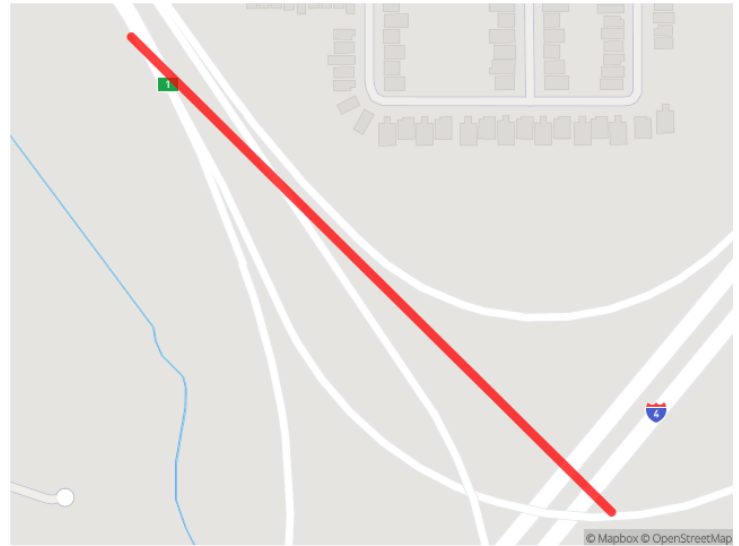


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKYI	\$100,000	-	-	-	-	\$100,000
Total ENV		\$100,000	-	-	-	-	\$100,000
RRU	PKYI	\$110,000	-	-	-	-	\$110,000
Total RRU		\$110,000	-	-	-	-	\$110,000
CST	PKYI	\$27,061,183	-	-	-	-	\$27,061,183
Total CST		\$27,061,183	-	-	-	-	\$27,061,183
Total Active Years		\$27,271,183	-	-	-	-	\$27,271,183
Total Prior Costs		-	-	-	-	-	\$2,217,946
Total Pro-programmed		\$27,271,183	-	-	-	-	\$29,489,129

**446581-3 - Western Beltway/SR 429 Interchange**

Interchange Improvement

From	I-4 Ramp
To	-
Length	2.57
Managed by	FDOT
MTP Ref	ID #1055, Pg. 72
SIS	Yes
Adopted/Revised	FY 26-30 TIP

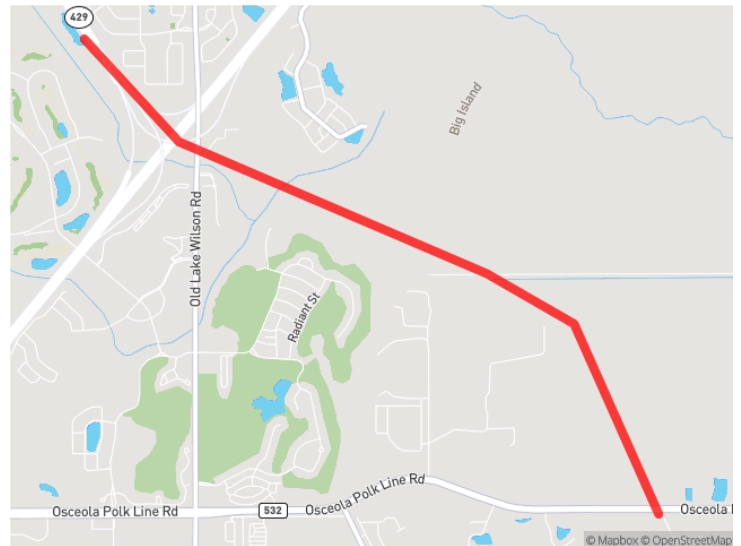


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$11,034,653	-	-	-	-	\$11,034,653
Total PE		\$11,034,653	-	-	-	-	\$11,034,653
RRU	PKBD	\$12,000,000	-	-	-	-	\$12,000,000
Total RRU		\$12,000,000	-	-	-	-	\$12,000,000
DSB	PKBD	\$192,571,916	-	\$10,078,316	-	\$10,749,591	\$213,399,823
DSB	PKYI	\$2,421	-	-	-	-	\$2,421
Total DSB		\$192,574,337	-	\$10,078,316	-	\$10,749,591	\$213,402,244
MNT	PKM1	\$1,998,580	-	-	-	-	\$1,998,580
Total MNT		\$1,998,580	-	-	-	-	\$1,998,580
Total Active Years		\$217,607,570	-	\$10,078,316	-	\$10,749,591	\$238,435,477
Total Prior Costs		-	-	-	-	-	\$20,485,623
Total Future Costs		-	-	-	-	-	\$12,853,533
Total Programmed		\$217,607,570	-	\$10,078,316	-	\$10,749,591	\$271,774,633

**446581-4 - Poinciana Connector**

New Road Construction

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID #1055, Pg. 72
SIS	Yes
Adopted/Revised	FY 26-30 TIP

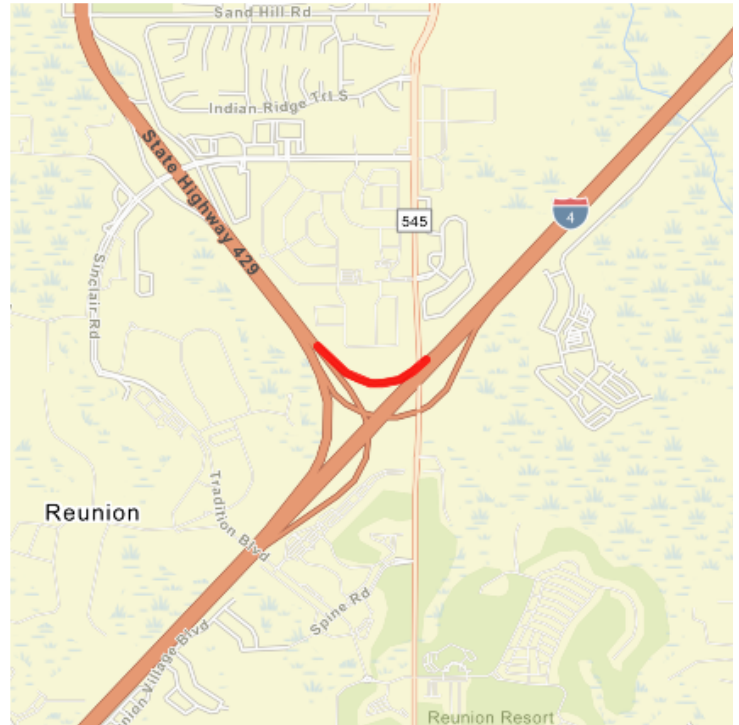


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	MFF	-	\$40,465,539	-	-	-	\$40,465,539
Total ENV		-	\$40,465,539	-	-	-	\$40,465,539
PE	PKYI	-	\$26,272,260	-	-	-	\$26,272,260
Total PE		-	\$26,272,260	-	-	-	\$26,272,260
ROW	MFF	-	\$50,000,000	-	-	-	\$50,000,000
Total ROW		-	\$50,000,000	-	-	-	\$50,000,000
Total Active Years		-	\$116,737,799	-	-	-	\$116,737,799
Total Prior Costs		-	-	-	-	-	\$17,309,595
Total Pro-programmed		-	\$116,737,799	-	-	-	\$134,047,394

**446581-6 - Poinciana Connector, Greenfield**

Interchange Ramp (New)

From	Ramps to EB I-4
To	-
Length	0
Managed by	FDOT
MTP Ref	ID #1055, Pg. 72
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	\$9,287,787	-	-	-	-	\$9,287,787
Total PE		\$9,287,787	-	-	-	-	\$9,287,787
RRU	MFF	\$25,000,000	-	-	-	-	\$25,000,000
Total RRU		\$25,000,000	-	-	-	-	\$25,000,000
DSB	MFF	\$180,631,504	-	-	-	-	\$180,631,504
Total DSB		\$180,631,504	-	-	-	-	\$180,631,504
INC	MFF	\$7,739,822	-	-	-	-	\$7,739,822
Total INC		\$7,739,822	-	-	-	-	\$7,739,822
MNT	MFF	\$91,977	\$91,977	\$91,977	\$91,977	\$91,977	\$459,885
Total MNT		\$91,977	\$91,977	\$91,977	\$91,977	\$91,977	\$459,885
Total Active Years		\$222,751,090	\$91,977	\$91,977	\$91,977	\$91,977	\$223,118,998
Total Prior Costs		-	-	-	-	-	\$17,669,740
Total Future Costs		-	-	-	-	-	\$4,458,560

Total Pro-grammed	\$222,751,090	\$91,977	\$91,977	\$91,977	\$91,977	\$245,247,298
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452117-1 - Western Beltway (SR 429)

Interchange (New)

From	Livingston Rd. Interchange (MP 3.5 - 4.5)
To	-
Length	0.9
Managed by	FDOT
MTP Ref	ID # EC584, Pg. 66
SIS	Yes
Adopted/Revised	FY 26-30 TIP

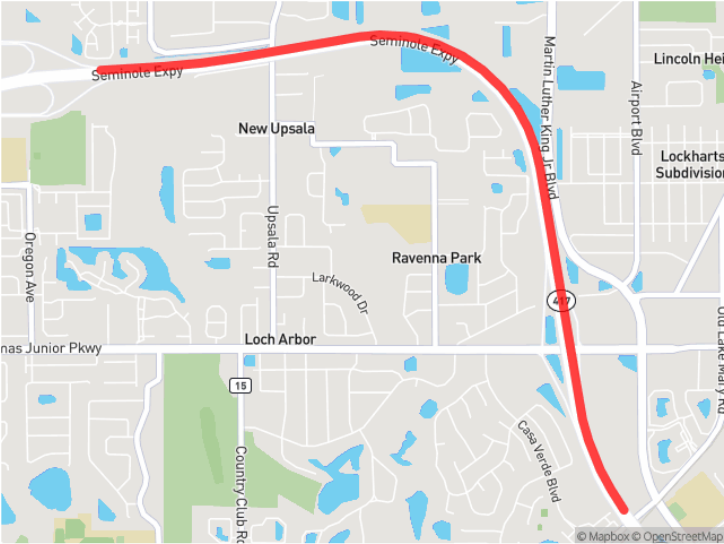


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	PKYI	\$6,702,187	-	-	-	-	\$6,702,187
Total ROW		\$6,702,187	-	-	-	-	\$6,702,187
Total Active Years		\$6,702,187	-	-	-	-	\$6,702,187
Total Prior Costs		-	-	-	-	-	\$11,500
Total Pro-grammed		\$6,702,187	-	-	-	-	\$6,713,687

240259-2 - Greenway (SR 417)

New Road Construction

From	E of Old Lake Mary Blvd.
To	2157' E Rinehart Rd.
Length	2.66
Managed by	FDOT
MTP Ref	ID # EC293, Pg. 56
SIS	Yes
Adopted/Revised	FY 26-30 TIP

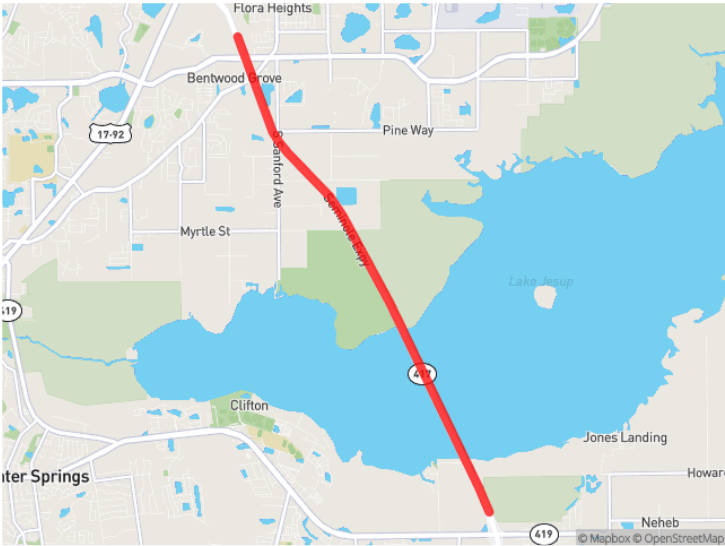


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
RPY	PKYI	\$619,864	-	-	-	-	\$619,864
Total RPY		\$619,864	-	-	-	-	\$619,864
Total Active Years		\$619,864	-	-	-	-	\$619,864
Total Prior Costs		-	-	-	-	-	\$86,358,627
Total Pro-programmed		\$619,864	-	-	-	-	\$86,978,491

437952-1 - Widen Seminole Expy. (SR 417)

Add Lanes & Reconstruct

From	SR 434 (MP 44)
To	N of CR 427 (MP 49.4)
Length	5.48
Managed by	FDOT
MTP Ref	ID # 1012, Pg. 70
SIS	Yes
Adopted/Revised	FY 26-30 TIP

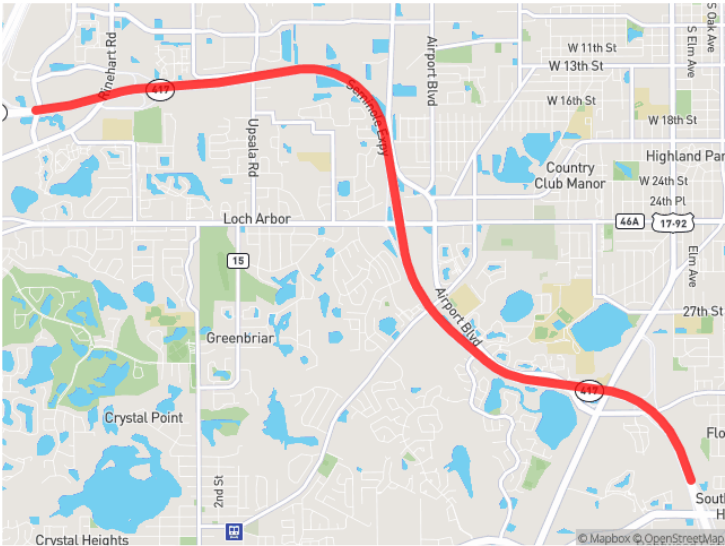


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	PKYI	-	-	-	\$500,000	-	\$500,000
Total ENV		-	-	-	\$500,000	-	\$500,000
RRU	PKYI	-	\$30,000	-	-	-	\$30,000
Total RRU		-	\$30,000	-	-	-	\$30,000
Total Active Years		-	\$30,000	-	\$500,000	-	\$530,000
Total Prior Costs		-	-	-	-	-	\$12,989,640
Total Future Costs		-	-	-	-	-	\$468,347,844
Total Pro-programmed		-	\$30,000	-	\$500,000	-	\$481,867,484

437953-1 - Widen Seminole Expy. (SR 417)

Add Lanes & Reconstruct

From	N of CR 427 (MP 49.4)
To	N of Rinehart Rd. (MP 55.1)
Length	5.65
Managed by	FDOT
MTP Ref	# EC408, Pg. 58
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYI	-	-	-	\$11,072,172	-	\$11,072,172
Total PE		-	-	-	\$11,072,172	-	\$11,072,172
Total Active Years		-	-	-	\$11,072,172	-	\$11,072,172
Total Prior Costs		-	-	-	-	-	\$80,838
Total Future Costs		-	-	-	-	-	\$750,000
Total Programmed		-	-	-	\$11,072,172	-	\$11,903,010

450419-1 - Wekiva Pkwy. Asset Maintenance

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC773, Pg. 68
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TMBW	\$2,108,901	\$2,108,901	\$1,054,451	-	-	\$5,272,253
Total MNT		\$2,108,901	\$2,108,901	\$1,054,451	-	-	\$5,272,253
Total Active Years		\$2,108,901	\$2,108,901	\$1,054,451	-	-	\$5,272,253
Total Prior Costs		-	-	-	-	-	\$2,652,566
Total Pro-programmed		\$2,108,901	\$2,108,901	\$1,054,451	-	-	\$7,924,819

**455180-1 - Wekiva Traffic and Revenue**

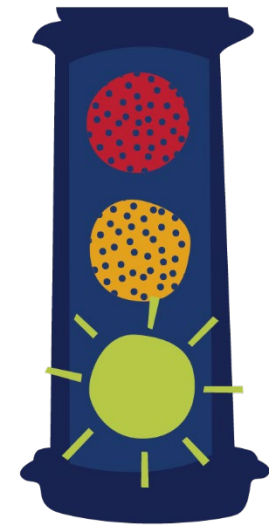
Traffic Engineering Study

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC241, Pg. 79
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DSBW	\$70,000	-	\$70,000	-	-	\$140,000
Total PE		\$70,000	-	\$70,000	-	-	\$140,000
Total Active Years		\$70,000	-	\$70,000	-	-	\$140,000
Total Prior Costs		-	-	-	-	-	\$87,366
Total Programmed		\$70,000	-	\$70,000	-	-	\$227,366

## Section 7: Traffic Operations & Safety Projects

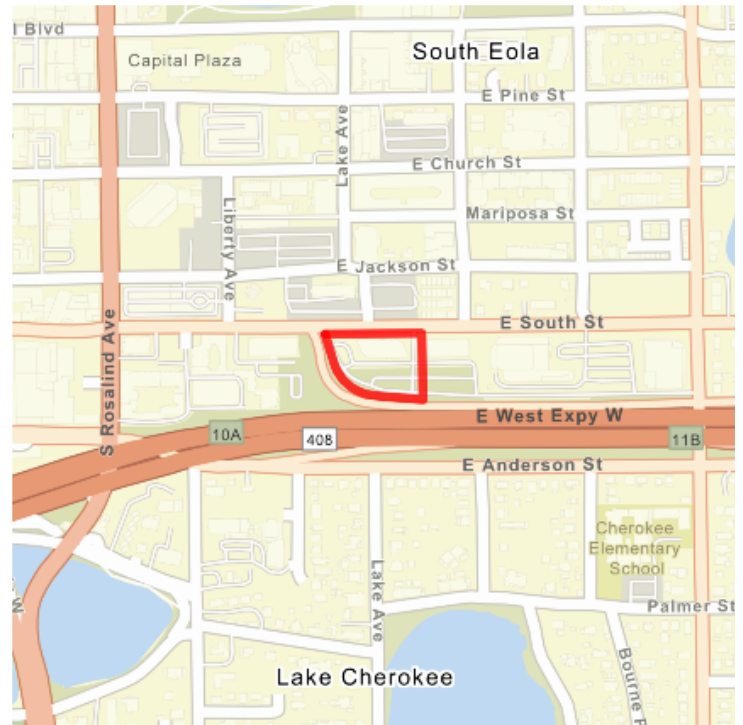
This section includes projects that use innovative strategies or leverage existing technology deployments to improve travel time reliability on existing roadways without adding capacity and use such methods as adding turn lanes at intersections, computerized traffic signal systems, integrated corridor management, traveler information, etc. The TSM&O category includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Safety projects are also included in this section of the TIP. These projects are prioritized and programmed by MetroPlan Orlando and implemented by local agencies, in coordination with FDOT.



**413019-5 - Orange Traffic Engineering Contracts**

## Traffic Signals

From	-
To	-
Length	0
Managed by	Orange Co.
MTP Ref	ID # EC729, Pg. 104
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DDR	\$2,881,922	-	-	-	-	\$2,881,922
OPS	DITS	\$234,467	\$3,096,450	-	-	-	\$3,330,917
Total OPS		\$3,116,389	\$3,096,450	-	-	-	\$6,212,839
Total Active Years		\$3,116,389	\$3,096,450	-	-	-	\$6,212,839
Total Prior Costs		-	-	-	-	-	\$30,091,704
Total Pro-programmed		\$3,116,389	\$3,096,450	-	-	-	\$36,304,543



**437508-2 - Orlando Citywide Pedestrian Traffic Signals**

## Traffic Signals

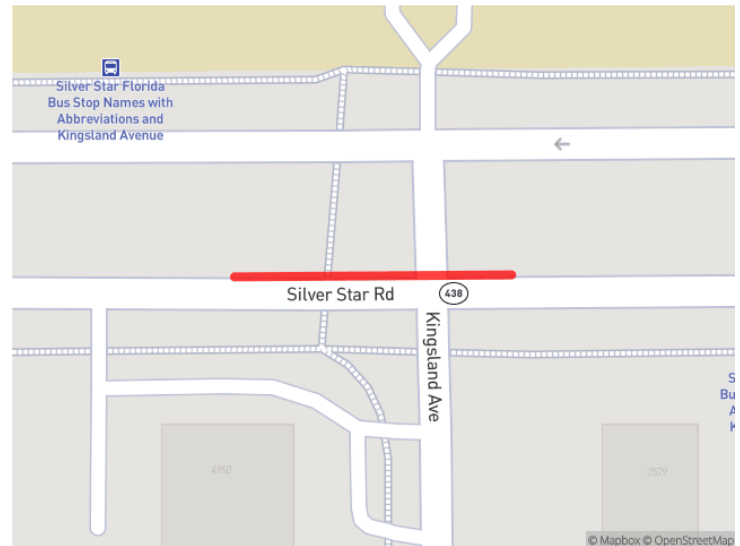
From	-
To	-
Length	0
Managed by	City of Orlando
MTP Ref	ID # EC145, Pg. 143
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSU	\$1,216,194	-	-	-	-	\$1,216,194
CST	SU	\$737,230	-	-	-	-	\$737,230
Total CST		\$1,953,424	-	-	-	-	\$1,953,424
Total Active Years		\$1,953,424	-	-	-	-	\$1,953,424
Total Programmed		\$1,953,424	-	-	-	-	\$1,953,424

**445696-1 - SR 438 Intersection Improvements**

Safety Project

<b>From</b>	Kingsland Ave.
<b>To</b>	-
<b>Length</b>	0.02
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC256, Pg. 145
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

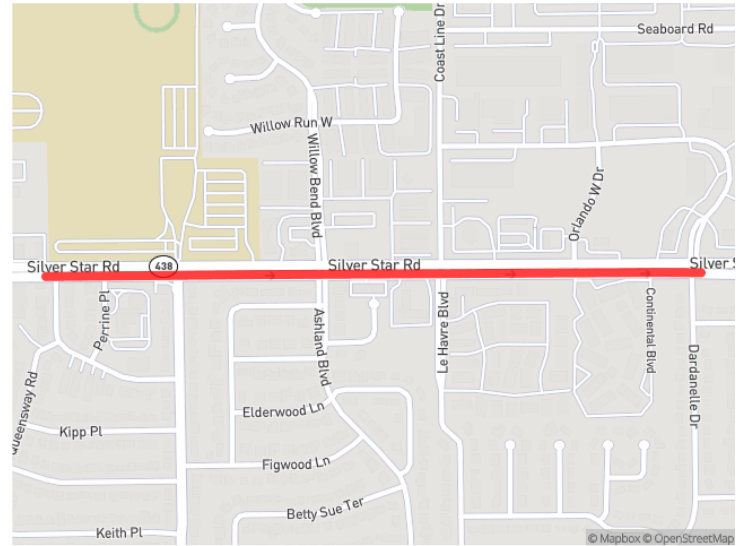


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	ACSS	\$1,214,000	-	\$82,000	-	-	\$1,296,000
ROW	DIH	\$30,000	\$30,000	-	-	-	\$60,000
ROW	SA	-	\$843,000	-	-	-	\$843,000
Total ROW		\$1,244,000	\$873,000	\$82,000	-	-	\$2,199,000
CST	ACSS	-	\$1,692,834	-	-	-	\$1,692,834
CST	DIH	-	\$10,620	-	-	-	\$10,620
CST	SA	-	\$10,620	-	-	-	\$10,620
Total CST		-	\$1,714,074	-	-	-	\$1,714,074
Total Active Years		\$1,244,000	\$2,587,074	\$82,000	-	-	\$3,913,074
Total Prior Costs		-	-	-	-	-	\$1,227,310
Total Pro-programmed		\$1,244,000	\$2,587,074	\$82,000	-	-	\$5,140,384

**445696-2 - SR 438**

Safety Project

<b>From</b>	Le Harve Blvd./Coastal Line Dr.
<b>To</b>	Dardanelle Dr.
<b>Length</b>	0.3
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC257, Pg. 146
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	\$2,789,411	\$21,240	-	-	-	\$2,810,651
CST	DIH	\$10,599	-	-	-	-	\$10,599
CST	LF	\$430,540	-	-	-	-	\$430,540
Total CST		\$3,230,550	\$21,240	-	-	-	\$3,251,790
Total Active Years		\$3,230,550	\$21,240	-	-	-	\$3,251,790
Total Prior Costs		-	-	-	-	-	\$1,283,119
Total Pro-programmed		\$3,230,550	\$21,240	-	-	-	\$4,534,909

445772-1 - SR 500

Traffic Signals

From	Clarcona-Ocoee Rd.
To	-
Length	0.08
Managed by	FDOT
MTP Ref	ID # EC170, Pg. 146
SIS	No
Adopted/Revised	FY 26-30 TIP

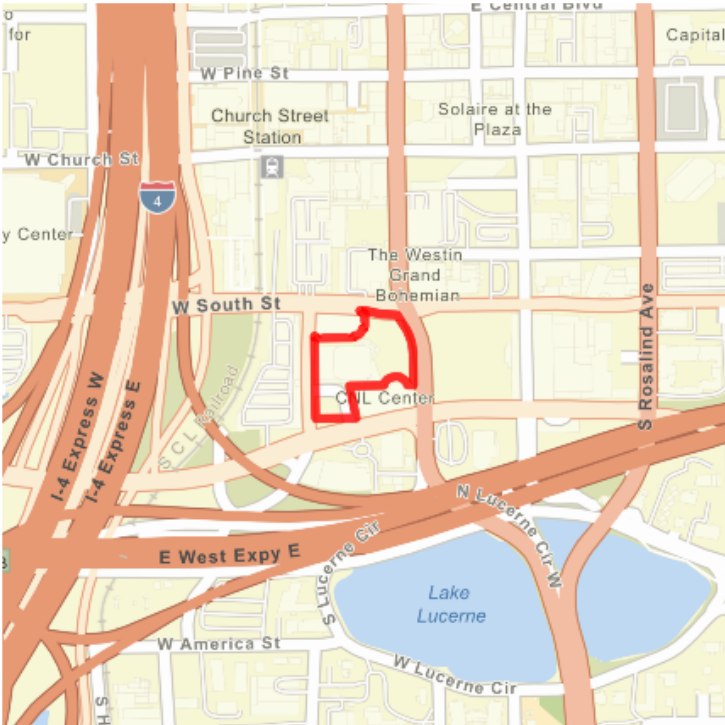


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	\$2,801,442	-	-	-	-	\$2,801,442
CST	DIH	\$10,300	-	-	-	-	\$10,300
Total CST		\$2,811,742	-	-	-	-	\$2,811,742
Total Active Years		\$2,811,742	-	-	-	-	\$2,811,742
Total Prior Costs		-	-	-	-	-	\$615,294
Total Pro-programmed		\$2,811,742	-	-	-	-	\$3,427,036

447388-3 - UPS Expansion Phase 2

Traffic Control Devices/System

From	-
To	-
Length	0
Managed by	City of Orlando
MTP Ref	ID # EC765, Pg. 156
SIS	No
Adopted/Revised	FY 26-30 TIP

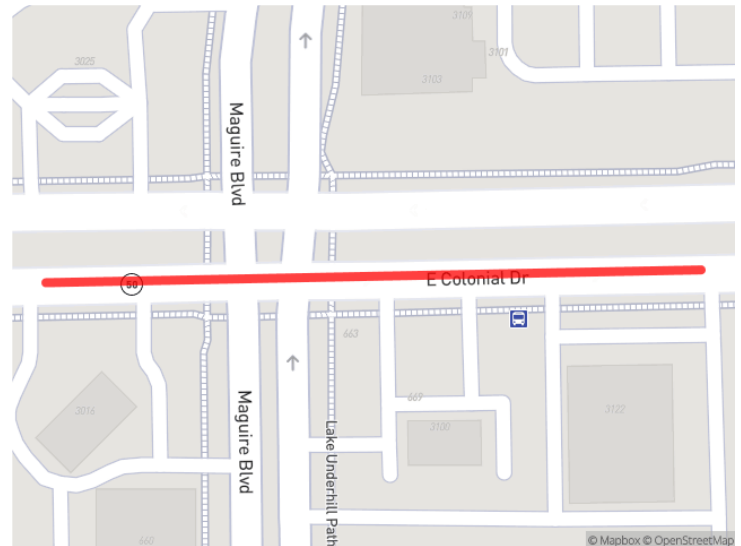


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	\$269,401	-	-	-	-	\$269,401
CST	SU	\$629,439	-	-	-	-	\$629,439
Total CST		\$898,840	-	-	-	-	\$898,840
Total Active Years		\$898,840	-	-	-	-	\$898,840
Total Programmed		\$898,840	-	-	-	-	\$898,840

**447593-1 - SR 50/Colonial Dr.**

## Traffic Signals

<b>From</b>	Maguire Blvd.
<b>To</b>	-
<b>Length</b>	0.09
<b>Managed by</b>	FDOT
<b>MTP Ref</b>	ID # EC262, Pg. 147
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

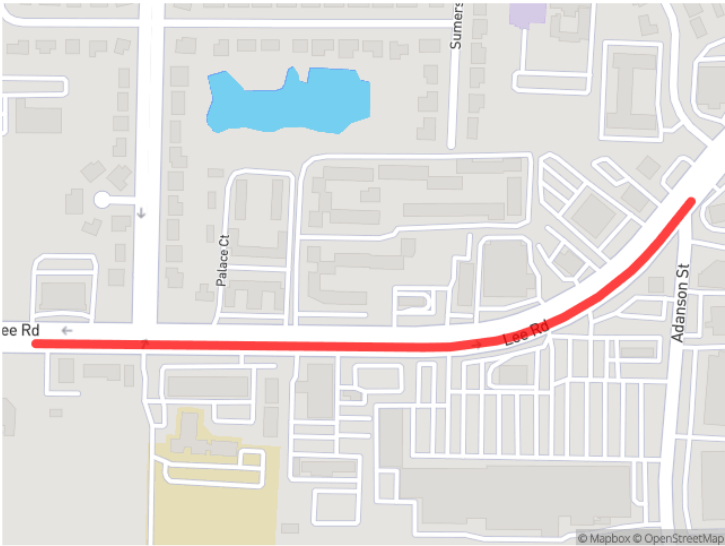


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	ACSS	\$291,062	-	-	-	-	\$291,062
ROW	DIH	\$32,508	-	-	-	-	\$32,508
ROW	SA	-	\$222,105	-	-	-	\$222,105
Total ROW		\$323,570	\$222,105	-	-	-	\$545,675
CST	ACSS	-	\$2,013,640	-	-	-	\$2,013,640
CST	DIH	-	\$10,620	-	-	-	\$10,620
CST	LF	-	\$196,682	-	-	-	\$196,682
Total CST		-	\$2,220,942	-	-	-	\$2,220,942
Total Active Years		\$323,570	\$2,443,047	-	-	-	\$2,766,617
Total Prior Costs		-	-	-	-	-	\$2,450,064
Total Programmed		\$323,570	\$2,443,047	-	-	-	\$5,216,681

449214-1 - SR 423

Intersection Improvement

From	Kingswood Dr.
To	Adanson St.
Length	0.45
Managed by	FDOT
MTP Ref	ID # EC267, Pg. 148
SIS	No
Adopted/Revised	FY 26-30 TIP

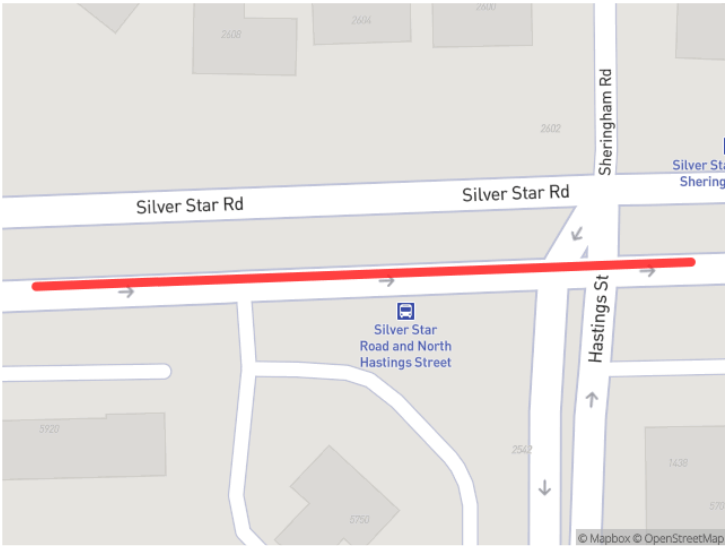


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	\$72,100	-	-	-	-	\$72,100
CST	SA	\$239,954	-	-	-	-	\$239,954
Total CST		\$312,054	-	-	-	-	\$312,054
Total Active Years		\$312,054	-	-	-	-	\$312,054
Total Prior Costs		-	-	-	-	-	\$509,727
Total Programmed		\$312,054	-	-	-	-	\$821,781

450329-1 - SR 438 Intersection Improvements

Traffic Control Devices/System

From	Hastings St./Sheringham Rd.
To	-
Length	0.08
Managed by	FDOT
MTP Ref	ID # EC516, Pg. 152
SIS	No
Adopted/Revised	FY 26-30 TIP



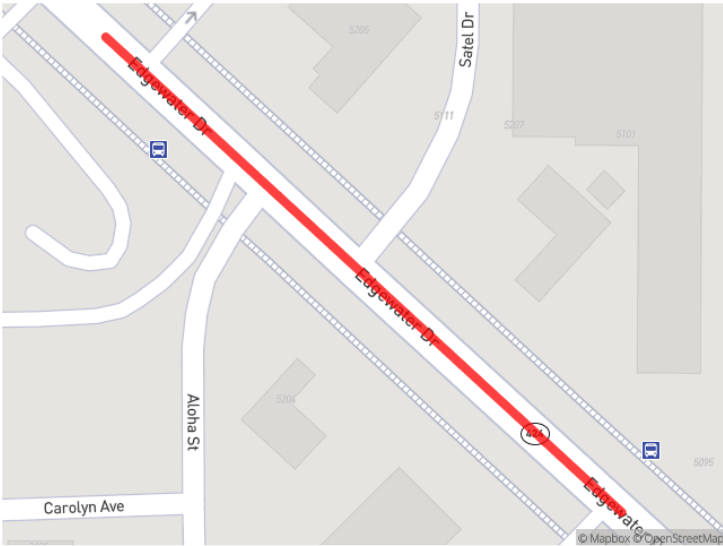
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	\$936,976	-	-	-	-	\$936,976
CST	DIH	\$19,341	-	-	-	-	\$19,341
CST	TALT	\$332,175	-	-	-	-	\$332,175
Total CST		\$1,288,492	-	-	-	-	\$1,288,492
Total Active Years		\$1,288,492	-	-	-	-	\$1,288,492
Total Prior Costs		-	-	-	-	-	\$407,033
Total Pro-programmed		\$1,288,492	-	-	-	-	\$1,695,525



450531-1 - SR 424 (Edgewater Dr.)

Traffic Signals

From	S of Satel Dr.
To	N of Aloha St.
Length	0.09
Managed by	FDOT
MTP Ref	ID # EC517, Pg. 152
SIS	No
Adopted/Revised	FY 26-30 TIP

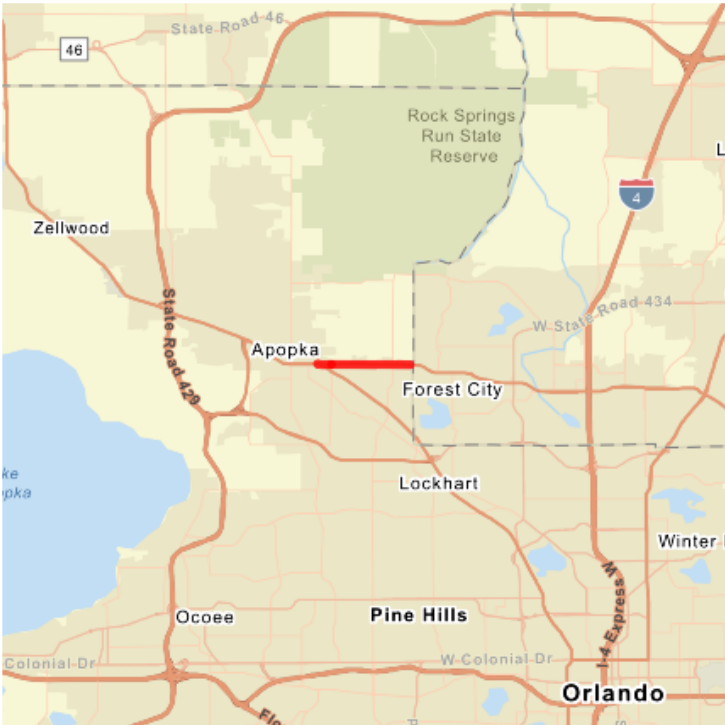


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	-	\$1,292,945	-	-	\$1,292,945
CST	DIH	-	-	\$9,535	-	-	\$9,535
Total CST		-	-	\$1,302,480	-	-	\$1,302,480
Total Active Years		-	-	\$1,302,480	-	-	\$1,302,480
Total Prior Costs		-	-	-	-	-	\$500,414
Total Programmed		-	-	\$1,302,480	-	-	\$1,802,894

450640-2 - SR 436

Traffic Ops Improvement

From	US 441
To	Seminole Co. Line
Length	2.27
Managed by	FDOT
MTP Ref	ID # EC524, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP

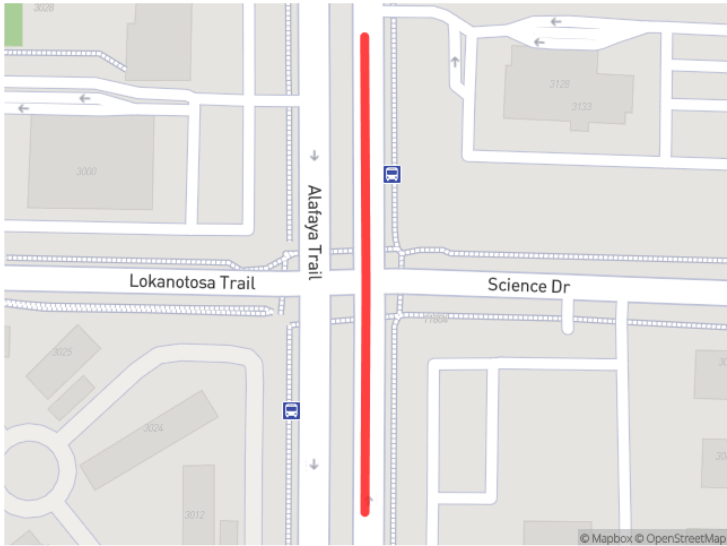


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$561,404	-	-	-	-	\$561,404
CST	DIH	\$33,178	-	-	-	-	\$33,178
Total CST		\$594,582	-	-	-	-	\$594,582
Total Active Years		\$594,582	-	-	-	-	\$594,582
Total Prior Costs		-	-	-	-	-	\$26,496
Total Pro-programmed		\$594,582	-	-	-	-	\$621,078

451245-1 - SR 434 (Alafaya Trail)

Safety Project

From	Lokanotosa Trail/Science Dr.
To	-
Length	0.1
Managed by	FDOT
MTP Ref	ID # EC531, Pg. 94
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	\$978,581	-	-	-	\$978,581
CST	DIH	-	\$10,620	-	-	-	\$10,620
CST	TALT	-	\$311,203	-	-	-	\$311,203
Total CST		-	\$1,300,404	-	-	-	\$1,300,404
Total Active Years		-	\$1,300,404	-	-	-	\$1,300,404
Total Prior Costs		-	-	-	-	-	\$460,136
Total Pro-programmed		-	\$1,300,404	-	-	-	\$1,760,540

451246-1 - SR 435

Safety Project

From	CR 526 (Old Winter Garden Rd.)
To	-
Length	0.1
Managed by	FDOT
MTP Ref	ID # EC532, Pg. 93
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	\$348,281	-	-	-	\$348,281
CST	DIH	-	\$10,620	-	-	-	\$10,620
Total CST		-	\$358,901	-	-	-	\$358,901
Total Active Years		-	\$358,901	-	-	-	\$358,901
Total Prior Costs		-	-	-	-	-	\$570,336
Total Programmed		-	\$358,901	-	-	-	\$929,237

451256-1 - SR 436 (Semoran Blvd.)

Safety Project

From	University Blvd./Scarlet Rd.
To	-
Length	0.1
Managed by	FDOT
MTP Ref	ID # EC534, Pg. 93
SIS	No
Adopted/Revised	FY 26-30 TIP

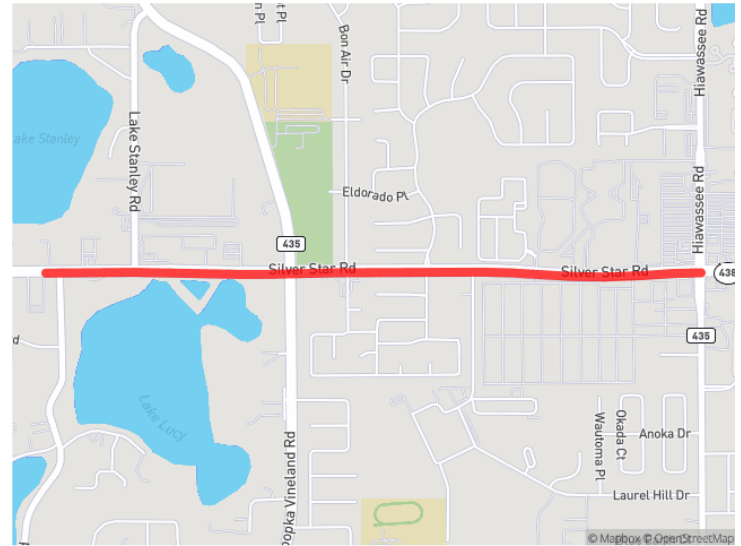


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	\$1,250,391	-	-	-	\$1,250,391
CST	DDR	-	\$136,325	-	-	-	\$136,325
CST	DIH	-	\$10,620	-	-	-	\$10,620
Total CST		-	\$1,397,336	-	-	-	\$1,397,336
Total Active Years		-	\$1,397,336	-	-	-	\$1,397,336
Total Prior Costs		-	-	-	-	-	\$473,724
Total Pro-grammed		-	\$1,397,336	-	-	-	\$1,871,060

**451372-1 - SR 438**

Safety Project

From	Lake Stanley Rd.
To	Hiawasse Rd.
Length	1.26
Managed by	FDOT
MTP Ref	ID # EC539, Pg. 93
SIS	No
Adopted/Revised	FY 26-30 TIP

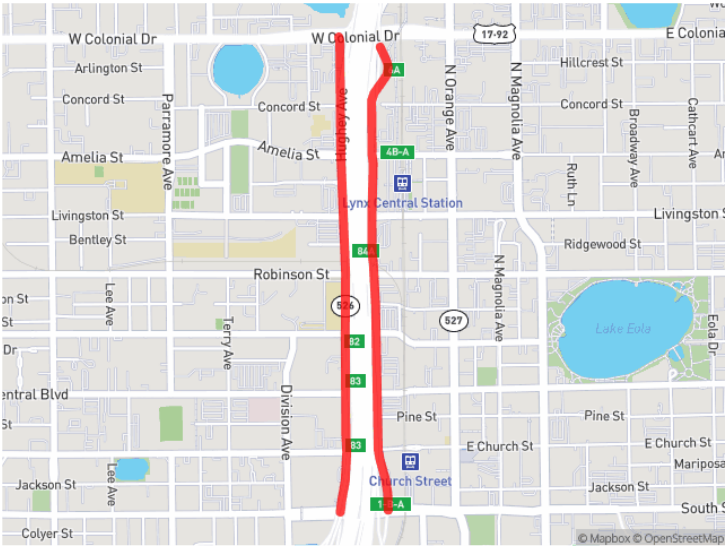


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	\$3,884,895	-	-	-	\$3,884,895
CST	DIH	-	\$44,127	-	-	-	\$44,127
CST	LF	-	\$424,800	-	-	-	\$424,800
CST	TALT	-	\$1,736,051	-	-	-	\$1,736,051
Total CST		-	\$6,089,873	-	-	-	\$6,089,873
Total Active Years		-	\$6,089,873	-	-	-	\$6,089,873
Total Prior Costs		-	-	-	-	-	\$1,095,428
Total Programmed		-	\$6,089,873	-	-	-	\$7,185,301

452291-1 - Garland Ave. Bundle #B27 & Hughey Ave Bundle #26

Traffic Ops Improvement

From	-
To	-
Length	2.01
Managed by	City of Orlando
MTP Ref	ID # B26 & B27, Pg. 157
SIS	No
Adopted/Revised	FY 26-30 TIP

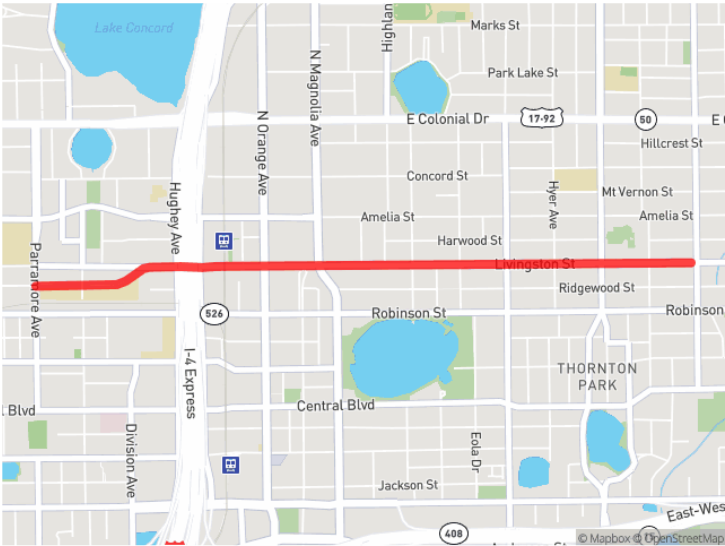


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	\$705,120	-	-	\$705,120
Total PE		-	-	\$705,120	-	-	\$705,120
Total Active Years		-	-	\$705,120	-	-	\$705,120
Total Pro-programmed		-	-	\$705,120	-	-	\$705,120

452303-1 - Livingston St. ITS/Safety Project

Traffic Ops Improvement

From	N Parramore Ave.
To	Mills Ave.
Length	1.75
Managed by	City of Orlando
MTP Ref	ID # B22, Pg. 158
SIS	No
Adopted/Revised	FY 26-30 TIP



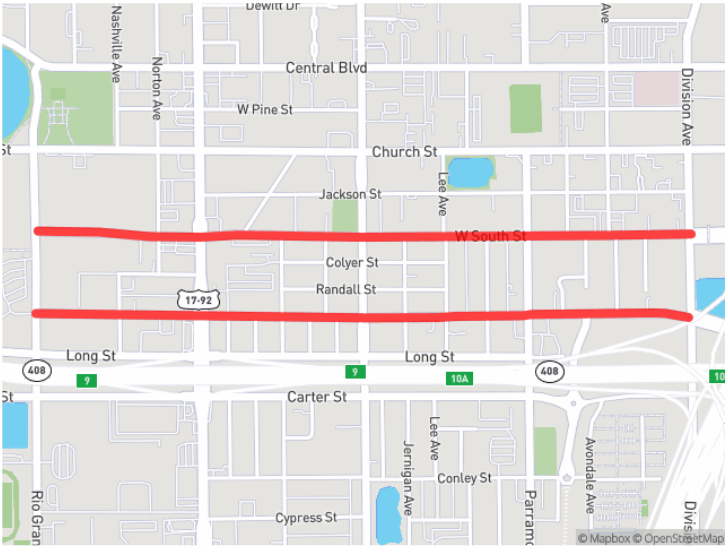
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	\$426,000	-	-	\$426,000
Total PE		-	-	\$426,000	-	-	\$426,000
Total Active Years		-	-	\$426,000	-	-	\$426,000
Total Pro-programmed		-	-	\$426,000	-	-	\$426,000



452304-1 - West South St. / West Anderson St. Bundle #B25

Traffic Ops Improvement

From	-
To	-
Length	2
Managed by	City of Orlando
MTP Ref	ID # B25, Pg. 157
SIS	No
Adopted/Revised	FY 26-30 TIP

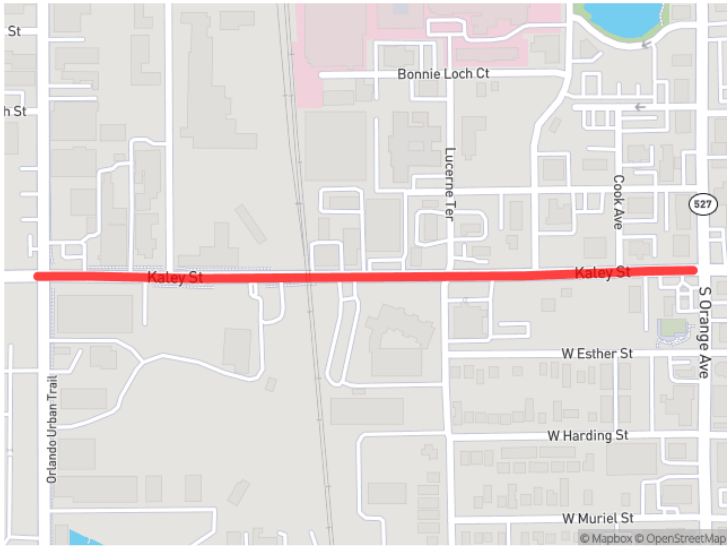


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	-	\$455,000	-	-	\$455,000
Total PE		-	-	\$455,000	-	-	\$455,000
Total Active Years		-	-	\$455,000	-	-	\$455,000
Total Pro-programmed		-	-	\$455,000	-	-	\$455,000

452359-1 - Kaley Ave. Signal Project

Traffic Signals

From	-
To	-
Length	0.5
Managed by	City of Orlando
MTP Ref	ID # 3052, Pg. 158
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	-	\$150,820	-	-	\$150,820
CST	SU	-	-	\$594,680	-	-	\$594,680
Total CST		-	-	\$745,500	-	-	\$745,500
Total Active Years		-	-	\$745,500	-	-	\$745,500
Total Pro-programmed		-	-	\$745,500	-	-	\$745,500

**452359-2 - Kaley Ave. Signal Project**

## Traffic Signals

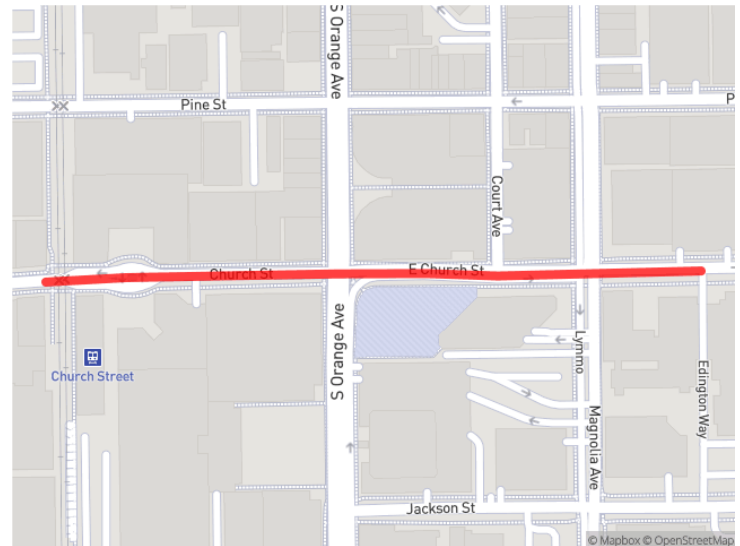
From	-
To	-
Length	0.5
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	\$30,413	-	-	-	-	\$30,413
PE	SU	\$161,200	-	-	-	-	\$161,200
Total PE		\$191,613	-	-	-	-	\$191,613
Total Active Years		\$191,613	-	-	-	-	\$191,613
Total Programmed		\$191,613	-	-	-	-	\$191,613

**452360-1 - Church St. Bundle #B24**

Traffic Ops Improvement

From	-
To	-
Length	1.95
Managed by	City of Orlando
MTP Ref	ID # B24, Pg. 157
SIS	No
Adopted/Revised	FY 26-30 TIP

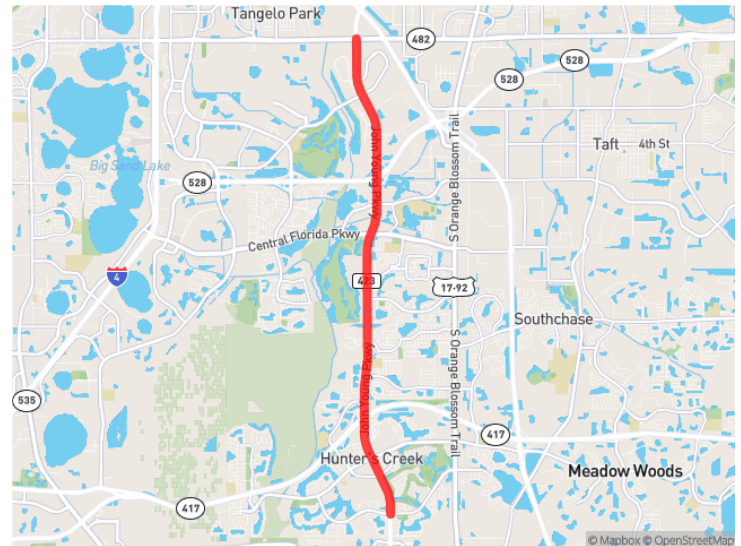


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	\$117,924	-	-	-	-	\$117,924
PE	SU	\$1,523,000	-	-	-	-	\$1,523,000
Total PE		\$1,640,924	-	-	-	-	\$1,640,924
CST	LF	-	-	\$12,598,487	-	-	\$12,598,487
CST	SU	-	-	\$4,968,200	-	-	\$4,968,200
Total CST		-	-	\$17,566,687	-	-	\$17,566,687
Total Active Years		\$1,640,924	-	\$17,566,687	-	-	\$19,207,611
Total Pro-programmed		\$1,640,924	-	\$17,566,687	-	-	\$19,207,611

**453466-1 - John Young Pkwy. ITS**

ITS Communication System

<b>From</b>	Hunters Creek Blvd.
<b>To</b>	SR 482/Sand Lake Rd.
<b>Length</b>	6.87
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	ID # 3261, Pg. 157
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

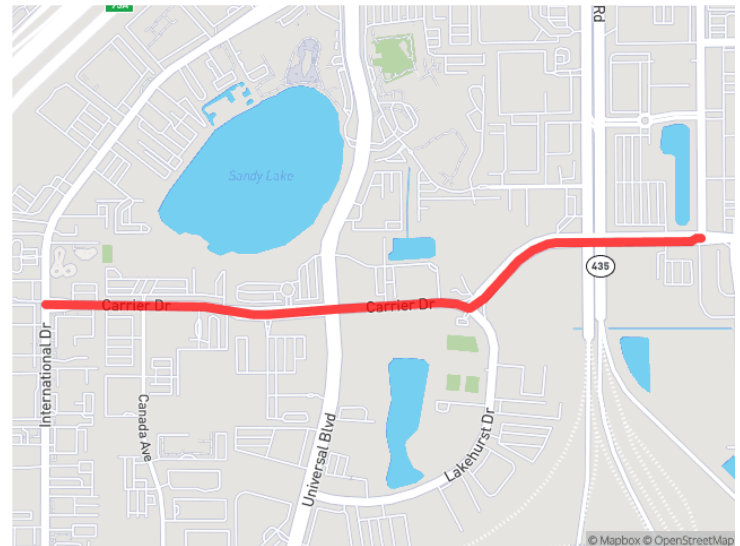


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	\$1,111,581	-	-	-	\$1,111,581
Total PE		-	\$1,111,581	-	-	-	\$1,111,581
CST	LF	-	-	-	\$3,364,000	-	\$3,364,000
CST	SU	-	-	-	\$5,131,000	-	\$5,131,000
Total CST		-	-	-	\$8,495,000	-	\$8,495,000
Total Active Years		-	\$1,111,581	-	\$8,495,000	-	\$9,606,581
Total Programmed		-	\$1,111,581	-	\$8,495,000	-	\$9,606,581

**453468-1 - Carrier Dr./Mandarin Dr/ TSMO Bundle #B33**

Traffic Ops Improvement

From	-
To	-
Length	1.61
Managed by	City of Orlando
MTP Ref	ID # B33, Pg. 158
SIS	No
Adopted/Revised	FY 26-30 TIP

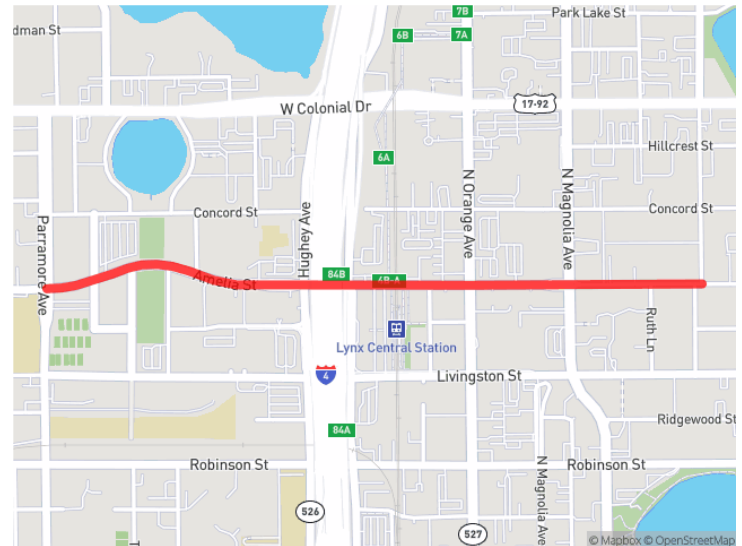


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	-	\$5,688	-	-	-	\$5,688
PE	SU	-	\$130,340	-	-	-	\$130,340
Total PE		-	\$136,028	-	-	-	\$136,028
CST	LF	-	-	-	\$239,418	-	\$239,418
CST	SU	-	-	-	\$753,722	-	\$753,722
Total CST		-	-	-	\$993,140	-	\$993,140
Total Active Years		-	\$136,028	-	\$993,140	-	\$1,129,168
Total Pro-programmed		-	\$136,028	-	\$993,140	-	\$1,129,168

**453487-1 - Amelia St. ITS Improvements**

ITS Communication System

<b>From</b>	N. Parramore Ave.
<b>To</b>	Highland Ave.
<b>Length</b>	0.94
<b>Managed by</b>	City of Orlando
<b>MTP Ref</b>	ID # B59, Pg. 158
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

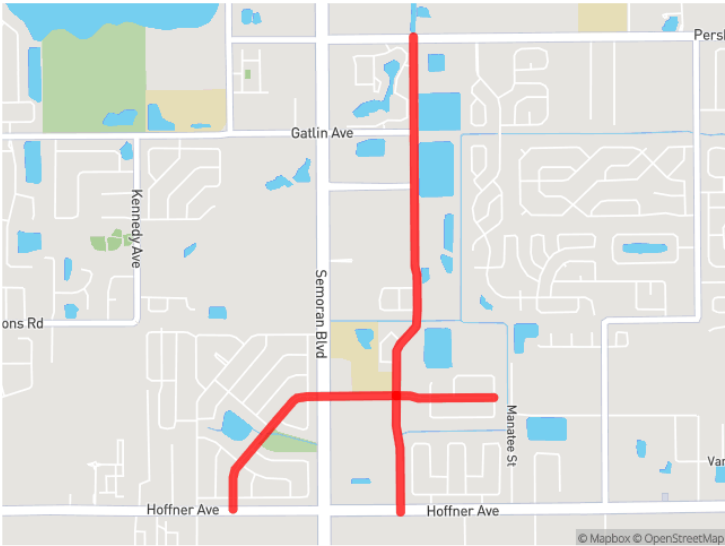


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	\$437,200	-	-	-	\$437,200
Total PE		-	\$437,200	-	-	-	\$437,200
CST	LF	-	-	-	\$434,944	-	\$434,944
CST	SU	-	-	-	\$1,710,166	-	\$1,710,166
Total CST		-	-	-	\$2,145,110	-	\$2,145,110
Total Active Years		-	\$437,200	-	\$2,145,110	-	\$2,582,310
Total Pro-programmed		-	\$437,200	-	\$2,145,110	-	\$2,582,310

453499-1 - Commander Dr. & Turnbull Dr. Bundle ITS/Tech. Improvements

ITS Communication System

From	-
To	-
Length	0
Managed by	City of Orlando
MTP Ref	ID # B41, Pg. 157
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	-	\$154,043	-	-	-	\$154,043
Total PE		-	\$154,043	-	-	-	\$154,043
CST	SU	-	-	-	\$923,006	-	\$923,006
Total CST		-	-	-	\$923,006	-	\$923,006
Total Active Years		-	\$154,043	-	\$923,006	-	\$1,077,049
Total Programmed		-	\$154,043	-	\$923,006	-	\$1,077,049



455107-1 - Orange Co. TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$1,537,000	\$1,583,000	-	\$3,120,000
Total MNT		-	-	\$1,537,000	\$1,583,000	-	\$3,120,000
Total Active Years		-	-	\$1,537,000	\$1,583,000	-	\$3,120,000
Total Pro-programmed		-	-	\$1,537,000	\$1,583,000	-	\$3,120,000

**455107-2 - City of Apopka TSMCA**

## Traffic Signals

From	-
To	-
Length	0
Managed by	Apopka
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$63,000	\$65,000	-	\$128,000
Total MNT		-	-	\$63,000	\$65,000	-	\$128,000
Total Active Years		-	-	\$63,000	\$65,000	-	\$128,000
Total Pro-programmed		-	-	\$63,000	\$65,000	-	\$128,000

455107-3 - City of Maitland TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Maitland
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$71,000	\$73,000	-	\$144,000
Total MNT		-	-	\$71,000	\$73,000	-	\$144,000
Total Active Years		-	-	\$71,000	\$73,000	-	\$144,000
Total Pro-programmed		-	-	\$71,000	\$73,000	-	\$144,000

455107-4 - City of Ocoee TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Ocoee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$49,000	\$50,000	-	\$99,000
Total MNT		-	-	\$49,000	\$50,000	-	\$99,000
Total Active Years		-	-	\$49,000	\$50,000	-	\$99,000
Total Pro-programmed		-	-	\$49,000	\$50,000	-	\$99,000

455107-5 - City of Orlando TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	City of Orlando
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$1,181,000	\$1,216,000	-	\$2,397,000
Total MNT		-	-	\$1,181,000	\$1,216,000	-	\$2,397,000
Total Active Years		-	-	\$1,181,000	\$1,216,000	-	\$2,397,000
Total Pro-programmed		-	-	\$1,181,000	\$1,216,000	-	\$2,397,000

455107-6 - City of Winter Garden TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Winter Garden
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$37,000	\$38,000	-	\$75,000
Total MNT		-	-	\$37,000	\$38,000	-	\$75,000
Total Active Years		-	-	\$37,000	\$38,000	-	\$75,000
Total Pro-programmed		-	-	\$37,000	\$38,000	-	\$75,000

455107-7 - City of Winter Park TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Winter Park
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$90,000	\$93,000	-	\$183,000
Total MNT		-	-	\$90,000	\$93,000	-	\$183,000
Total Active Years		-	-	\$90,000	\$93,000	-	\$183,000
Total Pro-programmed		-	-	\$90,000	\$93,000	-	\$183,000

**455107-8 - City of Belle Isle TSMCA**

## Traffic Signals

From	-
To	-
Length	0
Managed by	Belle Isle
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

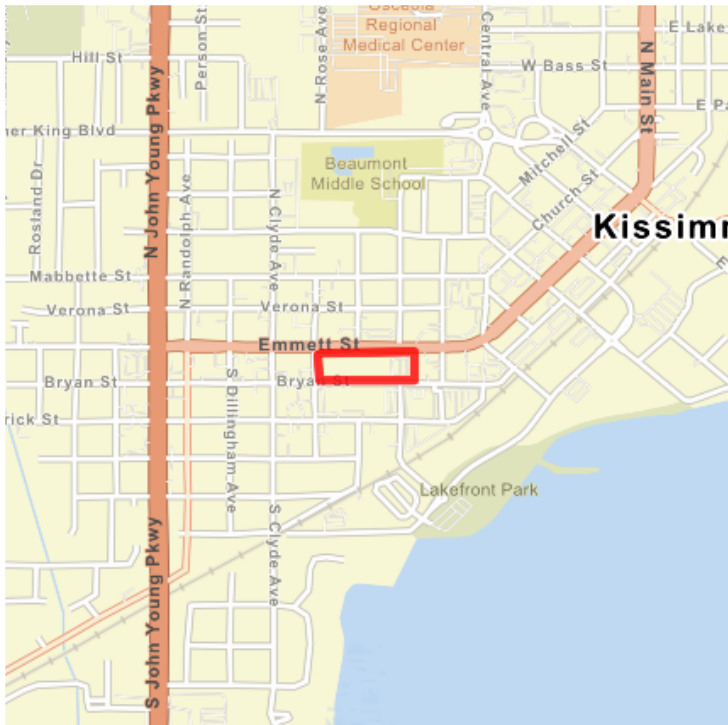
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$9,000	\$9,000	-	\$18,000
Total MNT		-	-	\$9,000	\$9,000	-	\$18,000
Total Active Years		-	-	\$9,000	\$9,000	-	\$18,000
Total Pro-programmed		-	-	\$9,000	\$9,000	-	\$18,000



413019-6 - Osceola Traffic Engineering Contracts

Traffic Signals

From	-
To	-
Length	0
Managed by	Osceola Co.
MTP Ref	ID # EC730, Pg. 104
SIS	No
Adopted/Revised	FY 26-30 TIP

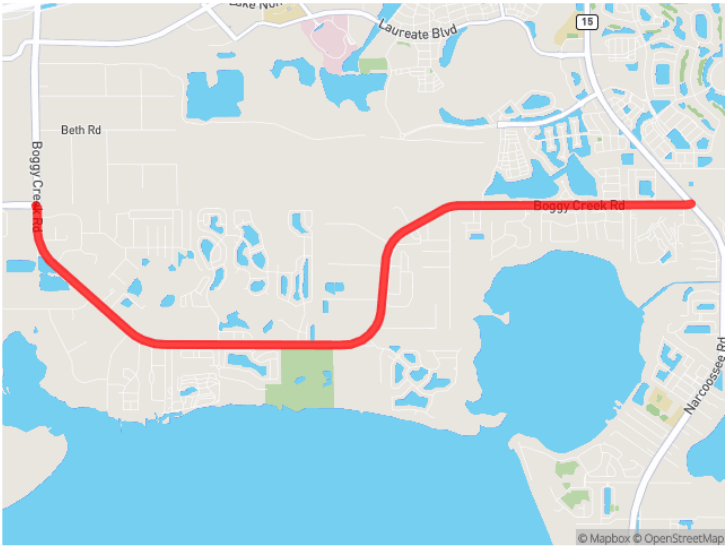


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DDR	\$499,800	\$515,550	-	-	-	\$1,015,350
OPS	DITS	\$29,944	-	-	-	-	\$29,944
Total OPS		\$529,744	\$515,550	-	-	-	\$1,045,294
Total Active Years		\$529,744	\$515,550	-	-	-	\$1,045,294
Total Prior Costs		-	-	-	-	-	\$4,941,351
Total Pro-programmed		\$529,744	\$515,550	-	-	-	\$5,986,645

448775-1 - Boggy Creek Rd.

ATMS - Arterial Traffic Management

From	Simpson Rd.
To	Narcoossee Rd.
Length	5.9
Managed by	Osceola Co.
MTP Ref	ID # EC275, Pg. 150
SIS	No
Adopted/Revised	FY 26-30 TIP

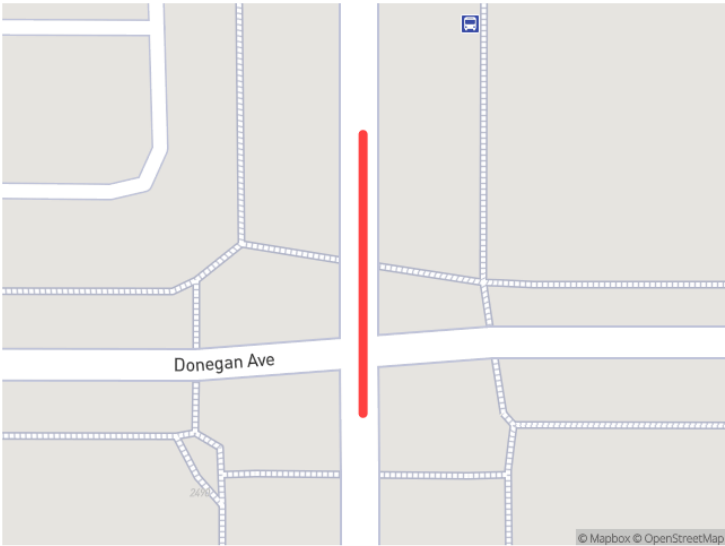


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	SU	\$3,862,000	-	-	-	-	\$3,862,000
Total CST		\$3,862,000	-	-	-	-	\$3,862,000
Total Active Years		\$3,862,000	-	-	-	-	\$3,862,000
Total Pro-programmed		\$3,862,000	-	-	-	-	\$3,862,000

450435-1 - SR 500/ US 441

Traffic Control Devices/System

From	Intersection of Donegan Ave.
To	-
Length	0.02
Managed by	FDOT
MTP Ref	ID # EC516, Pg. 152
SIS	Yes
Adopted/Revised	FY 26-30 TIP

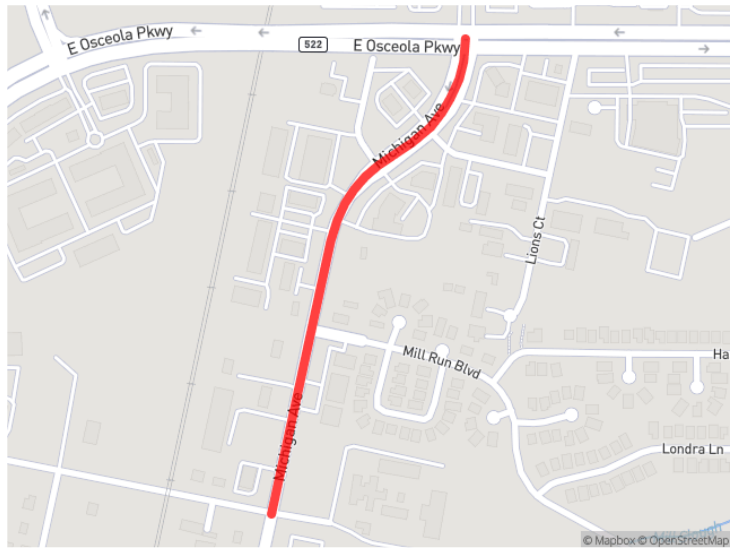


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSS	-	\$1,378,078	-	-	-	\$1,378,078
CST	DDR	-	\$22,029	-	-	-	\$22,029
CST	DIH	-	\$10,620	-	-	-	\$10,620
CST	TALT	-	\$453,257	-	-	-	\$453,257
Total CST		-	\$1,863,984	-	-	-	\$1,863,984
Total Active Years		-	\$1,863,984	-	-	-	\$1,863,984
Total Prior Costs		-	-	-	-	-	\$519,821
Total Pro-programmed		-	\$1,863,984	-	-	-	\$2,383,805

450974-1 - Michigan Ave. Safety Improvements

Safety Project

From	US 192
To	E of Osceola Pkwy.
Length	0.44
Managed by	Osceola Co.
MTP Ref	ID # EC529, Pg. 152
SIS	No
Adopted/Revised	FY 26-30 TIP

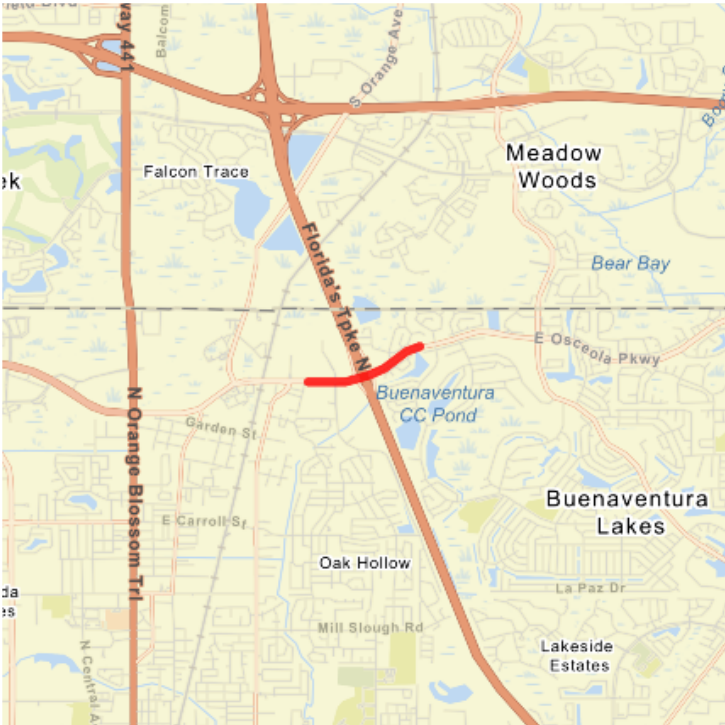


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	\$733,755	-	-	-	-	\$733,755
CST	TALT	\$1,624,011	-	-	-	-	\$1,624,011
Total CST		\$2,357,766	-	-	-	-	\$2,357,766
Total Active Years		\$2,357,766	-	-	-	-	\$2,357,766
Total Prior Costs		-	-	-	-	-	\$386,070
Total Programmed		\$2,357,766	-	-	-	-	\$2,743,836

454793-1 - Osceola Pkwy. ADMS Replacement

Dynamic Message Sign

From	MP 248.6
To	-
Length	0.76
Managed by	FDOT
MTP Ref	ID # EC812, Pg. 111
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	PKYR	\$300,000	-	-	-	-	\$300,000
Total PE		\$300,000	-	-	-	-	\$300,000
Total Active Years		\$300,000	-	-	-	-	\$300,000
Total Prior Costs		-	-	-	-	-	\$1,500
Total Programmed		\$300,000	-	-	-	-	\$301,500

455108-1 - Osceola Co. TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$414,000	\$426,000	-	\$840,000
Total MNT		-	-	\$414,000	\$426,000	-	\$840,000
Total Active Years		-	-	\$414,000	\$426,000	-	\$840,000
Total Pro-programmed		-	-	\$414,000	\$426,000	-	\$840,000

455108-2 - City of Kissimmee TSMCA

Traffic Signals

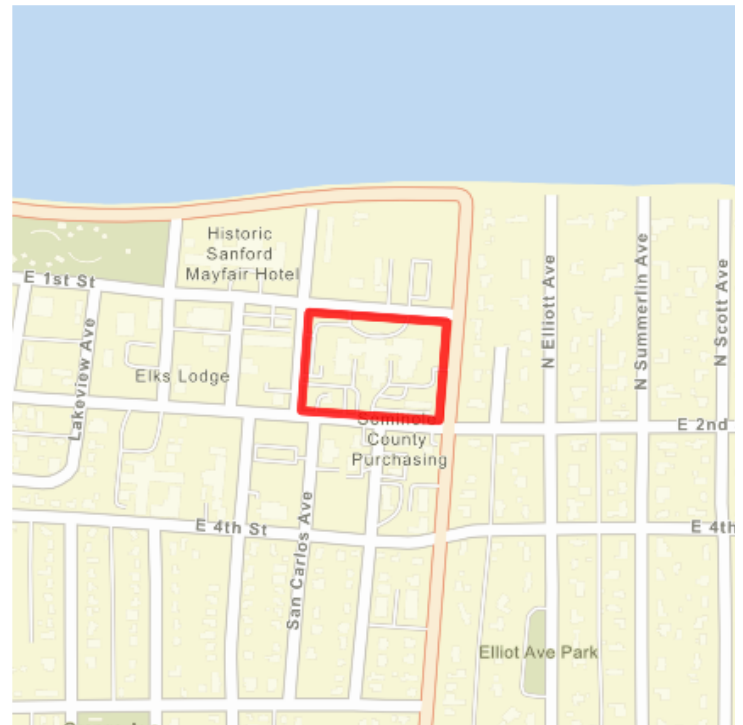
From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$92,000	\$95,000	-	\$187,000
Total MNT		-	-	\$92,000	\$95,000	-	\$187,000
Total Active Years		-	-	\$92,000	\$95,000	-	\$187,000
Total Pro-programmed		-	-	\$92,000	\$95,000	-	\$187,000

**413019-7 - Seminole Traffic Engineering Contracts**

## Traffic Signals

From	-
To	-
Length	0
Managed by	Seminole Co.
MTP Ref	ID # EC731, Pg. 104
SIS	No
Adopted/Revised	FY 26-30 TIP



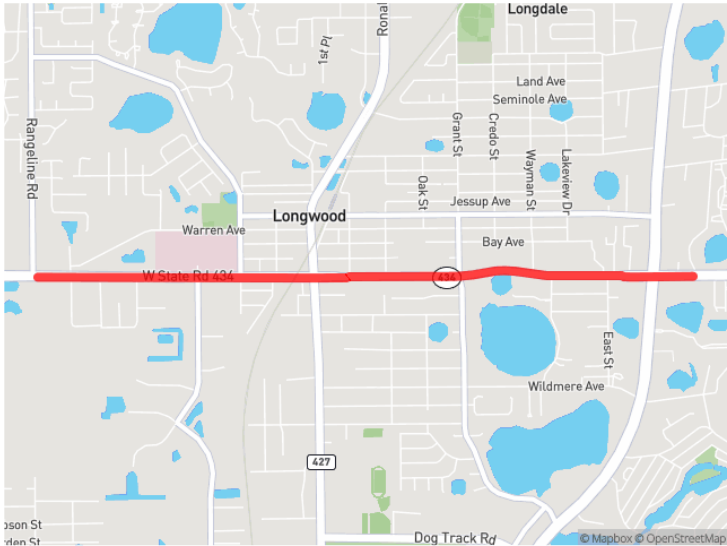
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DDR	\$1,391,250	-	-	-	-	\$1,391,250
OPS	DITS	\$52,520	\$1,433,250	-	-	-	\$1,485,770
Total OPS		\$1,443,770	\$1,433,250	-	-	-	\$2,877,020
Total Active Years		\$1,443,770	\$1,433,250	-	-	-	\$2,877,020
Total Prior Costs		-	-	-	-	-	\$12,827,924
Total Pro-programmed		\$1,443,770	\$1,433,250	-	-	-	\$15,704,944



441015-1 - SR 434

Pavement Only Resurface (Flex)

From	Rangeline Rd.
To	US 17-92
Length	2.25
Managed by	FDOT
MTP Ref	ID # EC276, Pg. 151
SIS	No
Adopted/Revised	FY 26-30 TIP

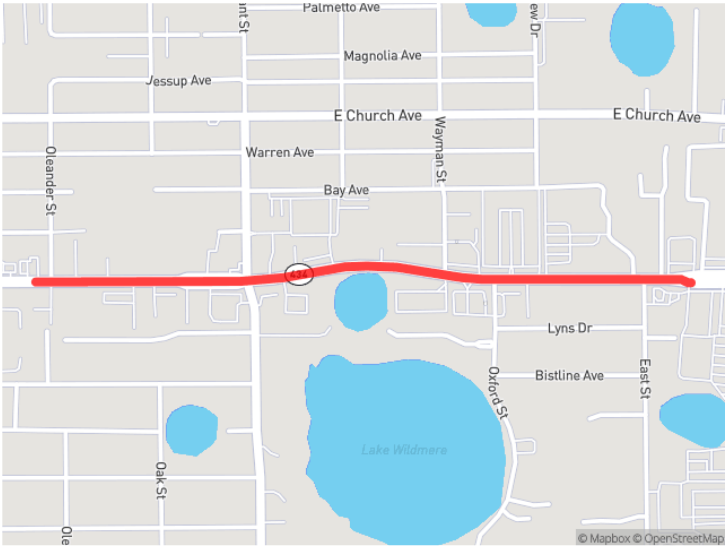


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$3,664,295	-	-	-	-	\$3,664,295
CST	DIH	\$10,599	-	-	-	-	\$10,599
CST	DS	\$869,674	-	-	-	-	\$869,674
Total CST		\$4,544,568	-	-	-	-	\$4,544,568
Total Active Years		\$4,544,568	-	-	-	-	\$4,544,568
Total Prior Costs		-	-	-	-	-	\$273,159
Total Pro-grammed		\$4,544,568	-	-	-	-	\$4,817,727

443838-1 - SR 434

Traffic Ops Improvement

From	Oleander St.
To	525' W of SR 15/600/US 17-92
Length	2.22
Managed by	FDOT
MTP Ref	ID # EC136, Pg. 90
SIS	No
Adopted/Revised	FY 26-30 TIP

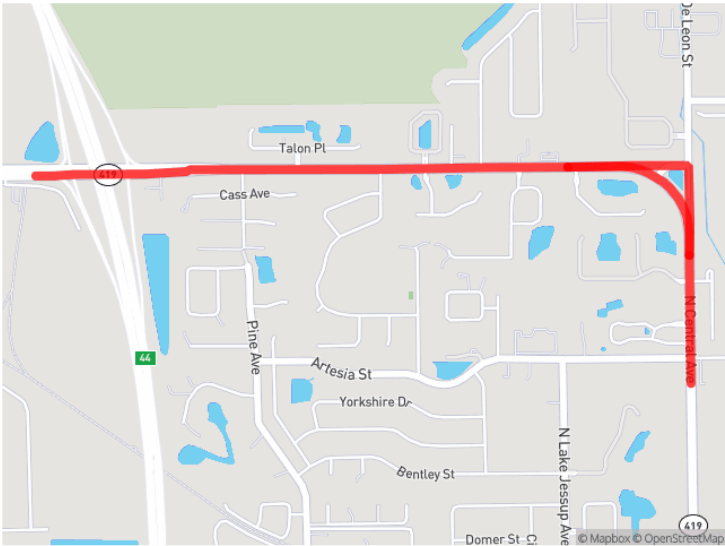


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DDR	\$303,850	-	-	\$79,240	-	\$383,090
CST	DIH	\$10,300	-	-	-	-	\$10,300
CST	SA	\$1,273,305	-	-	-	-	\$1,273,305
Total CST		\$1,587,455	-	-	\$79,240	-	\$1,666,695
Total Active Years		\$1,587,455	-	-	\$79,240	-	\$1,666,695
Total Prior Costs		-	-	-	-	-	\$4,041,434
Total Pro-programmed		\$1,587,455	-	-	\$79,240	-	\$5,708,129

446491-2 - SR 434 Roundabouts

Miscellaneous Construction

From	W of Jetta Pt.
To	S of Artesia St.
Length	2.06
Managed by	FDOT
MTP Ref	ID # EC478, Pg. 96
SIS	No
Adopted/Revised	FY 26-30 TIP



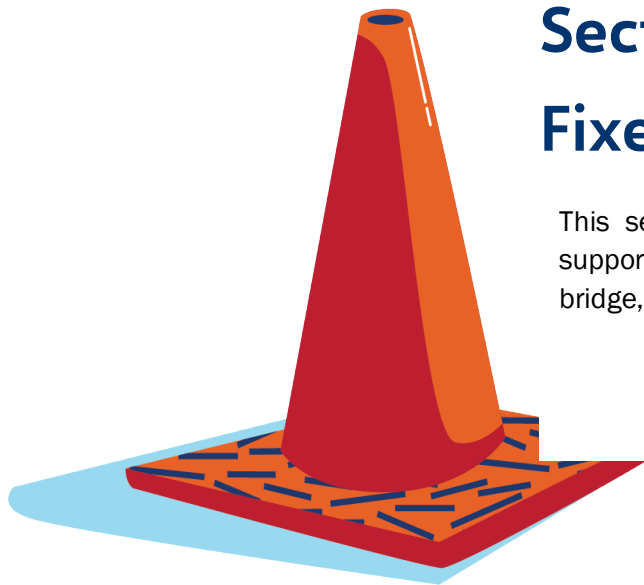
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	LF	\$5,404,000	-	-	-	-	\$5,404,000
ROW	SU	\$6,250,000	\$1,500,000	-	-	-	\$7,750,000
Total ROW		\$11,654,000	\$1,500,000	-	-	-	\$13,154,000
Total Active Years		\$11,654,000	\$1,500,000	-	-	-	\$13,154,000
Total Prior Costs		-	-	-	-	-	\$250,000
Total Pro-grammed		\$11,654,000	\$1,500,000	-	-	-	\$13,404,000

455109-1 - Seminole Co. TSMCA

Traffic Signals

From	-
To	-
Length	0
Managed by	Seminole Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$1,406,000	\$1,448,000	-	\$2,854,000
Total MNT		-	-	\$1,406,000	\$1,448,000	-	\$2,854,000
Total Active Years		-	-	\$1,406,000	\$1,448,000	-	\$2,854,000
Total Pro-programmed		-	-	\$1,406,000	\$1,448,000	-	\$2,854,000



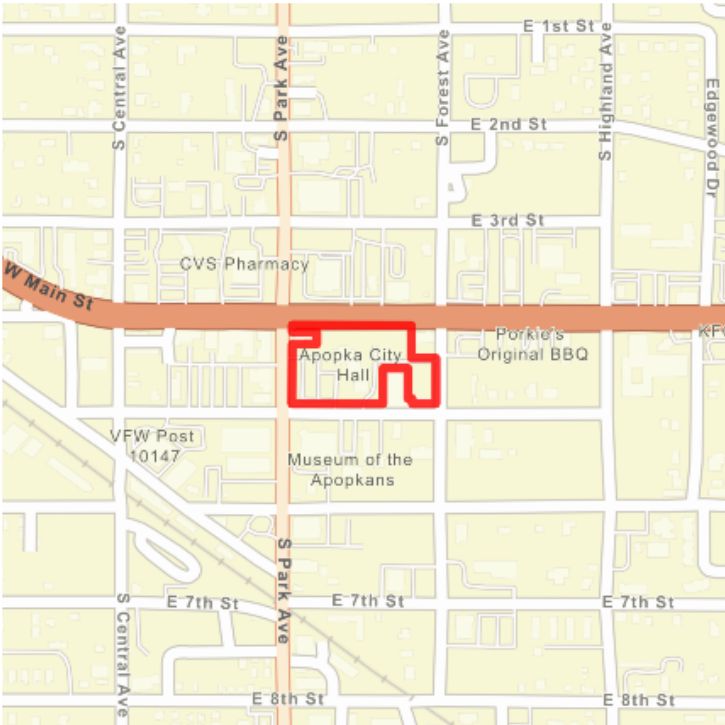
## Section 8: Maintenance & Fixed Capital Outlay Projects

This section includes maintenance projects and fixed capital expenses designed to support, operate, and maintain the state highway system including safety, resurfacing, bridge, product support, operations and maintenance, and administration.

244296-2 - City of Apopka MOA

Routine Maintenance

From	-
To	-
Length	0
Managed by	Apopka
MTP Ref	ID # EC294, Pg. 103
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$139,918	\$139,918	\$375,000	-	-	\$654,836
Total MNT		\$139,918	\$139,918	\$375,000	-	-	\$654,836
Total Active Years		\$139,918	\$139,918	\$375,000	-	-	\$654,836
Total Prior Costs		-	-	-	-	-	\$1,430,569
Total Pro-programmed		\$139,918	\$139,918	\$375,000	-	-	\$2,085,405

244298-1 - City of Ocoee MOA

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC295, Pg. 103
SIS	No
Adopted/Revised	FY 26-30 TIP

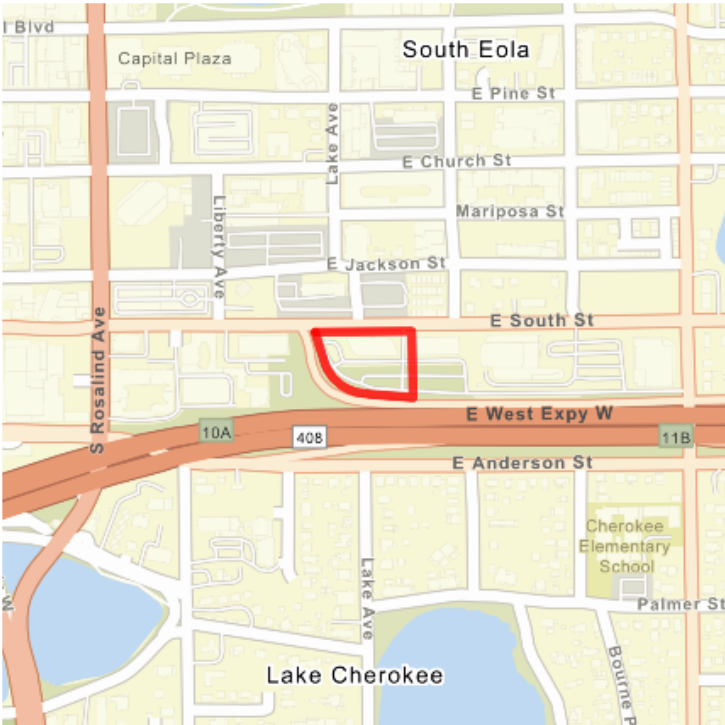


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$95,000	-	-	\$95,000
Total MNT		-	-	\$95,000	-	-	\$95,000
Total Active Years		-	-	\$95,000	-	-	\$95,000
Total Prior Costs		-	-	-	-	-	\$1,021,912
Total Programmed		-	-	\$95,000	-	-	\$1,116,912

244823-1 - Joint Pond Agreement With Orange Co.

Routine Maintenance

From	-
To	-
Length	0
Managed by	Orange Co.
MTP Ref	ID # EC298, Pg. 102
SIS	No
Adopted/Revised	FY 26-30 TIP



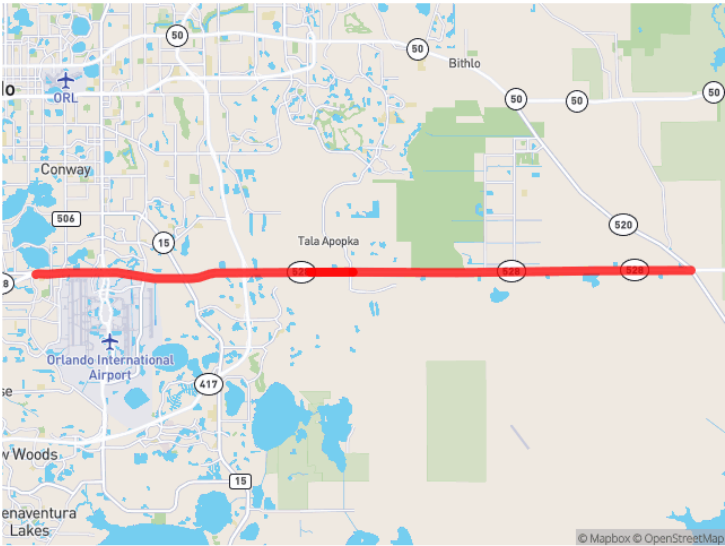
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	-	-	\$13,500	\$13,500
Total MNT		-	-	-	-	\$13,500	\$13,500
Total Active Years		-	-	-	-	\$13,500	\$13,500
Total Prior Costs		-	-	-	-	-	\$101,275
Total Programmed		-	-	-	-	\$13,500	\$114,775



245190-1 - O.O.C.E.A. MOA Countywide

Routine Maintenance

From	-
To	-
Length	22.46
Managed by	FDOT
MTP Ref	ID # EC302, Pg. 102
SIS	Yes
Adopted/Revised	FY 26-30 TIP

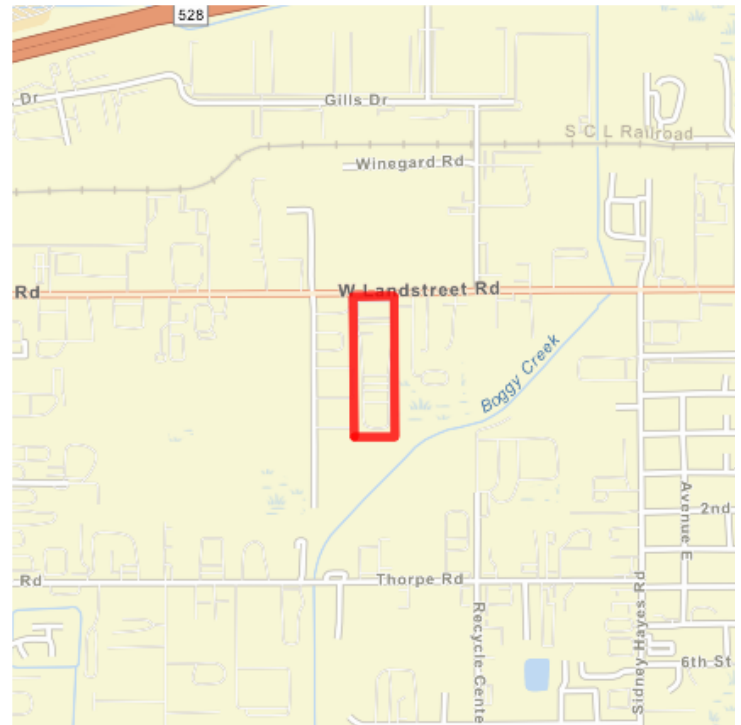


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TM11	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000
Total MNT		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000
Total Active Years		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000
Total Prior Costs		-	-	-	-	-	\$65,996,676
Total Future Costs		-	-	-	-	-	\$6,000,000
Total Pro-programmed		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$86,996,676

**413615-6 - Lighting Agreements**

## Lighting

From	In Orange Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC327, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$2,367,048	\$2,283,605	-	-	-	\$4,650,653
Total MNT		\$2,367,048	\$2,283,605	-	-	-	\$4,650,653
Total Active Years		\$2,367,048	\$2,283,605	-	-	-	\$4,650,653
Total Prior Costs		-	-	-	-	-	\$27,243,099
Total Programmed		\$2,367,048	\$2,283,605	-	-	-	\$31,893,752

416811-1 - Beachline (SR 528) East Toll Facilities Maintenance

Toll Plaza

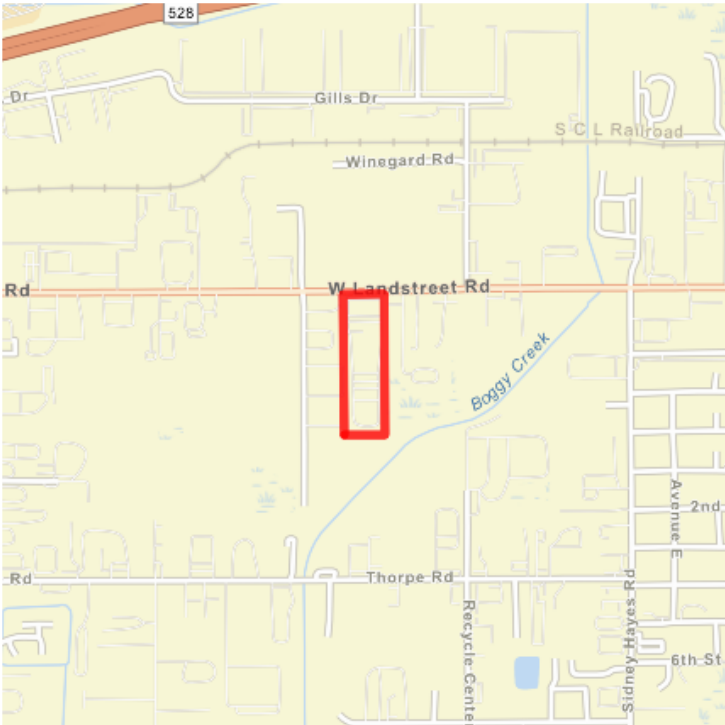
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC333, Pg. 56
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	PKM1	\$6,000	\$6,000	\$6,000	-	-	\$18,000
Total MNT		\$6,000	\$6,000	\$6,000	-	-	\$18,000
Total Active Years		\$6,000	\$6,000	\$6,000	-	-	\$18,000
Total Prior Costs		-	-	-	-	-	\$444,968
Total Pro-programmed		\$6,000	\$6,000	\$6,000	-	-	\$462,968

418108-1 - Orange Primary In-House

Routine Maintenance

From	In Orange Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC343, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP

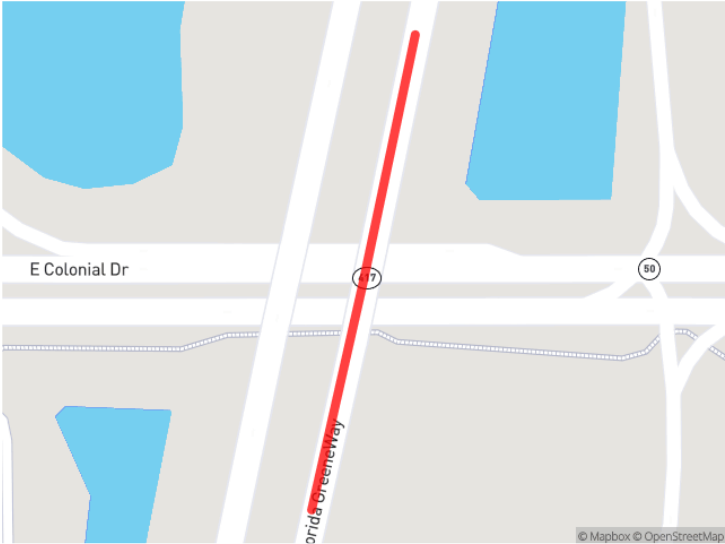


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$4,100,000	\$4,100,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,700,000
Total MNT		\$4,100,000	\$4,100,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,700,000
Total Active Years		\$4,100,000	\$4,100,000	\$3,500,000	\$3,500,000	\$3,500,000	\$18,700,000
Total Prior Costs		-	-	-	-	-	\$83,517,514
Total Pro-programmed		\$4,100,000	\$4,100,000	\$3,500,000	\$3,500,000	\$3,500,000	\$102,217,514

418232-2 - E-W Expy. SR 408 In-House

Routine Maintenance

From	SR 50
To	SR 50
Length	0
Managed by	FDOT
MTP Ref	ID # EC346, Pg. 31
SIS	No
Adopted/Revised	FY 26-30 TIP

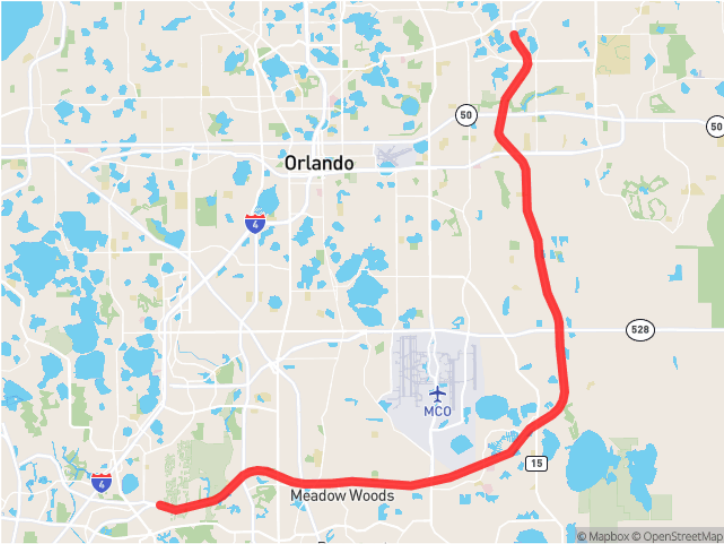


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TM11	\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total MNT		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Active Years		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Prior Costs		-	-	-	-	-	\$2,441
Total Pro-programmed		\$2,408	\$2,408	\$2,408	\$2,408	-	\$12,073

418232-4 - Eastern Beltway In-House

Routine Maintenance

From	SR 536 E&N
To	Seminole Co.
Length	0
Managed by	FDOT
MTP Ref	ID # EC348, Pg. 100
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TM11	\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total MNT		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Active Years		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Prior Costs		-	-	-	-	-	\$2,744
Total Pro-programmed		\$2,408	\$2,408	\$2,408	\$2,408	-	\$12,376

418232-5 - E-W Ext. SR 408 In-House

Routine Maintenance

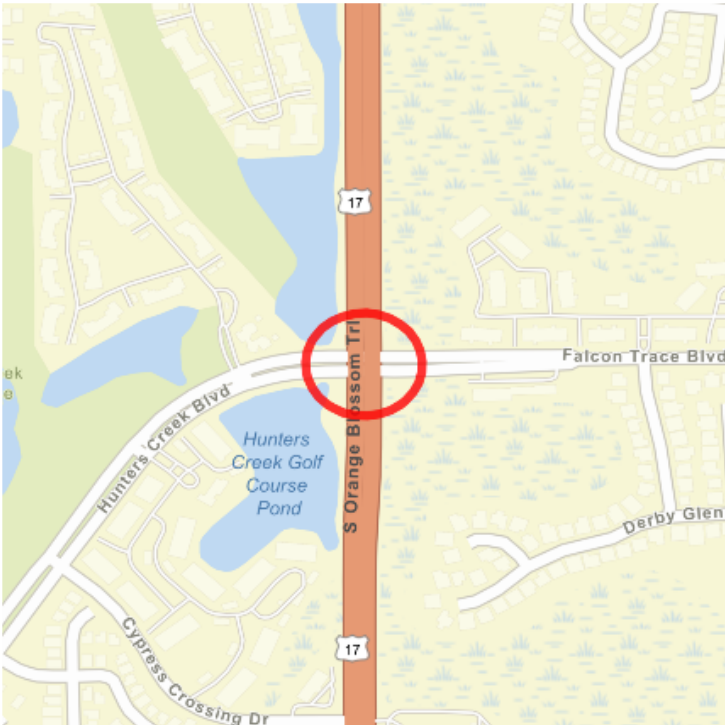
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC349, Pg. 31
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TM11	\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total MNT		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Active Years		\$2,408	\$2,408	\$2,408	\$2,408	-	\$9,632
Total Prior Costs		-	-	-	-	-	\$2,408
Total Pro-programmed		\$2,408	\$2,408	\$2,408	\$2,408	-	\$12,040

426022-1 - MOA W/Orange Co. SR 500 (OBT)/Hunter's Creek

Routine Maintenance

From	-
To	-
Length	0
Managed by	Orange Co.
MTP Ref	ID # EC362, Pg. 100
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$50,490	-	-	\$60,000	-	\$110,490
Total MNT		\$50,490	-	-	\$60,000	-	\$110,490
Total Active Years		\$50,490	-	-	\$60,000	-	\$110,490
Total Prior Costs		-	-	-	-	-	\$202,140
Total Pro-programmed		\$50,490	-	-	\$60,000	-	\$312,630



**429153-2 - Performance Sidewalks**

Routine Maintenance

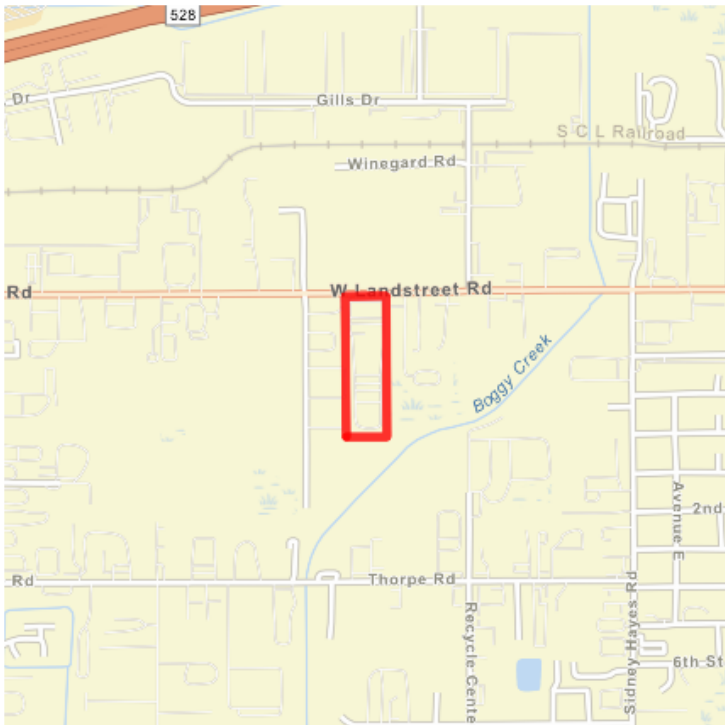
From	Various Locations
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC366, Pg. 100
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$700,000	-	-	-	-	\$700,000
Total MNT		\$700,000	-	-	-	-	\$700,000
Total Active Years		\$700,000	-	-	-	-	\$700,000
Total Prior Costs		-	-	-	-	-	\$3,320,021
Total Programmed		\$700,000	-	-	-	-	\$4,020,021

451682-1 - Orlando Ops Center - Monitoring, O&M, Remediation (Env.)

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC550, Pg. 92
SIS	No
Adopted/Revised	FY 26-30 TIP

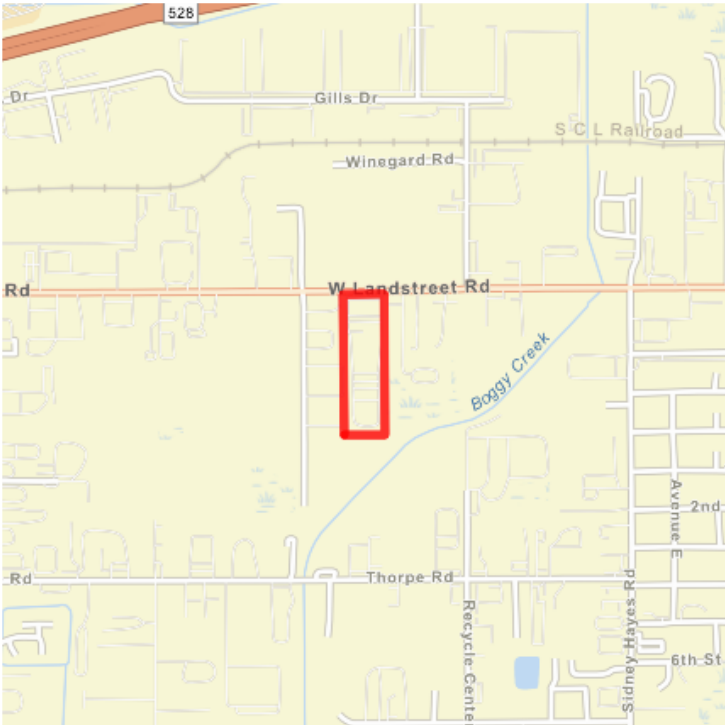


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ENV	FCO	\$103,928	\$50,000	\$50,000	\$50,000	\$50,000	\$303,928
Total ENV		\$103,928	\$50,000	\$50,000	\$50,000	\$50,000	\$303,928
Total Active Years		\$103,928	\$50,000	\$50,000	\$50,000	\$50,000	\$303,928
Total Prior Costs		-	-	-	-	-	\$355,080
Total Pro-programmed		\$103,928	\$50,000	\$50,000	\$50,000	\$50,000	\$659,008

452015-1 - Orlando Op. Center - Interior Painting

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC557, Pg. 153
SIS	No
Adopted/Revised	FY 26-30 TIP

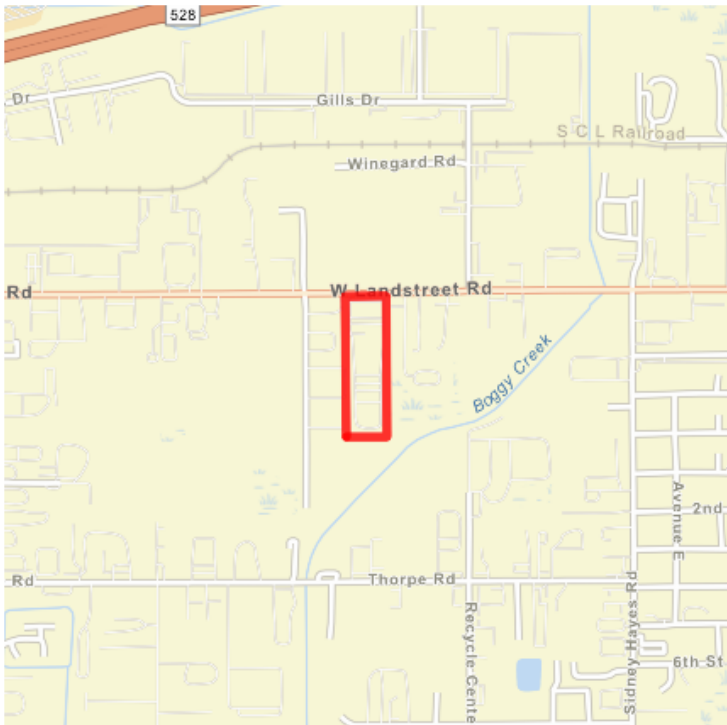


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$93,137	-	-	\$93,137
Total MNT		-	-	\$93,137	-	-	\$93,137
Total Active Years		-	-	\$93,137	-	-	\$93,137
Total Pro-programmed		-	-	\$93,137	-	-	\$93,137

452018-1 - Orlando Op. Center - Construction Modular - AC

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC560, Pg. 153
SIS	No
Adopted/Revised	FY 26-30 TIP

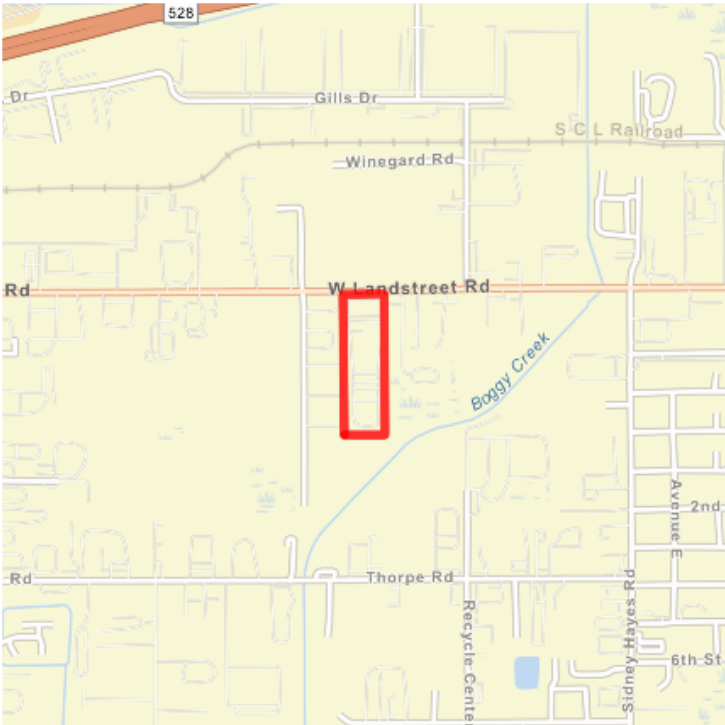


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	\$30,000	-	-	-	\$30,000
Total MNT		-	\$30,000	-	-	-	\$30,000
Total Active Years		-	\$30,000	-	-	-	\$30,000
Total Pro-programmed		-	\$30,000	-	-	-	\$30,000

452019-1 - Orlando Op. Center - Replace Plumbing/Lift Station

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC561, Pg. 153
SIS	No
Adopted/Revised	FY 26-30 TIP

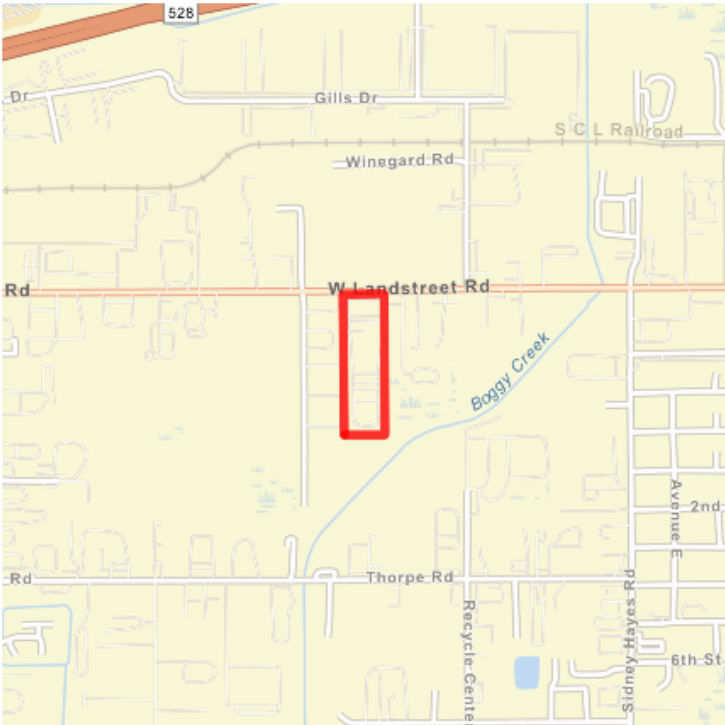


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	\$48,000	-	-	-	\$48,000
Total MNT		-	\$48,000	-	-	-	\$48,000
Total Active Years		-	\$48,000	-	-	-	\$48,000
Total Pro-programmed		-	\$48,000	-	-	-	\$48,000

452023-1 - Orlando Op. Center - Replace Analog Phone Lines for P.A. System

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC565, Pg. 154
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	-	\$86,431	-	\$86,431
Total MNT		-	-	-	\$86,431	-	\$86,431
Total Active Years		-	-	-	\$86,431	-	\$86,431
Total Pro-programmed		-	-	-	\$86,431	-	\$86,431

**452702-1 - MOA - Pine Hills/Orange County**

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$160,000	-	-	\$160,000	-	\$320,000
Total MNT		\$160,000	-	-	\$160,000	-	\$320,000
Total Active Years		\$160,000	-	-	\$160,000	-	\$320,000
Total Prior Costs		-	-	-	-	-	\$144,300
Total Programmed		\$160,000	-	-	\$160,000	-	\$464,300

**453943-1 - Orlando Operations Center - Install Spare Conduits**

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC804, Pg. 110
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	-	\$142,966	-	\$142,966
Total MNT		-	-	-	\$142,966	-	\$142,966
Total Active Years		-	-	-	\$142,966	-	\$142,966
Total Pro-programmed		-	-	-	\$142,966	-	\$142,966



**453960-1 - Orlando Operations Main Bldg. Repai or Upgrade Leaky Windows**

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	-	-	\$99,999	\$99,999
Total MNT		-	-	-	-	\$99,999	\$99,999
Total Active Years		-	-	-	-	\$99,999	\$99,999
Total Pro-programmed		-	-	-	-	\$99,999	\$99,999

**455903-1 - Orlando Ops. - Security - Reception Desk - Design/Build**

Fixed Capital Outlay

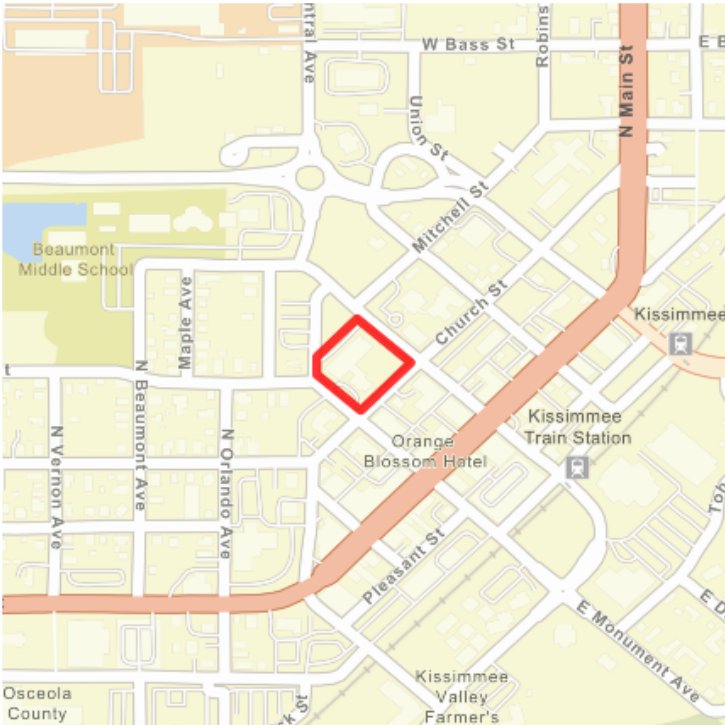
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	-	-	\$345,555	-	-	\$345,555
Total CST		-	-	\$345,555	-	-	\$345,555
Total Active Years		-	-	\$345,555	-	-	\$345,555
Total Pro-programmed		-	-	\$345,555	-	-	\$345,555

244383-1 - City of Kissimmee MOA

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC296, Pg. 103
SIS	No
Adopted/Revised	FY 26-30 TIP

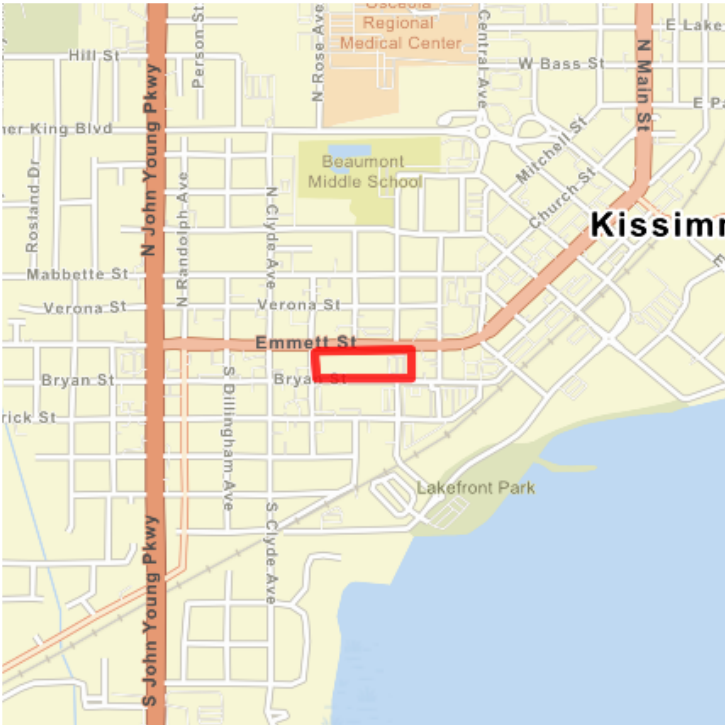


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$118,000	\$118,000	\$380,000	-	-	\$616,000
Total MNT		\$118,000	\$118,000	\$380,000	-	-	\$616,000
Total Active Years		\$118,000	\$118,000	\$380,000	-	-	\$616,000
Total Prior Costs		-	-	-	-	-	\$3,035,375
Total Programmed		\$118,000	\$118,000	\$380,000	-	-	\$3,651,375

244847-1 - Osceola Co. MOA

Routine Maintenance

From	-
To	-
Length	0
Managed by	Osceola Co.
MTP Ref	ID # EC299, Pg. 102
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$101,130	\$101,130	\$325,000	-	-	\$527,260
Total MNT		\$101,130	\$101,130	\$325,000	-	-	\$527,260
Total Active Years		\$101,130	\$101,130	\$325,000	-	-	\$527,260
Total Prior Costs		-	-	-	-	-	\$1,940,059
Total Programmed		\$101,130	\$101,130	\$325,000	-	-	\$2,467,319

244849-1 - Tri-Party Agreement W/ Orange Co. and the O.B.T. Devel. Board

Routine Maintenance

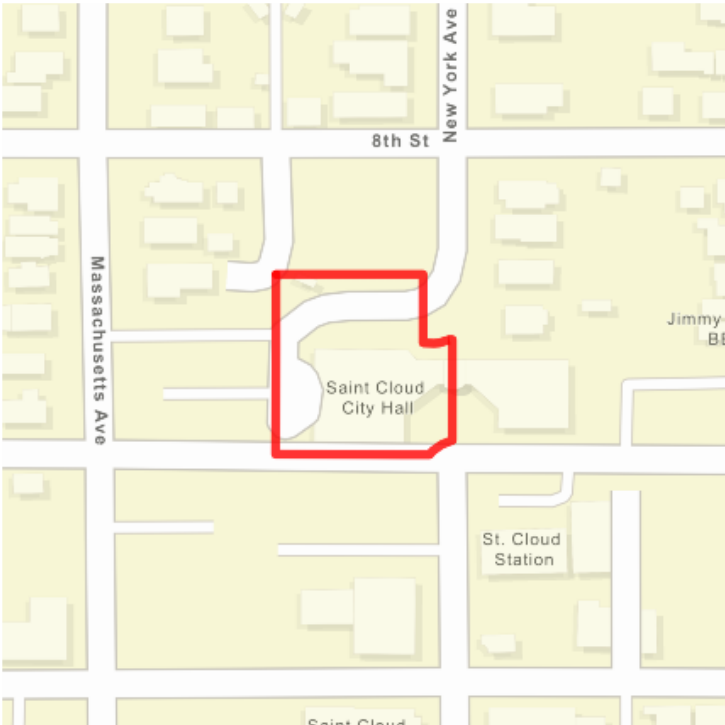
From	-
To	-
Length	0
Managed by	Orange Blossom Trail CRA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	\$180,000	-	\$180,000	-	\$360,000
Total MNT		-	\$180,000	-	\$180,000	-	\$360,000
Total Active Years		-	\$180,000	-	\$180,000	-	\$360,000
Total Prior Costs		-	-	-	-	-	\$1,166,129
Total Pro-programmed		-	\$180,000	-	\$180,000	-	\$1,526,129

406775-1 - MOA - St. Cloud 92030, SR 500

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC305, Pg. 102
SIS	No
Adopted/Revised	FY 26-30 TIP

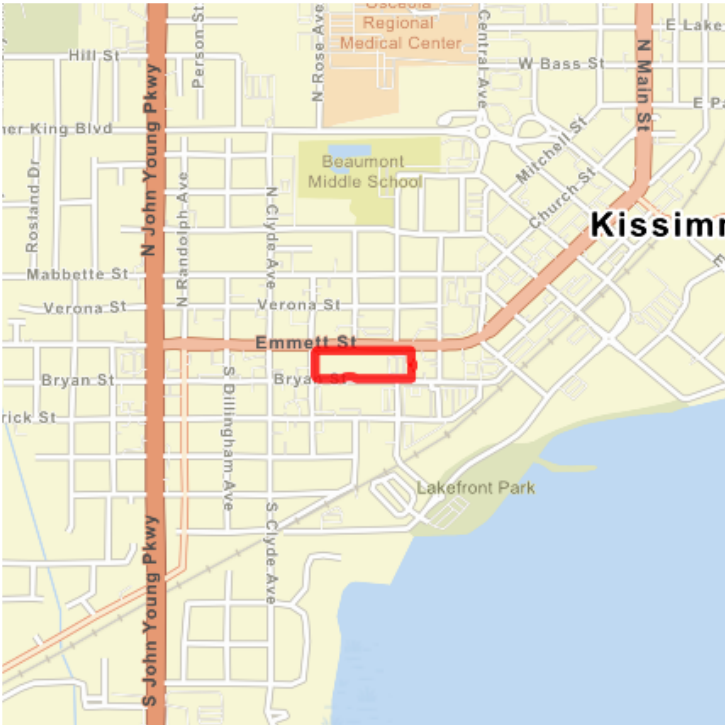


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	\$40,000	-	-	\$40,000
Total MNT		-	-	\$40,000	-	-	\$40,000
Total Active Years		-	-	\$40,000	-	-	\$40,000
Total Prior Costs		-	-	-	-	-	\$300,088
Total Programmed		-	-	\$40,000	-	-	\$340,088

413615-9 - Lighting Agreements

Lighting

From	In Osceola Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC329, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP

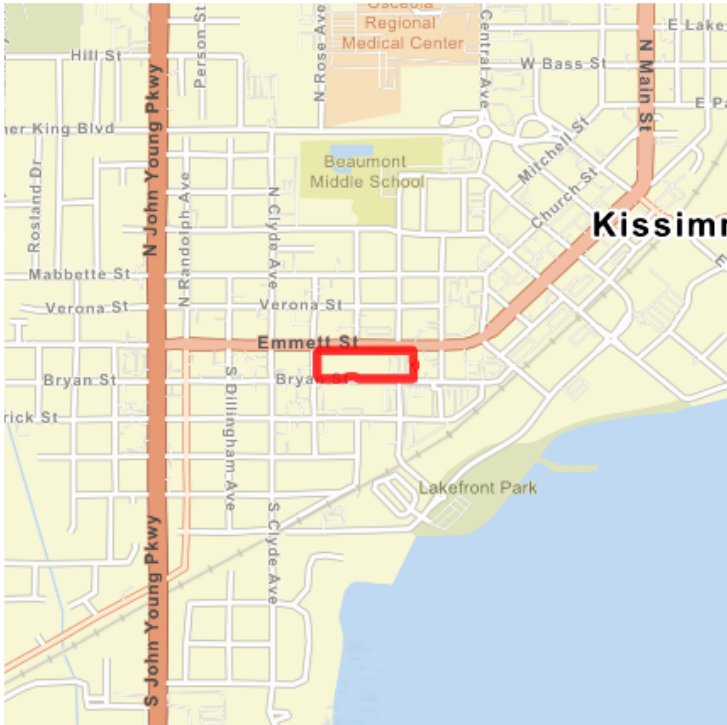


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$579,181	\$503,428	\$30,000	-	-	\$1,112,609
Total MNT		\$579,181	\$503,428	\$30,000	-	-	\$1,112,609
Total Active Years		\$579,181	\$503,428	\$30,000	-	-	\$1,112,609
Total Prior Costs		-	-	-	-	-	\$5,652,035
Total Programmed		\$579,181	\$503,428	\$30,000	-	-	\$6,764,644

418109-1 - Osceola Primary In-House

Routine Maintenance

From	In Osceola Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC344, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP



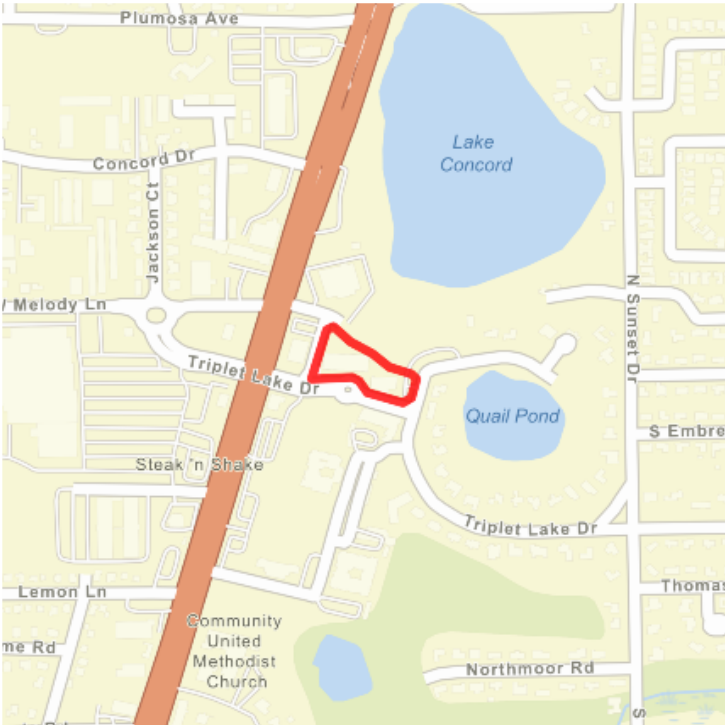
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$348,000	\$348,000	\$348,000	\$348,000	\$348,000	\$1,740,000
Total MNT		\$348,000	\$348,000	\$348,000	\$348,000	\$348,000	\$1,740,000
Total Active Years		\$348,000	\$348,000	\$348,000	\$348,000	\$348,000	\$1,740,000
Total Prior Costs		-	-	-	-	-	\$7,911,341
Total Programmed		\$348,000	\$348,000	\$348,000	\$348,000	\$348,000	\$9,651,341



244549-1 - MOA Casselberry

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC297, Pg. 103
SIS	No
Adopted/Revised	FY 26-30 TIP

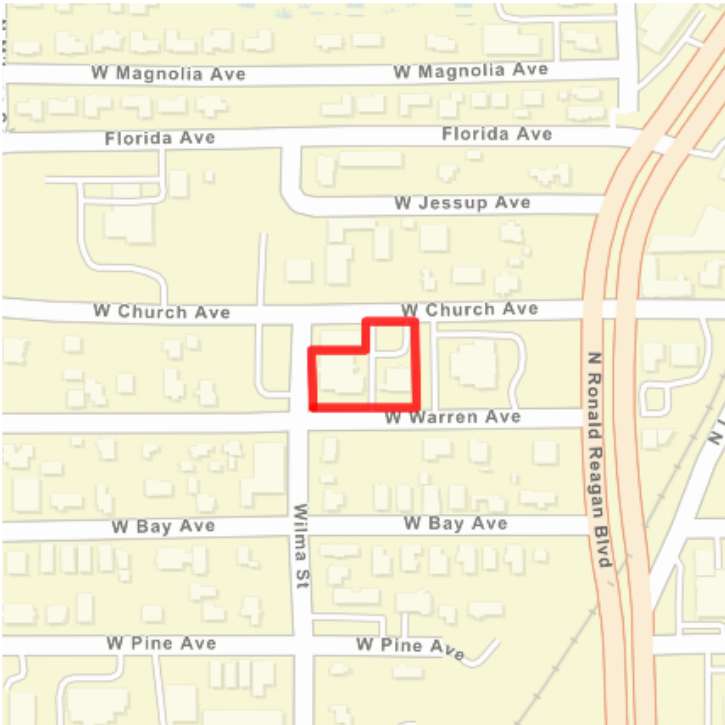


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$164,131	\$164,131	\$500,000	-	-	\$828,262
Total MNT		\$164,131	\$164,131	\$500,000	-	-	\$828,262
Total Active Years		\$164,131	\$164,131	\$500,000	-	-	\$828,262
Total Prior Costs		-	-	-	-	-	\$2,551,267
Total Programmed		\$164,131	\$164,131	\$500,000	-	-	\$3,379,529

244853-1 - MOA - Longwood

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC300, Pg. 102
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$180,000	-	-	\$180,000	-	\$360,000
Total MNT		\$180,000	-	-	\$180,000	-	\$360,000
Total Active Years		\$180,000	-	-	\$180,000	-	\$360,000
Total Prior Costs		-	-	-	-	-	\$1,322,737
Total Programmed		\$180,000	-	-	\$180,000	-	\$1,682,737

244880-1 - MOA W/ Winter Springs

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC301, Pg. 102
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$99,492	\$99,492	\$300,000	-	-	\$498,984
Total MNT		\$99,492	\$99,492	\$300,000	-	-	\$498,984
Total Active Years		\$99,492	\$99,492	\$300,000	-	-	\$498,984
Total Prior Costs		-	-	-	-	-	\$1,675,616
Total Programmed		\$99,492	\$99,492	\$300,000	-	-	\$2,174,600

413615-7 - Lighting Agreements

Lighting

From	In Seminole Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC328, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP

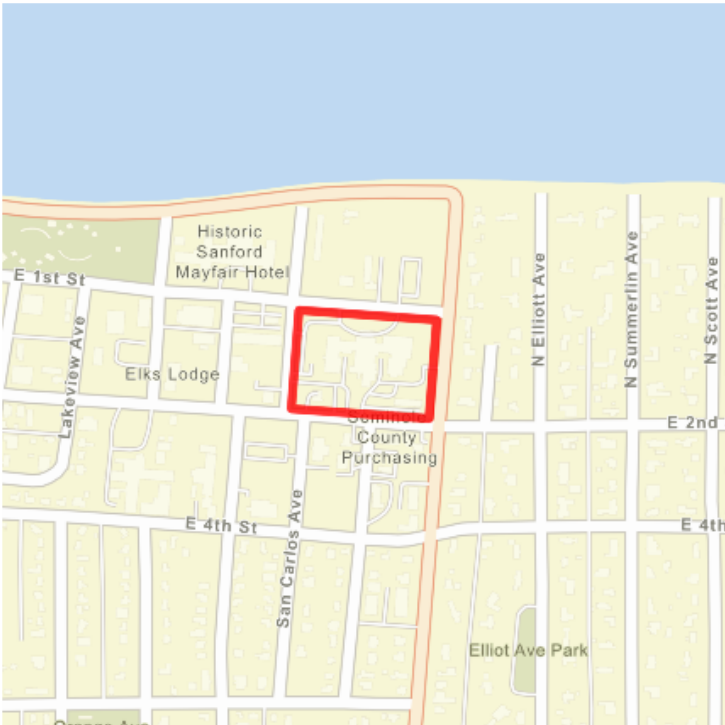


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$515,995	\$410,593	\$105,829	-	-	\$1,032,417
Total MNT		\$515,995	\$410,593	\$105,829	-	-	\$1,032,417
Total Active Years		\$515,995	\$410,593	\$105,829	-	-	\$1,032,417
Total Prior Costs		-	-	-	-	-	\$5,323,083
Total Pro-programmed		\$515,995	\$410,593	\$105,829	-	-	\$6,355,500

418110-1 - Seminole Primary In-House

Routine Maintenance

From	In Seminole Co.
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC345, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP

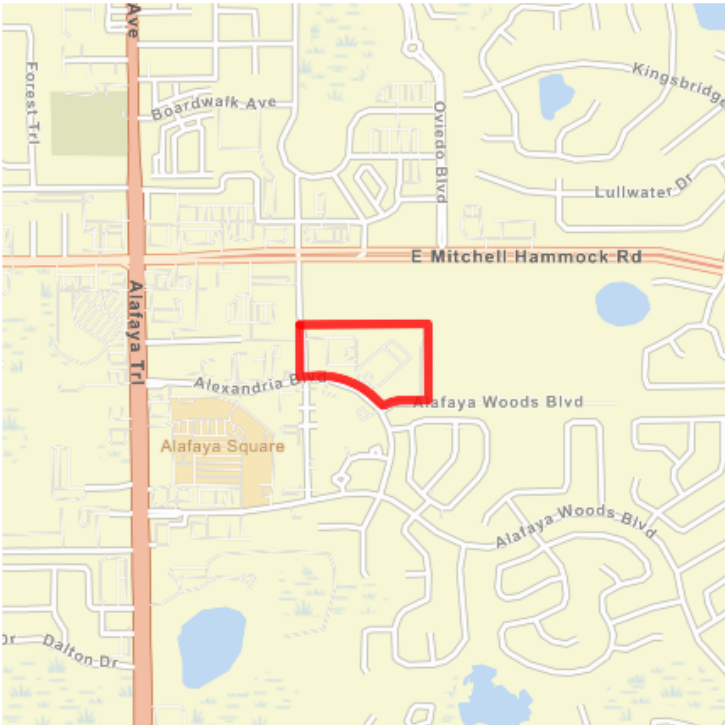


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$2,260,000	\$2,260,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,520,000
Total MNT		\$2,260,000	\$2,260,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,520,000
Total Active Years		\$2,260,000	\$2,260,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,520,000
Total Prior Costs		-	-	-	-	-	\$44,209,494
Total Pro-programmed		\$2,260,000	\$2,260,000	\$2,000,000	\$2,000,000	\$2,000,000	\$54,729,494

422041-1 - MOA City of Oviedo

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC353, Pg. 100
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$55,156	\$55,156	\$180,000	-	-	\$290,312
Total MNT		\$55,156	\$55,156	\$180,000	-	-	\$290,312
Total Active Years		\$55,156	\$55,156	\$180,000	-	-	\$290,312
Total Prior Costs		-	-	-	-	-	\$1,158,104
Total Pro-programmed		\$55,156	\$55,156	\$180,000	-	-	\$1,448,416

436730-3 - Highway Lighting - Seminole Expy. (SR 417)

Lighting

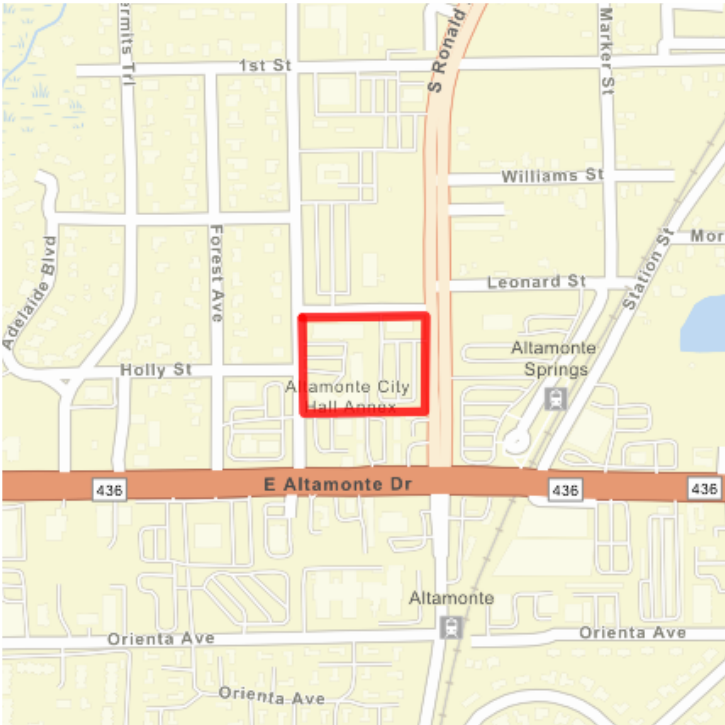
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC397, Pg. 57
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	PKM1	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$850,000
Total MNT		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$850,000
Total Active Years		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$850,000
Total Prior Costs		-	-	-	-	-	\$1,538,491
Total Pro-programmed		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$2,388,491

442849-1 - MOA - City of Altamonte Springs

Routine Maintenance

From	-
To	-
Length	0
Managed by	Altamonte Springs
MTP Ref	ID # EC460, Pg. 97
SIS	No
Adopted/Revised	FY 26-30 TIP



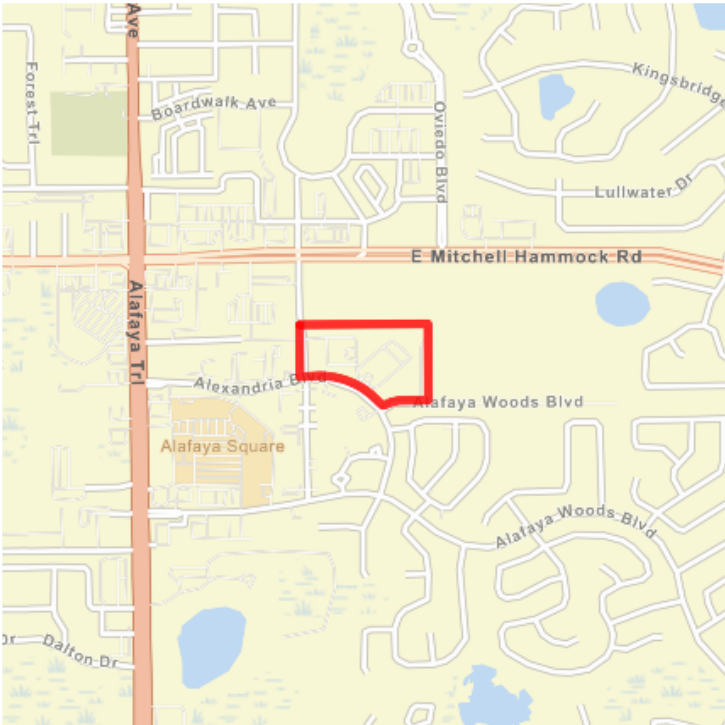
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	\$499,000	-	-	\$550,000	\$1,049,000
Total MNT		-	\$499,000	-	-	\$550,000	\$1,049,000
Total Active Years		-	\$499,000	-	-	\$550,000	\$1,049,000
Total Prior Costs		-	-	-	-	-	\$1,214,388
Total Programmed		-	\$499,000	-	-	\$550,000	\$2,263,388



450187-1 - Oviedo Ops. Center Metal Roof System Replacement - Facility

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC771, Pg. 107
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	-	-	-	\$286,125	-	\$286,125
Total CST		-	-	-	\$286,125	-	\$286,125
Total Active Years		-	-	-	\$286,125	-	\$286,125
Total Pro-programmed		-	-	-	\$286,125	-	\$286,125

453961-1 - Oviedo Operations - New Public Address System

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	-	-	-	\$60,304	-	\$60,304
Total MNT		-	-	-	\$60,304	-	\$60,304
Total Active Years		-	-	-	\$60,304	-	\$60,304
Total Pro-programmed		-	-	-	\$60,304	-	\$60,304

455905-1 - Oviedo Ops. - Security - Reception Desk - Design/Build

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	-	\$323,055	-	-	-	\$323,055
Total CST		-	\$323,055	-	-	-	\$323,055
Total Active Years		-	\$323,055	-	-	-	\$323,055
Total Pro-grammed		-	\$323,055	-	-	-	\$323,055

455910-1 - RTMC - Security - Reception Desk - Design/Build

Fixed Capital Outlay

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	FCO	-	-	\$308,055	-	-	\$308,055
Total CST		-	-	\$308,055	-	-	\$308,055
Total Active Years		-	-	\$308,055	-	-	\$308,055
Total Pro-programmed		-	-	\$308,055	-	-	\$308,055

432193-8 - UPS Maintenance Service TPK - I-4 Express Lane Toll Ops.

Routine Maintenance

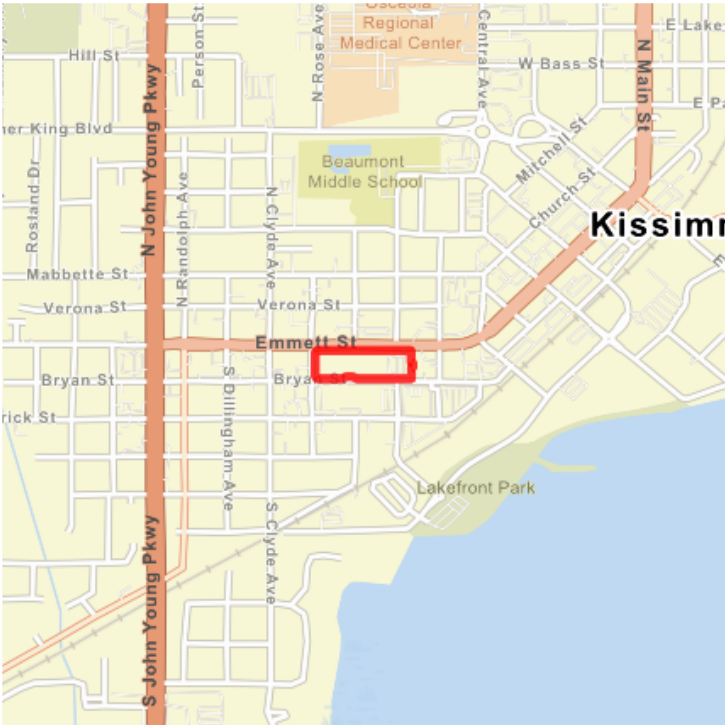
From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TOBH	-	-	-	\$25,000	\$25,000	\$50,000
Total MNT		-	-	-	\$25,000	\$25,000	\$50,000
Total Active Years		-	-	-	\$25,000	\$25,000	\$50,000
Total Future Costs		-	-	-	-	-	\$25,000
Total Pro-programmed		-	-	-	\$25,000	\$25,000	\$75,000

449488-1 - Osceola Asset Maintenance Contract

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC770, Pg. 107
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	D	\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total MNT		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total Active Years		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,891,398
Total Prior Costs		-	-	-	-	-	\$3,824,597
Total Future Costs		-	-	-	-	-	\$4,000,000
Total Pro-programmed		\$4,891,398	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$32,715,995



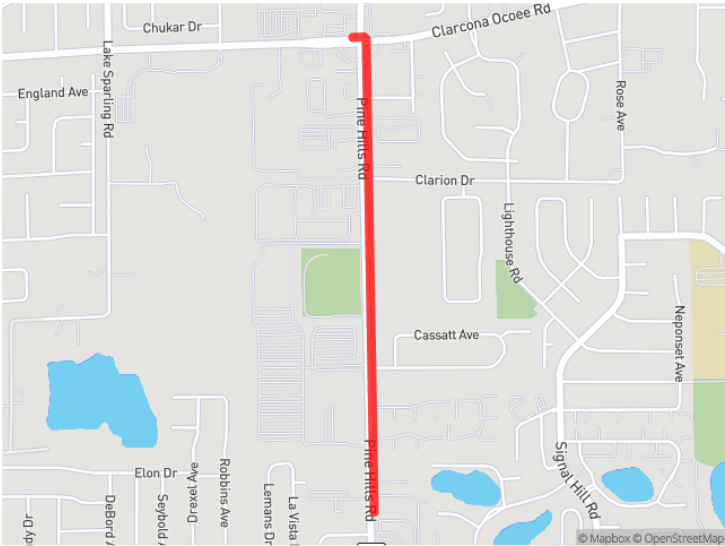
## Section 9: Bicycle & Pedestrian Projects

The bicycle and pedestrian projects included in this section are funded with federal and/or state funds in FDOT's Five Year Work Program. This section includes standalone bicycle/pedestrian improvement projects, although it is important to note that sidewalk, bike lanes, and other bicycle and pedestrian improvements are also often included as elements of other projects included on the State Highway/Roadway list and Traffic Operation/Safety list, and incorporated as part of FDOT's Roadway Resurfacing and Rehabilitation program.

428047-2 - Pine Hills Trail Phase 2

Bike Path/Trail

From	North of Bonnie Brae Cir.
To	Clarcona-Ocoee Rd.
Length	0
Managed by	Orange Co.
MTP Ref	ID # EC192, Pg. 184
SIS	No
Adopted/Revised	FY 26-30 TIP



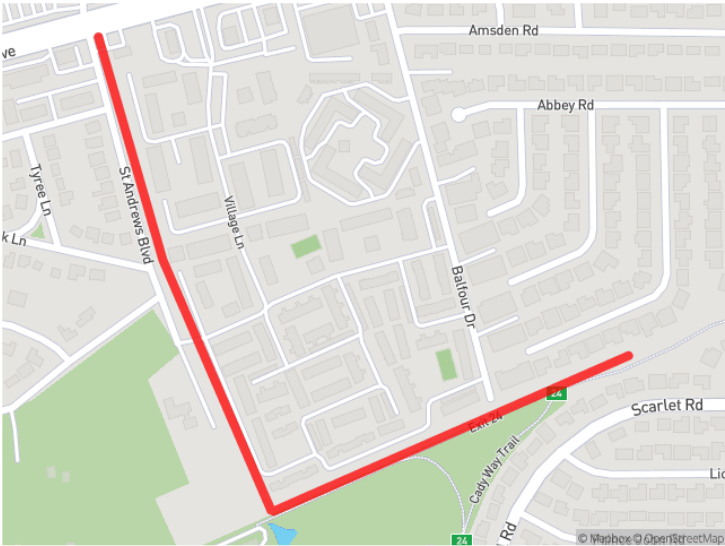
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TALU	-	\$1,125,718	-	-	-	\$1,125,718
Total CST		-	\$1,125,718	-	-	-	\$1,125,718
Total Active Years		-	\$1,125,718	-	-	-	\$1,125,718
Total Prior Costs		-	-	-	-	-	\$901,978
Total Pro-grammed		-	\$1,125,718	-	-	-	\$2,027,696



435521-1 - St. Andrew's Trail

Bike Path/Trail

From	Cady Way Trail
To	Aloma Ave.
Length	0
Managed by	Winter Park
MTP Ref	ID # EC196, Pg. 185
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	\$16,880,886	-	-	-	\$16,880,886
CST	SU	-	\$50,000	-	-	-	\$50,000
CST	TALU	-	\$3,944,103	-	-	-	\$3,944,103
Total CST		-	\$20,874,989	-	-	-	\$20,874,989
Total Active Years		-	\$20,874,989	-	-	-	\$20,874,989
Total Prior Costs		-	-	-	-	-	\$449,461
Total Pro-programmed		-	\$20,874,989	-	-	-	\$21,324,450

**437508-3 - Orlando Citywide Pedestrian Traffic Signals**

## Traffic Signals

From	-						
To	-						
Length	0						
Managed by	FDOT						
MTP Ref	ID # EC145, Pg. 143						
SIS	No						
Adopted/Revised	FY 26-30 TIP						

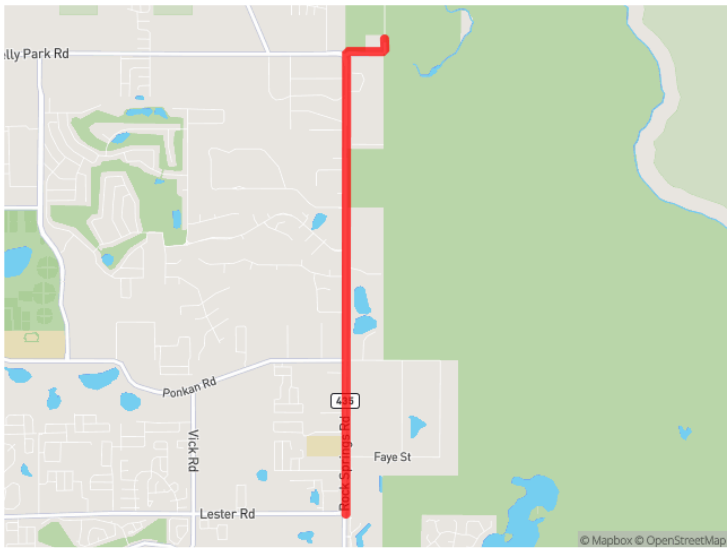
  

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSU	\$109,609	-	-	-	-	\$109,609
CST	LF	\$42,678	-	-	-	-	\$42,678
CST	SU	\$22,810	-	-	-	-	\$22,810
Total CST		\$175,097	-	-	-	-	\$175,097
Total Active Years		\$175,097	-	-	-	-	\$175,097
Total Pro-programmed		\$175,097	-	-	-	-	\$175,097

440429-1 - West Orange Trail 4A

Bike Path/Trail

From	Kelly Park/Rock Springs
To	W. Lester Rd.
Length	0
Managed by	Orange Co.
MTP Ref	ID # 5077, Pg. 192
SIS	No
Adopted/Revised	FY 26-30 TIP

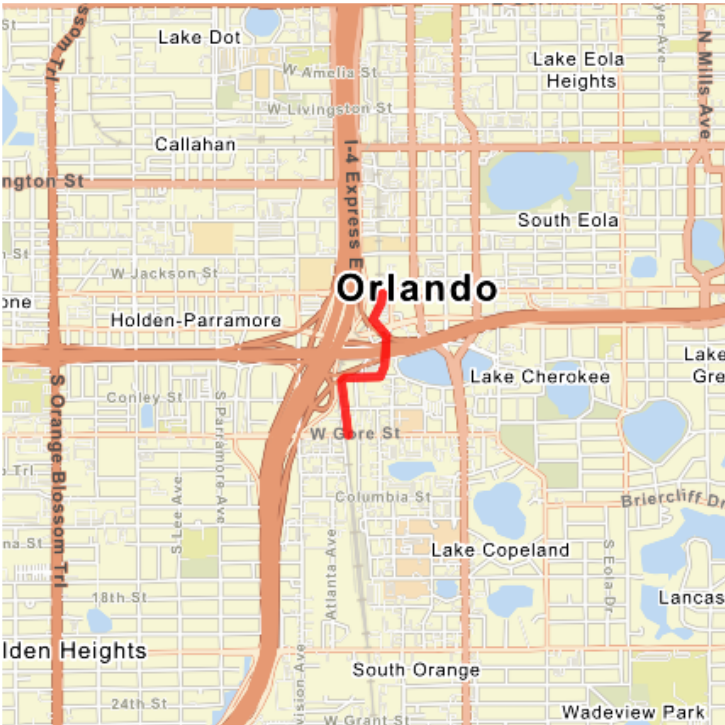


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TALU	-	-	\$192,139	-	-	\$192,139
Total PE		-	-	\$192,139	-	-	\$192,139
Total Active Years		-	-	\$192,139	-	-	\$192,139
Total Pro-programmed		-	-	\$192,139	-	-	\$192,139

441163-1 - Orlando Bicycle Study

Bike Path/Trail

From	SunRail at Orlando Health
To	Lake Ivanhoe
Length	0
Managed by	City of Orlando
MTP Ref	ID # EC200, Pg. 185
SIS	No
Adopted/Revised	FY 26-30 TIP

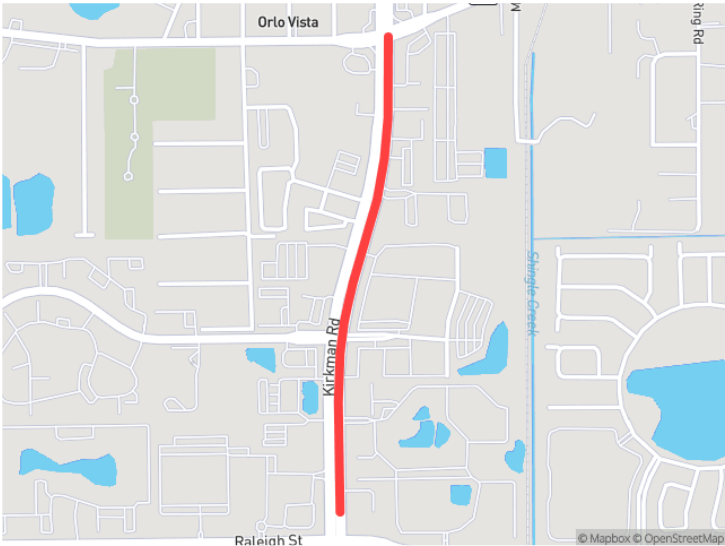


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PLN	LF	\$28	-	-	-	-	\$28
PLN	TALU	\$199,972	-	-	-	-	\$199,972
Total PLN		\$200,000	-	-	-	-	\$200,000
Total Active Years		\$200,000	-	-	-	-	\$200,000
Total Programmed		\$200,000	-	-	-	-	\$200,000

448756-1 - Shingle Creek Kirkman Trail

Bike Path/Trail

From	Old Winter Garden Rd.
To	Raleigh St.
Length	0.66
Managed by	City of Orlando
MTP Ref	ID # 5018, Pg. 191
SIS	No
Adopted/Revised	FY 26-30 TIP

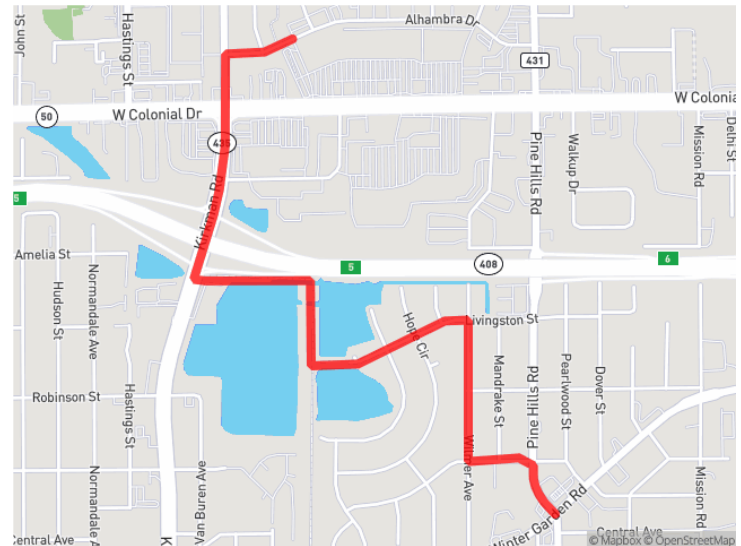


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	\$834,507	-	-	-	\$834,507
CST	SU	-	\$2,211,400	-	-	-	\$2,211,400
Total CST		-	\$3,045,907	-	-	-	\$3,045,907
Total Active Years		-	\$3,045,907	-	-	-	\$3,045,907
Total Pro-programmed		-	\$3,045,907	-	-	-	\$3,045,907

**452289-1 - Shingle Creek Trail Phase 4**

Bike Path/Trail

<b>From</b>	Alhambra Dr.
<b>To</b>	Old Winter Garden Rd.
<b>Length</b>	0
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	ID # 5076, Pg. 192
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

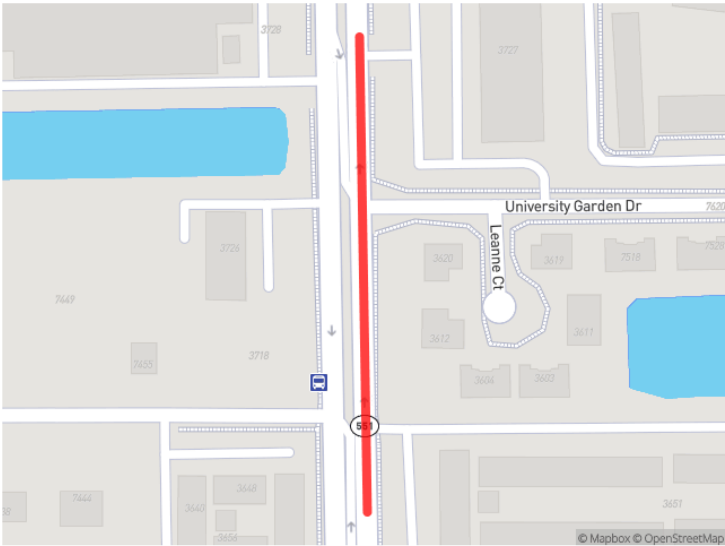


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	\$290,792	-	-	-	-	\$290,792
PE	TALU	\$2,173,267	-	-	-	-	\$2,173,267
Total PE		\$2,464,059	-	-	-	-	\$2,464,059
CST	LF	-	-	\$11,686,046	-	-	\$11,686,046
CST	TALU	-	-	\$4,517,000	-	-	\$4,517,000
Total CST		-	-	\$16,203,046	-	-	\$16,203,046
Total Active Years		\$2,464,059	-	\$16,203,046	-	-	\$18,667,105
Total Pro-programmed		\$2,464,059	-	\$16,203,046	-	-	\$18,667,105

453099-1 - SR 551/Goldenrod Rd. Pedestrian Hybrid Beacon

Traffic Signals

From	-
To	-
Length	0.13
Managed by	FDOT
MTP Ref	ID # EC789, Pg. 109
SIS	No
Adopted/Revised	FY 26-30 TIP

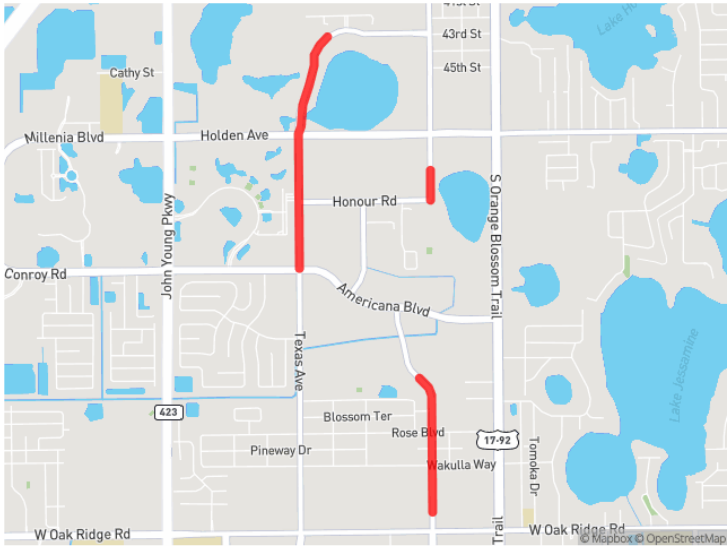


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DIH	-	\$14,921	-	-	-	\$14,921
CST	TALT	-	\$389,560	-	-	-	\$389,560
Total CST		-	\$404,481	-	-	-	\$404,481
Total Active Years		-	\$404,481	-	-	-	\$404,481
Total Prior Costs		-	-	-	-	-	\$150,000
Total Pro-grammed		-	\$404,481	-	-	-	\$554,481

453494-1 - Orange Co. Sidewalk Bundle 1 - SWB1

Sidewalk

From	-
To	-
Length	1.54
Managed by	Orange Co.
MTP Ref	ID # 5084, Pg. 190
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	SU	-	-	\$2,444,087	-	-	\$2,444,087
Total CST		-	-	\$2,444,087	-	-	\$2,444,087
Total Active Years		-	-	\$2,444,087	-	-	\$2,444,087
Total Pro-programmed		-	-	\$2,444,087	-	-	\$2,444,087



**454963-1 - Orlando Sidewalk Gap Bundle (SWB 4, 8, 9, 11)**

Sidewalk

From	-						
To	-						
Length	5.16						
Managed by	Orange Co.						
MTP Ref	ID # 5084, Pg. 190						
SIS	Yes						
Adopted/Revised	FY 26-30 TIP						

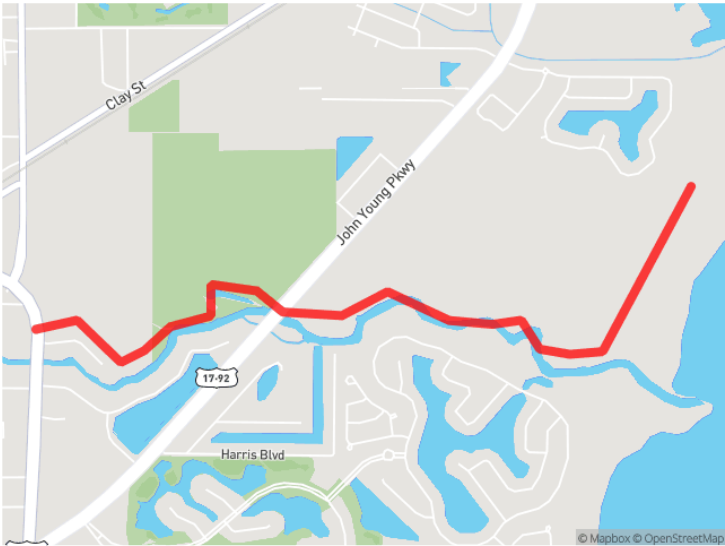
  

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TALU	-	-	\$347,432	-	-	\$347,432
Total PE		-	-	\$347,432	-	-	\$347,432
CST	TALU	-	-	-	-	\$1,097,872	\$1,097,872
Total CST		-	-	-	-	\$1,097,872	\$1,097,872
Total Active Years		-	-	\$347,432	-	\$1,097,872	\$1,445,304
Total Pro-programmed		-	-	\$347,432	-	\$1,097,872	\$1,445,304

442334-3 - Shingle Creek Trail South Phase 2B Yates Connector

Bike Path/Trail

From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 5009, Pg. 191
SIS	No
Adopted/Revised	FY 26-30 TIP

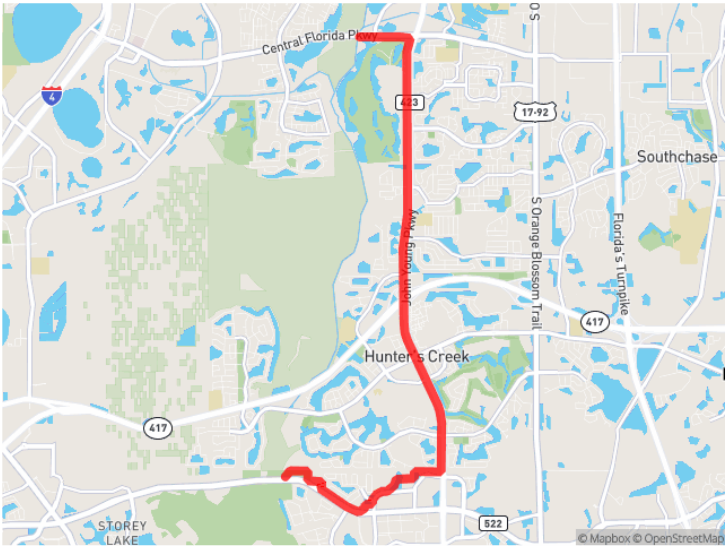


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSU	\$647,521	-	-	-	-	\$647,521
CST	LF	\$225,743	-	-	-	-	\$225,743
CST	SU	\$5,548,254	-	-	-	-	\$5,548,254
CST	TALU	\$3,040,297	-	-	-	-	\$3,040,297
Total CST		\$9,461,815	-	-	-	-	\$9,461,815
Total Active Years		\$9,461,815	-	-	-	-	\$9,461,815
Total Programmed		\$9,461,815	-	-	-	-	\$9,461,815

442870-2 - Shingle Creek Trail North Phase 2C Countyline Connector

Bike Path/Trail

From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 5075, Pg. 191
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	ACSU	\$6,520,716	-	-	-	-	\$6,520,716
CST	LF	\$860,602	-	-	-	-	\$860,602
CST	SU	\$3,321,527	-	-	-	-	\$3,321,527
Total CST		\$10,702,845	-	-	-	-	\$10,702,845
Total Active Years		\$10,702,845	-	-	-	-	\$10,702,845
Total Pro-grammed		\$10,702,845	-	-	-	-	\$10,702,845

443291-1 - Deerwood Elementary School Phase II Sidewalk Gaps

Sidewalk

From	-
To	-
Length	0
Managed by	Osceola Co.
MTP Ref	ID # EC214, Pg. 187
SIS	No
Adopted/Revised	FY 26-30 TIP

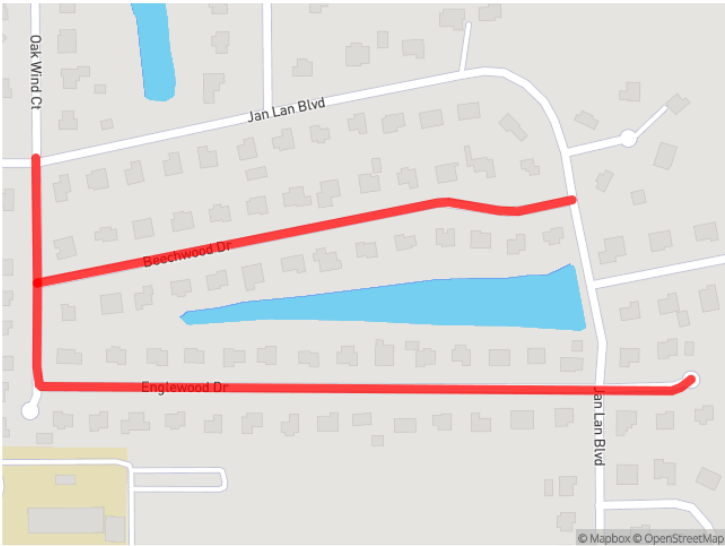


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LF	-	-	\$1,266,586	-	-	\$1,266,586
CST	SA	-	-	\$2,500	-	-	\$2,500
CST	SR2T	-	-	\$534,914	-	-	\$534,914
Total CST		-	-	\$1,804,000	-	-	\$1,804,000
Total Active Years		-	-	\$1,804,000	-	-	\$1,804,000
Total Pro-grammed		-	-	\$1,804,000	-	-	\$1,804,000

447611-1 - Hickory Tree Elementary School Phase I Sidewalks

Sidewalk

From	-
To	-
Length	0.89
Managed by	Osceola Co.
MTP Ref	ID # EC487, Pg. 190
SIS	No
Adopted/Revised	FY 26-30 TIP

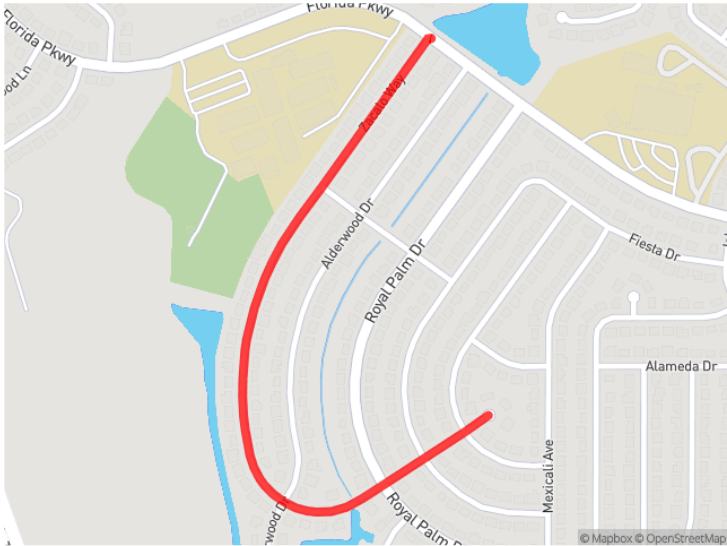


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	SR2T	\$747,043	-	-	-	-	\$747,043
CST	SU	\$846,846	-	-	-	-	\$846,846
Total CST		\$1,593,889	-	-	-	-	\$1,593,889
Total Active Years		\$1,593,889	-	-	-	-	\$1,593,889
Total Prior Costs		-	-	-	-	-	\$324,984
Total Pro-programmed		\$1,593,889	-	-	-	-	\$1,918,873

450871-1 - Boggy Creek Elem.& Parkway Mid. School Ph. II Sidewalk Gaps

Sidewalk

From	-
To	-
Length	0
Managed by	Osceola Co.
MTP Ref	ID # EC283, Pg. 187
SIS	No
Adopted/Revised	FY 26-30 TIP

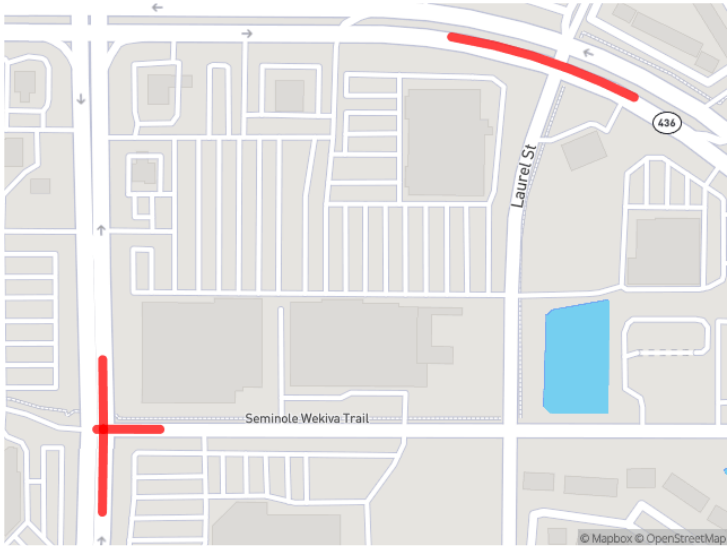


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LF	-	-	\$82,702	-	-	\$82,702
PE	SR2T	-	-	\$93,647	-	-	\$93,647
Total PE		-	-	\$176,349	-	-	\$176,349
CST	SR2T	-	-	-	-	\$561,879	\$561,879
Total CST		-	-	-	-	\$561,879	\$561,879
Total Active Years		-	-	\$176,349	-	\$561,879	\$738,228
Total Pro-programmed		-	-	\$176,349	-	\$561,879	\$738,228

450919-2 - Seminole Wekiva Trail Tunnels

Bike Path/Trail

From	SR 434 and SR 436
To	-
Length	0.24
Managed by	Seminole Co.
MTP Ref	ID # 5030, Pg. 191
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CD23	\$644,000	-	-	-	-	\$644,000
CST	LF	\$35,871,337	-	-	-	-	\$35,871,337
CST	SA	\$5,000	-	-	-	-	\$5,000
Total CST		\$36,520,337	-	-	-	-	\$36,520,337
Total Active Years		\$36,520,337	-	-	-	-	\$36,520,337
Total Pro-grammed		\$36,520,337	-	-	-	-	\$36,520,337

## Section 10: Partner Funded Projects

Transportation investment by local governments is critical in accomplishing our regional transportation vision. This section includes a list of transportation projects that are solely funded and implemented by local government agencies using local or private revenue sources. Consistent with federal law and state statute, these projects are to be shown in the TIP for informational purposes. Since most local governments adopt/approve their budgets in November, the funds displayed in this section are estimates for informational purposes only. Please refer to the local governments' Capital Improvement Programs for up-to-date project information.





Altamonte\_05 - ADA Transition Plan

ADA Transition Plan Citywide

From	-
To	-
Length	0
Managed by	Altamonte Springs
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	-	\$200,000	-	-	-	\$200,000
Total CST		-	\$200,000	-	-	-	\$200,000
Total Active Years		-	\$200,000	-	-	-	\$200,000
Total Pro-programmed		-	\$200,000	-	-	-	\$200,000

**Altamonte\_06 - West Town Pkwy. At West Town**

Intersection Reconstruction

<b>From</b>	West Town Pkwy.
<b>To</b>	West Town Shops
<b>Length</b>	0
<b>Managed by</b>	Altamonte Springs
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	\$200,000	-	-	-	\$200,000
Total PE		-	\$200,000	-	-	-	\$200,000
CST	Sales Tax	-	-	\$1,750,000	-	-	\$1,750,000
Total CST		-	-	\$1,750,000	-	-	\$1,750,000
Total Active Years		-	\$200,000	\$1,750,000	-	-	\$1,950,000
Total Pro-programmed		-	\$200,000	\$1,750,000	-	-	\$1,950,000

**Apopka\_01 - Ocoee Apopka Road Widening**

Widen from 2 to 4 Lanes

<b>From</b>	Keene Rd.
<b>To</b>	Alston Bay Rd.
<b>Length</b>	0.3
<b>Managed by</b>	Apopka
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total PE/CST		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total Active Years		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total Prior Costs		-	-	-	-	-	\$2,000,000
Total Programmed		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000

Apopka\_02 - Ocoee Apopka Road Widening

Widen from 2 to 4 Lanes

From	Harmon Rd.
To	Bradshaw Rd.
Length	1.54
Managed by	Apopka
MTP Ref	ID # 7544, Pg. 234
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total PE/CST		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total Active Years		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$3,000,000
Total Prior Costs		-	-	-	-	-	\$2,000,000
Total Pro-programmed		\$1,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000

**Apopka\_03 - Rock Springs Rd. and Welch Rd. Intersection Improvement**

Intersection Improvement

From	Welch Rd./Rock Springs Rd.
To	-
Length	0.16
Managed by	Apopka
MTP Ref	ID # 4037/4032, Pg. 182
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TIF	\$3,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000
Total PE		\$3,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000
Total Active Years		\$3,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000
Total Pro-programmed		\$3,000,000	\$1,000,000	\$1,000,000	-	-	\$5,000,000

**Apopka\_04 - Vick Rd. Widening**

Widen from 2 to 4 lanes

From	Old Dixie Hwy.
To	Martin St.
Length	0.7
Managed by	Apopka
MTP Ref	ID # 4016, Pg. 272
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TIF	\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total PE		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Active Years		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Prior Costs		-	-	-	-	-	\$75,000
Total Programmed		\$500,000	\$500,000	\$500,000	-	-	\$1,575,000

**Apopka\_05 - Vick Rd. Widening**

Widen from 2 to 4 lanes

From	Marrtin St.
To	Sun Bluff Ln.
Length	0.4
Managed by	Apopka
MTP Ref	ID # 4016, Pg. 272
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TIF	\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total PE		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Active Years		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Prior Costs		-	-	-	-	-	\$75,000
Total Pro-grammed		\$500,000	\$500,000	\$500,000	-	-	\$1,575,000

**Apopka\_06 - Vick Rd. Widening**

Widen from 2 to 4 lanes

From	Welch Rd.
To	Lester Rd.
Length	0.5
Managed by	Apopka
MTP Ref	ID # 4016, Pg. 272
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TIF	\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total PE		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Active Years		\$500,000	\$500,000	\$500,000	-	-	\$1,500,000
Total Prior Costs		-	-	-	-	-	\$75,000
Total Programmed		\$500,000	\$500,000	\$500,000	-	-	\$1,575,000



**Apopka\_07 - W. Kelly Park Rd. Widening & New Signals**

Widening with shared path and new signal

<b>From</b>	Golden Gem Rd.
<b>To</b>	Plymouth Sorrento Rd.
<b>Length</b>	1
<b>Managed by</b>	Apopka
<b>MTP Ref</b>	ID # 7371, Pg. 220
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$500,000	\$1,000,000	\$500,000	-	-	\$2,000,000
Total PE/CST		\$500,000	\$1,000,000	\$500,000	-	-	\$2,000,000
Total Active Years		\$500,000	\$1,000,000	\$500,000	-	-	\$2,000,000
Total Prior Costs		-	-	-	-	-	\$2,000,000
Total Programmed		\$500,000	\$1,000,000	\$500,000	-	-	\$4,000,000

**Apopka\_08 - Park Ave. & Votaw Rd. Intersection Improvement**

Intersection Improvement

<b>From</b>	Park Ave./Votaw Rd.
<b>To</b>	-
<b>Length</b>	0.16
<b>Managed by</b>	Apopka
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TIF	\$800,000	-	-	-	-	\$800,000
Total PE		\$800,000	-	-	-	-	\$800,000
Total Active Years		\$800,000	-	-	-	-	\$800,000
Total Pro-programmed		\$800,000	-	-	-	-	\$800,000

**Apopka\_09 - Sandpiper Rd. Realignment**

Realignment and New Signal

<b>From</b>	Sandpiper Rd./Park Ave.
<b>To</b>	-
<b>Length</b>	0.16
<b>Managed by</b>	Apopka
<b>MTP Ref</b>	ID # 7306, Pg. 260
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$7,502	-	-	-	-	\$7,502
Total PE/CST		\$7,502	-	-	-	-	\$7,502
Total Active Years		\$7,502	-	-	-	-	\$7,502
Total Prior Costs		-	-	-	-	-	\$1,600,000
Total Programmed		\$7,502	-	-	-	-	\$1,607,502

**Apopka\_10 - Park Ave. and E 5th St. Intersection Improvements**

Safety Improvements

<b>From</b>	Park ave./E 5th St.
<b>To</b>	-
<b>Length</b>	0.16
<b>Managed by</b>	Apopka
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$973,979	-	-	-	-	\$973,979
Total PE/CST		\$973,979	-	-	-	-	\$973,979
Total Active Years		\$973,979	-	-	-	-	\$973,979
Total Prior Costs		-	-	-	-	-	\$1,050,000
Total Programmed		\$973,979	-	-	-	-	\$2,023,979

**Apopka\_11 - New Sidewalk Design and Construction**

New Sidewalk

From	-
To	-
Length	0
Managed by	Apopka
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	TIF	\$200,000	-	-	-	-	\$200,000
Total PE/CST		\$200,000	-	-	-	-	\$200,000
Total Active Years		\$200,000	-	-	-	-	\$200,000
Total Pro-programmed		\$200,000	-	-	-	-	\$200,000

Casselberry\_02 - Various ADA Transition Plan Improvements

Various ADA Improvements - Citywide

From	-
To	-
Length	0
Managed by	Casselberry
MTP Ref	ID # 9163, Pg. 288
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TIF	\$123,000	\$152,000	\$148,000	\$162,000	\$151,000	\$736,000
Total CST		\$123,000	\$152,000	\$148,000	\$162,000	\$151,000	\$736,000
Total Active Years		\$123,000	\$152,000	\$148,000	\$162,000	\$151,000	\$736,000
Total Pro-programmed		\$123,000	\$152,000	\$148,000	\$162,000	\$151,000	\$736,000

**Kissimmee\_01 - Hoagland Blvd.**

Widen to 4-Lanes

<b>From</b>	US 192
<b>To</b>	Donnegan Ave.
<b>Length</b>	1
<b>Managed by</b>	Kissimmee
<b>MTP Ref</b>	ID # 8155, Pg. 296
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PDE	Local	-	\$1,000,000	-	-	-	\$1,000,000
Total PDE		-	\$1,000,000	-	-	-	\$1,000,000
PE	Local	-	-	\$1,000,000	-	-	\$1,000,000
Total PE		-	-	\$1,000,000	-	-	\$1,000,000
ROW	Local	-	-	-	\$2,000,000	-	\$2,000,000
Total ROW		-	-	-	\$2,000,000	-	\$2,000,000
Total Active Years		-	\$1,000,000	\$1,000,000	\$2,000,000	-	\$4,000,000
Total Future Costs		-	-	-	-	-	\$9,500,000
Total Programmed		-	\$1,000,000	\$1,000,000	\$2,000,000	-	\$13,500,000

Kissimmee\_02 - Thacker Ave.

Replace Traffic Signal

From	at Patrick St.
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 8156, Pg. 296
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	-	-	\$350,000	-	-	\$350,000
Total PE		-	-	\$350,000	-	-	\$350,000
PE/CST	Local	-	-	-	\$900,000	-	\$900,000
Total PE/CST		-	-	-	\$900,000	-	\$900,000
Total Active Years		-	-	\$350,000	\$900,000	-	\$1,250,000
Total Pro-programmed		-	-	\$350,000	\$900,000	-	\$1,250,000



**Kissimmee\_03 - Thacker Ave.**

Replace Traffic Signal

<b>From</b>	at Oak St.
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	Kissimmee
<b>MTP Ref</b>	ID # 8157, Pg. 296
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	-	-	\$350,000	-	-	\$350,000
Total PE		-	-	\$350,000	-	-	\$350,000
PE/CST	Local	-	-	-	\$900,000	-	\$900,000
Total PE/CST		-	-	-	\$900,000	-	\$900,000
Total Active Years		-	-	\$350,000	\$900,000	-	\$1,250,000
Total Pro-programmed		-	-	\$350,000	\$900,000	-	\$1,250,000

Kissimmee\_05 - Thacker Ave.

Replace Traffic Signal

From	at Mabbette St.
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 8159, Pg. 297
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	-	-	\$350,000	-	-	\$350,000
Total PE		-	-	\$350,000	-	-	\$350,000
PE/CST	Local	-	-	-	\$900,000	-	\$900,000
Total PE/CST		-	-	-	\$900,000	-	\$900,000
Total Active Years		-	-	\$350,000	\$900,000	-	\$1,250,000
Total Pro-programmed		-	-	\$350,000	\$900,000	-	\$1,250,000

Section 10: Locally Funded Projects

Kissimmee\_06 - Den John Ln.

Replace Traffic Signal

From	Mill Slough Ave.
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 8160, Pg. 297
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	-	\$350,000	-	-	-	\$350,000
Total PE		-	\$350,000	-	-	-	\$350,000
PE/CST	Local	-	-	\$900,000	-	-	\$900,000
Total PE/CST		-	-	\$900,000	-	-	\$900,000
Total Active Years		-	\$350,000	\$900,000	-	-	\$1,250,000
Total Pro-programmed		-	\$350,000	\$900,000	-	-	\$1,250,000

Kissimmee\_07 - Dyer Blvd. / Ball Park Rd.

Construct New Traffic Signal

From	Ball Park Rd.
To	Dyer Blvd.
Length	0
Managed by	Kissimmee
MTP Ref	ID # 8161, Pg. 297
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/CST	Local	\$800,000	-	-	-	-	\$800,000
Total PE/CST		\$800,000	-	-	-	-	\$800,000
Total Active Years		\$800,000	-	-	-	-	\$800,000
Total Prior Costs		-	-	-	-	-	\$300,000
Total Pro-programmed		\$800,000	-	-	-	-	\$1,100,000

**Kissimmee\_08 - Mann St. Extension**

Extension of the Road

<b>From</b>	Hill St.
<b>To</b>	M.L.K. Jr. Blvd.
<b>Length</b>	0
<b>Managed by</b>	Kissimmee
<b>MTP Ref</b>	ID # 8162, Pg. 297
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	\$75,000	-	-	-	-	\$75,000
Total PE		\$75,000	-	-	-	-	\$75,000
PE/CST	Local	-	\$1,500,000	-	-	-	\$1,500,000
Total PE/CST		-	\$1,500,000	-	-	-	\$1,500,000
ROW	Local	\$1,500,000	-	-	-	-	\$1,500,000
Total ROW		\$1,500,000	-	-	-	-	\$1,500,000
Total Active Years		\$1,575,000	\$1,500,000	-	-	-	\$3,075,000
Total Prior Costs		-	-	-	-	-	\$204,000
Total Programmed		\$1,575,000	\$1,500,000	-	-	-	\$3,279,000

Kissimmee\_09 - ADA Compliance Program

Improvements - Various Locations

From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # 8163, Pg. 297
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Local	-	\$1,000,000	-	-	-	\$1,000,000
Total CST		-	\$1,000,000	-	-	-	\$1,000,000
Total Active Years		-	\$1,000,000	-	-	-	\$1,000,000
Total Pro-programmed		-	\$1,000,000	-	-	-	\$1,000,000

Kissimmee\_10 - Kissimmee Unpaved Streets

Sunny St. & Roffe St.

From	Sunny St./Thacker Ave.
To	W. Ernest St./Jenkins St.
Length	0.5
Managed by	Kissimmee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	-	-	\$500,000	-	-	\$500,000
Total PE		-	-	\$500,000	-	-	\$500,000
CST	Local	-	-	-	\$3,900,000	-	\$3,900,000
Total CST		-	-	-	\$3,900,000	-	\$3,900,000
Total Active Years		-	-	\$500,000	\$3,900,000	-	\$4,400,000
Total Pro-programmed		-	-	\$500,000	\$3,900,000	-	\$4,400,000

**Longwood\_01 - Ronald Reagan Blvd. Complete Street**

Install hardscape and landscape with lighting

From	Bay Ave.
To	Palmetto Ave.
Length	0.26
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	\$1,300,000	-	-	-	-	\$1,300,000
Total CST		\$1,300,000	-	-	-	-	\$1,300,000
Total Active Years		\$1,300,000	-	-	-	-	\$1,300,000
Total Prior Costs		-	-	-	-	-	\$600,000
Total Programmed		\$1,300,000	-	-	-	-	\$1,900,000



Longwood\_02 - S. Grant St. Sidewalk

5' Sidewalk on W side of road

From	Dog Track Rd.
To	Pinta Pl.
Length	1.8
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Penny Sales Tax	\$200,000	-	-	-	-	\$200,000
Total CST		\$200,000	-	-	-	-	\$200,000
Total Active Years		\$200,000	-	-	-	-	\$200,000
Total Pro-programmed		\$200,000	-	-	-	-	\$200,000

**Longwood\_03 - Longwood Elementary Sidewalks**

Sidewalk

<b>From</b>	Orange Ave.
<b>To</b>	Logan Ave.
<b>Length</b>	2.5
<b>Managed by</b>	Longwood
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CDBG Grant	\$187,000	-	-	-	-	\$187,000
CST	Penny Sales Tax	\$350,000	-	-	-	-	\$350,000
Total CST		\$537,000	-	-	-	-	\$537,000
Total Active Years		\$537,000	-	-	-	-	\$537,000
Total Prior Costs		-	-	-	-	-	\$186,000
Total Future Costs		-	-	-	-	-	\$186,537
Total Pro-programmed		\$537,000	-	-	-	-	\$909,537

Longwood\_04 - Bennett Dr. Drainage Improvements

Add Stormwater Infrastructure

From	S. of Poyner Dr.
To	N of Lake Bennett Ct.
Length	0
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Penny Sales Tax	\$75,000	-	-	-	-	\$75,000
CST	Stormwater Fund	\$25,000	-	-	-	-	\$25,000
Total CST		\$100,000	-	-	-	-	\$100,000
Total Active Years		\$100,000	-	-	-	-	\$100,000
Total Prior Costs		-	-	-	-	-	\$1,246,000
Total Pro-programmed		\$100,000	-	-	-	-	\$1,346,000

Longwood\_05 - Residential Sidewalk Construction

Construct and Replace Sidewalks

From	-
To	-
Length	0
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Total CST		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Total Active Years		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Total Prior Costs		-	-	-	-	-	\$200,000
Total Future Costs		-	-	-	-	-	\$150,000
Total Pro-programmed		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,100,000

Longwood\_06 - Traffic Calming Initiative

Add Traffic Calmin Measures on Local Streets

From	-
To	-
Length	0
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PDE	Penny Sales Tax	\$50,000	-	-	-	-	\$50,000
Total PDE		\$50,000	-	-	-	-	\$50,000
CST	Penny Sales Tax	-	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Total CST		-	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Total Active Years		\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Total Pro-programmed		\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000

Section 10: Locally Funded Projects

Longwood\_07 - Oxford Rd. Pedestrian Path

Const. Ped. Path on W side of Road

From	Wildmere Ave.
To	Bistline Ave.
Length	0
Managed by	Longwood
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Penny Sales Tax	\$225,000	-	-	-	-	\$225,000
Total CST		\$225,000	-	-	-	-	\$225,000
Total Active Years		\$225,000	-	-	-	-	\$225,000
Total Pro-programmed		\$225,000	-	-	-	-	\$225,000

Maitland\_01 - Keller Rd. Construction

Reconstruction of Roadway and Inclusion of Sidewalk/Multi-use Path

From	Fennel St.
To	Kennedy Blvd
Length	0
Managed by	Maitland
MTP Ref	ID # 7593, Pg. 274
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	GF/RIF	-	\$4,400,000	-	-	-	\$4,400,000
Total CST		-	\$4,400,000	-	-	-	\$4,400,000
Total Active Years		-	\$4,400,000	-	-	-	\$4,400,000
Total Pro-programmed		-	\$4,400,000	-	-	-	\$4,400,000

Maitland\_04 - Horatio Ave./Maitland Ave. Mast Arms

Replacing Mast Arms

From	Intersection of Horatio Ave. and Maitland Ave.
To	-
Length	0
Managed by	Maitland
MTP Ref	ID # 7596, Pg. 275
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CRA	\$1,200,000	-	-	-	-	\$1,200,000
Total CST		\$1,200,000	-	-	-	-	\$1,200,000
Total Active Years		\$1,200,000	-	-	-	-	\$1,200,000
Total Pro-programmed		\$1,200,000	-	-	-	-	\$1,200,000



Maitland\_06 - Mechanic St. Improvements

Design and Construction of Improvements

From	-
To	-
Length	0
Managed by	Maitland
MTP Ref	ID # 7598, Pg. 275
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	GF/Mobility	-	-	\$200,000	-	-	\$200,000
Total PE		-	-	\$200,000	-	-	\$200,000
CST	GF/Mobility	-	-	-	\$1,000,000	-	\$1,000,000
Total CST		-	-	-	\$1,000,000	-	\$1,000,000
Total Active Years		-	-	\$200,000	\$1,000,000	-	\$1,200,000
Total Pro-programmed		-	-	\$200,000	\$1,000,000	-	\$1,200,000

**Ocoee\_02 - Bluford Ave. Complete Streets Project**

Complete Streets/Safety Improvements

<b>From</b>	Old Winter Garden Rd.
<b>To</b>	Deleware St.
<b>Length</b>	1.35
<b>Managed by</b>	Ocoee
<b>MTP Ref</b>	ID # 7600, Pg. 274
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CRA-TIF	\$8,500,000	\$7,500,000	-	-	-	\$16,000,000
CST	General Fund	\$1,000,000	\$3,640,000	-	-	-	\$4,640,000
Total CST		\$9,500,000	\$11,140,000	-	-	-	\$20,640,000
Total Active Years		\$9,500,000	\$11,140,000	-	-	-	\$20,640,000
Total Prior Costs		-	-	-	-	-	\$1,373,000
Total Pro-programmed		\$9,500,000	\$11,140,000	-	-	-	\$22,013,000

Ocoee\_03 - Old Winter Garden Rd. Extension

New Road Connection to SR 50 Includes Intersection Improvements

From	Maguire Rd.
To	SR 50
Length	0.5
Managed by	Ocoee
MTP Ref	ID # 7601, Pg. 274
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	CRA-TIF	\$560,000	\$560,000	-	-	-	\$1,120,000
Total ROW		\$560,000	\$560,000	-	-	-	\$1,120,000
Total Active Years		\$560,000	\$560,000	-	-	-	\$1,120,000
Total Pro-programmed		\$560,000	\$560,000	-	-	-	\$1,120,000

Section 10: Locally Funded Projects

Ocoee\_05 - Maguire Rd. Phase 5

4-lanes, sidewalks, landscape, signage

From	Maine St.
To	Story Rd.
Length	0.5
Managed by	Ocoee
MTP Ref	ID # 7603, Pg. 275
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	CRA-TIF	\$450,000	-	-	-	-	\$450,000
Total PE		\$450,000	-	-	-	-	\$450,000
Total Active Years		\$450,000	-	-	-	-	\$450,000
Total Pro-programmed		\$450,000	-	-	-	-	\$450,000

Section 10: Locally Funded Projects

Ocoee\_06 - N. Blackwood Ave. Streetscape

Road Safety Enhancement, Roundabout Wider Sidewalks, Landscape, Lighting

From	SR 50
To	Maine St.
Length	0.28
Managed by	Ocoee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	CRA-TIF	\$200,000	-	-	-	-	\$200,000
Total ROW		\$200,000	-	-	-	-	\$200,000
Total Active Years		\$200,000	-	-	-	-	\$200,000
Total Pro-programmed		\$200,000	-	-	-	-	\$200,000

Section 10: Locally Funded Projects

Ocoee\_07 - Crown Point Rd. Extention

Road Capacity, connecting to Fullers Cross Rd

From	Crown Point Rd.
To	Fuller Cross Rd.
Length	0.32
Managed by	Ocoee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Transportation Impact Fees	\$650,000	-	-	-	-	\$650,000
Total CST		\$650,000	-	-	-	-	\$650,000
Total Active Years		\$650,000	-	-	-	-	\$650,000
Total Pro-programmed		\$650,000	-	-	-	-	\$650,000

Ocoee\_08 - Pine St. ROW Improvements

Extention of Pine St. - 2 Lanes, Sidewalks

From	Ohio Ave.
To	Franklin
Length	0.32
Managed by	Ocoee
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Transportation Impact Fees	\$375,000	\$505,000	\$3,750,000	-	-	\$4,630,000
Total CST		\$375,000	\$505,000	\$3,750,000	-	-	\$4,630,000
Total Active Years		\$375,000	\$505,000	\$3,750,000	-	-	\$4,630,000
Total Pro-programmed		\$375,000	\$505,000	\$3,750,000	-	-	\$4,630,000

Section 10: Locally Funded Projects

Orange\_03 - All American Blvd.

Widen to 4-Lanes & New 4-Lane Road

From	Edgewater Dr.
To	SR 434/Forest City Rd.
Length	0.7
Managed by	Orange Co.
MTP Ref	ID # 7625, Pg. 277
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TIF	\$13,100,000	\$10,422,488	-	-	-	\$23,522,488
Total CST		\$13,100,000	\$10,422,488	-	-	-	\$23,522,488
Total Active Years		\$13,100,000	\$10,422,488	-	-	-	\$23,522,488
Total Prior Costs		-	-	-	-	-	\$10,422,488
Total Pro-programmed		\$13,100,000	\$10,422,488	-	-	-	\$33,944,976



Orange\_05 - Econlockhatchee Tr.

Widen to 4-Lanes

From	Lake Underhill Rd.
To	SR 408
Length	1.44
Managed by	Orange Co.
MTP Ref	ID # 7626, Pg. 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TIF	\$358,931	-	-	-	-	\$358,931
Total CST		\$358,931	-	-	-	-	\$358,931
Total Active Years		\$358,931	-	-	-	-	\$358,931
Total Prior Costs		-	-	-	-	-	\$41,097,681
Total Pro-programmed		\$358,931	-	-	-	-	\$41,456,612

Orange\_07 - International Dr.

Add Transit Lanes

From	Destination Pkwy.
To	Sand Lake Rd.
Length	2.8
Managed by	Orange Co.
MTP Ref	ID # 7628, Pg 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	I-Drive CRA	\$12,225,000	\$11,405,000	\$3,062,731	-	-	\$26,692,731
Total CST		\$12,225,000	\$11,405,000	\$3,062,731	-	-	\$26,692,731
Total Active Years		\$12,225,000	\$11,405,000	\$3,062,731	-	-	\$26,692,731
Total Prior Costs		-	-	-	-	-	\$2,435,016
Total Pro-programmed		\$12,225,000	\$11,405,000	\$3,062,731	-	-	\$29,127,747

**Orange\_08 - Kennedy Blvd.**

Widen to 4-Lanes

<b>From</b>	Forest City Rd.
<b>To</b>	Wymore Rd.
<b>Length</b>	1.8
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	ID # 7629, Pg. 278
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	Invest/TIF	\$1,300,000	-	-	-	-	\$1,300,000
Total ROW		\$1,300,000	-	-	-	-	\$1,300,000
CST	Invest/Gas Tax	\$12,719,086	\$10,987,348	\$15,750,000	\$11,200,000	-	\$50,656,434
Total CST		\$12,719,086	\$10,987,348	\$15,750,000	\$11,200,000	-	\$50,656,434
Total Active Years		\$14,019,086	\$10,987,348	\$15,750,000	\$11,200,000	-	\$51,956,434
Total Prior Costs		-	-	-	-	-	\$8,796,949
Total Pro-programmed		\$14,019,086	\$10,987,348	\$15,750,000	\$11,200,000	-	\$60,753,383

Orange\_09 - Kirkman Rd. Ext.

New 4-Lane Road

From	Universal Blvd.
To	Sand Lake Rd.
Length	1.7
Managed by	Orange Co.
MTP Ref	ID # 7630, Pg. 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	CRA	\$10,000,000	\$10,000,000	\$10,000,000	-	-	\$30,000,000
Total PE/ROW/CST		\$10,000,000	\$10,000,000	\$10,000,000	-	-	\$30,000,000
Total Active Years		\$10,000,000	\$10,000,000	\$10,000,000	-	-	\$30,000,000
Total Prior Costs		-	-	-	-	-	\$16,820,512
Total Pro-programmed		\$10,000,000	\$10,000,000	\$10,000,000	-	-	\$46,820,512

Orange\_10 - Lake Underhill Rd.

Widen to 4-Lanes

From	Econlockhatchee Tr.
To	Rouse Rd.
Length	1.5
Managed by	Orange Co.
MTP Ref	ID # 7631, Pg. 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Invest	\$1,810,937	\$6,300,000	\$10,000,000	\$5,700,000	-	\$23,810,937
Total CST		\$1,810,937	\$6,300,000	\$10,000,000	\$5,700,000	-	\$23,810,937
Total Active Years		\$1,810,937	\$6,300,000	\$10,000,000	\$5,700,000	-	\$23,810,937
Total Pro-programmed		\$1,810,937	\$6,300,000	\$10,000,000	\$5,700,000	-	\$23,810,937

Orange\_11 - McCulloch Rd.

Widen to 4-Lanes

From	N. Orion Blvd.
To	N. Tanner Rd.
Length	1.5
Managed by	Orange Co.
MTP Ref	ID # 7632, Pg. 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	Invest	\$2,275,000	\$1,846,060	\$8,000,186	-	-	\$12,121,246
Total PE/ROW/CST		\$2,275,000	\$1,846,060	\$8,000,186	-	-	\$12,121,246
Total Active Years		\$2,275,000	\$1,846,060	\$8,000,186	-	-	\$12,121,246
Total Prior Costs		-	-	-	-	-	\$294,403
Total Pro-programmed		\$2,275,000	\$1,846,060	\$8,000,186	-	-	\$12,415,649

Orange\_12 - Orange Ave.

Widen to 4-Lanes

From	Osceola Co. Line
To	Florida's Turnpike
Length	0.69
Managed by	Orange Co.
MTP Ref	ID # 7633, Pg. 278
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	TIF	\$870,398	\$6,600,000	\$11,790,000	\$500,000	-	\$19,760,398
Total PE/ROW/CST		\$870,398	\$6,600,000	\$11,790,000	\$500,000	-	\$19,760,398
Total Active Years		\$870,398	\$6,600,000	\$11,790,000	\$500,000	-	\$19,760,398
Total Prior Costs		-	-	-	-	-	\$392,187
Total Pro-programmed		\$870,398	\$6,600,000	\$11,790,000	\$500,000	-	\$20,152,585

**Orange\_13 - Reams Rd.**

Widen to 4-Lanes

<b>From</b>	Summerlake Park Blvd.
<b>To</b>	Taborfield Ave.
<b>Length</b>	3.1
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	ID # 7634, Pg. 279
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW	CIP/Invest	\$345,122	\$160,000	\$200,000	-	-	\$705,122
Total PE/ROW		\$345,122	\$160,000	\$200,000	-	-	\$705,122
CST	TIF	-	\$28,514,828	\$16,856,542	-	-	\$45,371,370
Total CST		-	\$28,514,828	\$16,856,542	-	-	\$45,371,370
Total Active Years		\$345,122	\$28,674,828	\$17,056,542	-	-	\$46,076,492
Total Prior Costs		-	-	-	-	-	\$32,400,000
Total Pro-programmed		\$345,122	\$28,674,828	\$17,056,542	-	-	\$78,476,492



Orange\_14 - Richard T. Crotty Pkwy.

New 4-Lane Road

From	SR 436
To	Goldenrod Rd.
Length	5.07
Managed by	Orange Co.
MTP Ref	ID # 7511, Pg. 264
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	Invest/TIF	\$11,505,000	\$1,000,000	-	-	-	\$12,505,000
Total ROW		\$11,505,000	\$1,000,000	-	-	-	\$12,505,000
Total Active Years		\$11,505,000	\$1,000,000	-	-	-	\$12,505,000
Total Prior Costs		-	-	-	-	-	\$18,283,766
Total Pro-programmed		\$11,505,000	\$1,000,000	-	-	-	\$30,788,766

Orange\_15 - Sand Lake Rd.

Safety Improvements

From	Apopka-Vineland Rd.
To	Turkey Lake Rd.
Length	5.32
Managed by	Orange Co.
MTP Ref	ID # 7635, Pg. 279
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TIF/PayGo	\$5,490,397	\$4,500,000	-	-	-	\$9,990,397
Total CST		\$5,490,397	\$4,500,000	-	-	-	\$9,990,397
Total Active Years		\$5,490,397	\$4,500,000	-	-	-	\$9,990,397
Total Prior Costs		-	-	-	-	-	\$948,103
Total Pro-programmed		\$5,490,397	\$4,500,000	-	-	-	\$10,938,500

**Orange\_16 - Taft-Vineland Rd.**

Widen to 4-Lanes

<b>From</b>	US 441
<b>To</b>	Orange Ave.
<b>Length</b>	2
<b>Managed by</b>	Orange Co.
<b>MTP Ref</b>	ID # 7636, Pg. 279
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	TIF	\$5,060,000	-	-	-	-	\$5,060,000
Total ROW		\$5,060,000	-	-	-	-	\$5,060,000
CST	TIF	\$1,888,543	\$1,194,755	\$11,122,749	\$9,858,666	-	\$24,064,713
Total CST		\$1,888,543	\$1,194,755	\$11,122,749	\$9,858,666	-	\$24,064,713
Total Active Years		\$6,948,543	\$1,194,755	\$11,122,749	\$9,858,666	-	\$29,124,713
Total Prior Costs		-	-	-	-	-	\$12,107,339
Total Pro-programmed		\$6,948,543	\$1,194,755	\$11,122,749	\$9,858,666	-	\$41,232,052

Orange\_17 - Texas Ave.

Widen to 4-Lanes

From	Oak Ridge Rd.
To	Holden Ave.
Length	0.5
Managed by	Orange Co.
MTP Ref	ID # 7637, Pg. 279
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	TIF	\$1,668,000	\$150,000	-	-	-	\$1,818,000
Total ROW		\$1,668,000	\$150,000	-	-	-	\$1,818,000
Total Active Years		\$1,668,000	\$150,000	-	-	-	\$1,818,000
Total Prior Costs		-	-	-	-	-	\$8,868,093
Total Pro-programmed		\$1,668,000	\$150,000	-	-	-	\$10,686,093

Orange\_18 - Tiny Rd.

Widen to 4-Lanes

From	Bridgewater Crossing
To	Tilden Rd.
Length	1.8
Managed by	Orange Co.
MTP Ref	ID # 7550, Pg. 230
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	TIF	\$431,994	-	-	-	-	\$431,994
Total PE/ROW/CST		\$431,994	-	-	-	-	\$431,994
Total Active Years		\$431,994	-	-	-	-	\$431,994
Total Prior Costs		-	-	-	-	-	\$634,882
Total Pro-grammed		\$431,994	-	-	-	-	\$1,066,876

Orange\_19 - Tradeshow Rd.

Widen to 4-Lanes

From	Destination Pkwy.
To	Universal Blvd.
Length	1
Managed by	Orange Co.
MTP Ref	ID # 7638, Pg. 279
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW/CST	CRA	\$11,461,908	\$6,300,000	\$1,800,000	-	-	\$19,561,908
Total ROW/CST		\$11,461,908	\$6,300,000	\$1,800,000	-	-	\$19,561,908
Total Active Years		\$11,461,908	\$6,300,000	\$1,800,000	-	-	\$19,561,908
Total Prior Costs		-	-	-	-	-	\$967,334
Total Pro-programmed		\$11,461,908	\$6,300,000	\$1,800,000	-	-	\$20,529,242

Orange\_20 - Vineland Rd.

Widen to 4-Lanes

From	E of SR 535
To	E of Little Lake Bryan Rd.
Length	0.64
Managed by	Orange Co.
MTP Ref	ID # 7546, Pg. 244
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	TIF	\$3,771,600	\$1,200,000	-	-	-	\$4,971,600
Total PE/ROW/CST		\$3,771,600	\$1,200,000	-	-	-	\$4,971,600
Total Active Years		\$3,771,600	\$1,200,000	-	-	-	\$4,971,600
Total Prior Costs		-	-	-	-	-	\$17,850
Total Pro-grammed		\$3,771,600	\$1,200,000	-	-	-	\$4,989,450

Orange\_21 - Woodbury Rd.

Widen to 4-Lanes

From	Lake Underhill Rd.
To	SR 50
Length	1.5
Managed by	Orange Co.
MTP Ref	ID # 7639, Pg. 279
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Gas Tax	\$171,000	-	-	-	-	\$171,000
Total PE		\$171,000	-	-	-	-	\$171,000
Total Active Years		\$171,000	-	-	-	-	\$171,000
Total Prior Costs		-	-	-	-	-	\$7,126,504
Total Pro-programmed		\$171,000	-	-	-	-	\$7,297,504



Orange\_22 - CR 545/Avalon Rd.

Widen to 4-Lanes

From	US 192
To	Hartzog Rd.
Length	1.6
Managed by	Orange Co.
MTP Ref	ID # 7640, Pg. 279
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW/CST	CIP	\$2,725,326	\$4,106,086	-	-	-	\$6,831,412
Total ROW/CST		\$2,725,326	\$4,106,086	-	-	-	\$6,831,412
Total Active Years		\$2,725,326	\$4,106,086	-	-	-	\$6,831,412
Total Prior Costs		-	-	-	-	-	\$459,963
Total Pro-programmed		\$2,725,326	\$4,106,086	-	-	-	\$7,291,375

## Section 10: Locally Funded Projects

### Orange\_42 - Flemings. Rd

Widen to 4-Lanes & New 4-Lane Road

From	CR 545
To	Lake Co. Line
Length	0.7
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW	TIF	\$1,650,000	\$1,650,000	\$370,000	-	-	\$3,670,000
Total PE/ROW		\$1,650,000	\$1,650,000	\$370,000	-	-	\$3,670,000
CST	TIF	\$11,804,675	\$9,988,109	\$5,935,750	-	-	\$27,728,534
Total CST		\$11,804,675	\$9,988,109	\$5,935,750	-	-	\$27,728,534
Total Active Years		\$13,454,675	\$11,638,109	\$6,305,750	-	-	\$31,398,534
Total Pro-programmed		\$13,454,675	\$11,638,109	\$6,305,750	-	-	\$31,398,534

Orange\_43 - Innovation Way

New 4-Lane Road

From	Magnolia Woods Blvd.
To	Sunbridge Pkwy.
Length	2.5
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	Private	\$3,195,325	\$3,575,000	\$53,000	-	-	\$6,823,325
Total PE/ROW/CST		\$3,195,325	\$3,575,000	\$53,000	-	-	\$6,823,325
Total Active Years		\$3,195,325	\$3,575,000	\$53,000	-	-	\$6,823,325
Total Prior Costs		-	-	-	-	-	\$3,758,282
Total Pro-grammed		\$3,195,325	\$3,575,000	\$53,000	-	-	\$10,581,607

Orange\_44 - Clarcona-Ocoee Rd.

Widen to 4-Lanes

From	Ocoee-Apopka Rd.
To	US 441
Length	7.5
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	Private	-	\$2,000,000	\$2,200,000	\$2,000,000	\$350,000	\$6,550,000
Total PE/ROW/CST		-	\$2,000,000	\$2,200,000	\$2,000,000	\$350,000	\$6,550,000
Total Active Years		-	\$2,000,000	\$2,200,000	\$2,000,000	\$350,000	\$6,550,000
Total Pro-programmed		-	\$2,000,000	\$2,200,000	\$2,000,000	\$350,000	\$6,550,000

Orange\_45 - Town Center

Widen to 4-Lanes

From	Raintree Ridge Rd.
To	Courtney Chase Cir.
Length	3.3
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW/CST	CIP	-	\$500,000	\$1,500,000	-	-	\$2,000,000
Total ROW/CST		-	\$500,000	\$1,500,000	-	-	\$2,000,000
Total Active Years		-	\$500,000	\$1,500,000	-	-	\$2,000,000
Total Pro-programmed		-	\$500,000	\$1,500,000	-	-	\$2,000,000

Orange\_46 - Curry Ford Rd.

Pedestrian Bridge

From	Dean Rd.
To	Alafaya Tr.
Length	3.5
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	I-Drive CRA	-	\$2,500,000	\$2,500,000	\$2,500,000	\$1,500,000	\$9,000,000
Total PE/ROW/CST		-	\$2,500,000	\$2,500,000	\$2,500,000	\$1,500,000	\$9,000,000
Total Active Years		-	\$2,500,000	\$2,500,000	\$2,500,000	\$1,500,000	\$9,000,000
Total Pro-programmed		-	\$2,500,000	\$2,500,000	\$2,500,000	\$1,500,000	\$9,000,000

## Section 10: Locally Funded Projects

### Orange\_47 - Rio Grande Ave.

Transit Feasibility & Alt. Tech Assessment

From	Holden Ave.
To	Gore St.
Length	2.5
Managed by	Orange Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	I-Drive CRA	-	\$500,000	\$500,000	\$250,000	-	\$1,250,000
Total PE/ROW/CST		-	\$500,000	\$500,000	\$250,000	-	\$1,250,000
Total Active Years		-	\$500,000	\$500,000	\$250,000	-	\$1,250,000
Total Pro-programmed		-	\$500,000	\$500,000	\$250,000	-	\$1,250,000

**Orlando\_01 - Terry Ave. North Extension**

New 2-Lane Road

<b>From</b>	Washington St.
<b>To</b>	Colonial Dr.
<b>Length</b>	0.63
<b>Managed by</b>	City of Orlando
<b>MTP Ref</b>	ID # 7370, Pg. 266
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	IFT	-	\$750,000	\$750,000	\$750,000	-	\$2,250,000
Total PE/ROW/CST		-	\$750,000	\$750,000	\$750,000	-	\$2,250,000
Total Active Years		-	\$750,000	\$750,000	\$750,000	-	\$2,250,000
Total Future Costs		-	-	-	-	-	\$140,000
Total Pro- grammed		-	\$750,000	\$750,000	\$750,000	-	\$2,390,000



**Orlando\_02 - President Barack Obama Pkwy. Phase 2 MTP ID#7567**

New 4-Lane Divided Road

<b>From</b>	Metrowest Blvd.
<b>To</b>	Raleigh St.
<b>Length</b>	0.82
<b>Managed by</b>	City of Orlando
<b>MTP Ref</b>	ID # 7567, Pg. 264
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE/ROW/CST	IFT	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Total PE/ROW/CST		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Total Active Years		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Total Future Costs		-	-	-	-	-	\$28,700,000
Total Pro- grammed		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$31,200,000

## Section 10: Locally Funded Projects

### Osceola\_01 - Old Lake Wilson Rd.

Widen to 4-Lanes, Bike Lanes, Sidewalks, & Bridge Over I-4

From	CR 532 (Osceola Polk Line Rd.)
To	Sinclair Rd.
Length	2.5
Managed by	Osceola Co.
MTP Ref	ID # 8114, Pg. 292
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	LFS	-	\$3,500,000	-	-	-	\$3,500,000
Total ROW		-	\$3,500,000	-	-	-	\$3,500,000
CST	LFS	-	\$33,812,000	-	\$4,500,000	-	\$38,312,000
Total CST		-	\$33,812,000	-	\$4,500,000	-	\$38,312,000
CEI	LFS	-	\$3,381,000	-	-	-	\$3,381,000
Total CEI		-	\$3,381,000	-	-	-	\$3,381,000
Total Active Years		-	\$40,693,000	-	\$4,500,000	-	\$45,193,000
Total Prior Costs		-	-	-	-	-	\$8,500,000
Total Pro-programmed		-	\$40,693,000	-	\$4,500,000	-	\$53,693,000

## Section 10: Locally Funded Projects

### Osceola\_02 - Jack Brack Rd.

Reconstruction of a 2-Lane Divided Facility with Ped. Improvements

From	Narcoossee Rd.
To	Absher Rd.
Length	2.57
Managed by	Osceola Co.
MTP Ref	ID # 8148, Pg. 296
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	LFS	\$10,000,000	\$15,000,000	-	-	-	\$25,000,000
Total ROW		\$10,000,000	\$15,000,000	-	-	-	\$25,000,000
CST	LFS	-	-	\$48,530,000	-	-	\$48,530,000
Total CST		-	-	\$48,530,000	-	-	\$48,530,000
CEI	LFS	-	-	\$4,853,000	-	\$6,500,000	\$11,353,000
Total CEI		-	-	\$4,853,000	-	\$6,500,000	\$11,353,000
Total Active Years		\$10,000,000	\$15,000,000	\$53,383,000	-	\$6,500,000	\$84,883,000
Total Prior Costs		-	-	-	-	-	\$4,815,000
Total Pro-programmed		\$10,000,000	\$15,000,000	\$53,383,000	-	\$6,500,000	\$89,698,000

Osceola\_04 - Jones Road

Reconstruction of a 2-Lane Divided Facility with Ped. Improvements

From	Narcoossee Rd.
To	Sunbridge Boundary
Length	2.93
Managed by	Osceola Co.
MTP Ref	ID # 8150, Pg. 296
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	\$4,000,000	\$10,000,000	\$10,000,000	\$5,000,000	\$49,000,000	\$78,000,000
Total PE		\$4,000,000	\$10,000,000	\$10,000,000	\$5,000,000	\$49,000,000	\$78,000,000
Total Active Years		\$4,000,000	\$10,000,000	\$10,000,000	\$5,000,000	\$49,000,000	\$78,000,000
Total Pro-programmed		\$4,000,000	\$10,000,000	\$10,000,000	\$5,000,000	\$49,000,000	\$78,000,000

## Section 10: Locally Funded Projects

### Osceola\_05 - Nova Road

2-4 Lane Widening with Ped. Improvements

From	US 192
To	Sunbridge Boundary
Length	4.69
Managed by	Osceola Co.
MTP Ref	ID #8151, Pg. 291
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	LFS	\$10,000,000	\$10,000,000	-	-	-	\$20,000,000
Total ROW		\$10,000,000	\$10,000,000	-	-	-	\$20,000,000
CST	LFS	-	-	\$132,000,000	-	\$13,750,000	\$145,750,000
Total CST		-	-	\$132,000,000	-	\$13,750,000	\$145,750,000
CEI	LFS	-	-	\$13,200,000	-	-	\$13,200,000
Total CEI		-	-	\$13,200,000	-	-	\$13,200,000
Total Active Years		\$10,000,000	\$10,000,000	\$145,200,000	-	\$13,750,000	\$178,950,000
Total Prior Costs		-	-	-	-	-	\$6,035,000
Total Pro-programmed		\$10,000,000	\$10,000,000	\$145,200,000	-	\$13,750,000	\$184,985,000

**Osceola\_14 - Canoe Creek Rd. (CR 523) - 4412 (2 Phases/Segments)**

4-Lane Widening

<b>From</b>	Deer Run Rd.
<b>To</b>	Pine Tree Dr.
<b>Length</b>	0
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8002, Pg. 290
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	\$4,200,000	-	-	-	-	\$4,200,000
Total PE		\$4,200,000	-	-	-	-	\$4,200,000
ROW	LFS	-	\$16,000,000	\$16,000,000	-	-	\$32,000,000
Total ROW		-	\$16,000,000	\$16,000,000	-	-	\$32,000,000
CST	LFS	-	-	-	\$42,300,000	-	\$42,300,000
Total CST		-	-	-	\$42,300,000	-	\$42,300,000
CEI	LFS	-	-	-	\$4,200,000	-	\$4,200,000
Total CEI		-	-	-	\$4,200,000	-	\$4,200,000
Total Active Years		\$4,200,000	\$16,000,000	\$16,000,000	\$46,500,000	-	\$82,700,000
Total Prior Costs		-	-	-	-	-	\$1,000,000
Total Programmed		\$4,200,000	\$16,000,000	\$16,000,000	\$46,500,000	-	\$83,700,000

**Osceola\_15 - Canoe Creek Rd. Widening (from Deer Run Rd. to UGB) - T24-001**

4-Lane Widening

<b>From</b>	Deer Run Rd.
<b>To</b>	UGB
<b>Length</b>	4.75
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8166, Pg. 298
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	\$5,000,000	-	-	-	-	\$5,000,000
Total PE		\$5,000,000	-	-	-	-	\$5,000,000
ROW	LFS	-	\$15,000,000	\$15,000,000	-	-	\$30,000,000
Total ROW		-	\$15,000,000	\$15,000,000	-	-	\$30,000,000
CST	LFS	-	-	-	\$50,000,000	-	\$50,000,000
Total CST		-	-	-	\$50,000,000	-	\$50,000,000
CEI	LFS	-	-	-	\$5,000,000	-	\$5,000,000
Total CEI		-	-	-	\$5,000,000	-	\$5,000,000
Total Active Years		\$5,000,000	\$15,000,000	\$15,000,000	\$55,000,000	-	\$90,000,000
Total Programmed		\$5,000,000	\$15,000,000	\$15,000,000	\$55,000,000	-	\$90,000,000

**Osceola\_16 - Cross Prairie Pkwy. (from C31 to End of Tohoqua Development) - T24-002**

New 4-Lane Road

<b>From</b>	Nolte Rd.
<b>To</b>	C31 Canal
<b>Length</b>	1.5
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8167, Pg. 298
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LFS	\$46,400,000	-	\$3,250,000	-	-	\$49,650,000
Total CST		\$46,400,000	-	\$3,250,000	-	-	\$49,650,000
CEI	LFS	\$4,000,000	-	-	-	-	\$4,000,000
Total CEI		\$4,000,000	-	-	-	-	\$4,000,000
Total Active Years		\$50,400,000	-	\$3,250,000	-	-	\$53,650,000
Total Prior Costs		-	-	-	-	-	\$5,000,000
Total Pro-programmed		\$50,400,000	-	\$3,250,000	-	-	\$58,650,000



**Osceola\_17 - Bill Johnston Park - 4357**

Trail

<b>From</b>	Neptune Rd.
<b>To</b>	Neptune Rd.
<b>Length</b>	0.25
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8168, Pg. 298
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LFS	\$2,500,000	-	-	-	-	\$2,500,000
Total CST		\$2,500,000	-	-	-	-	\$2,500,000
CEI	LFS	\$250,000	-	-	-	-	\$250,000
Total CEI		\$250,000	-	-	-	-	\$250,000
Total Active Years		\$2,750,000	-	-	-	-	\$2,750,000
Total Prior Costs		-	-	-	-	-	\$300,000
Total Pro-programmed		\$2,750,000	-	-	-	-	\$3,050,000

**Osceola\_18 - Lake Toho Water Restoration Pond Trail - 4350**

Trail

<b>From</b>	Neptune Rd.
<b>To</b>	Oak St.
<b>Length</b>	3.7
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8169, Pg. 298
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LFS	\$13,500,000	-	-	-	-	\$13,500,000
Total CST		\$13,500,000	-	-	-	-	\$13,500,000
CEI	LFS	\$1,750,000	-	-	-	-	\$1,750,000
Total CEI		\$1,750,000	-	-	-	-	\$1,750,000
Total Active Years		\$15,250,000	-	-	-	-	\$15,250,000
Total Prior Costs		-	-	-	-	-	\$1,065,000
Total Pro-programmed		\$15,250,000	-	-	-	-	\$16,315,000

Osceola\_24 - CR 532

4-Lane Widening

From	S. Old Lake Wilson Rd.
To	Poinciana Pkwy.
Length	2
Managed by	Osceola Co.
MTP Ref	ID # 8173, Pg. 299
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	LFS	\$15,000,000	-	-	-	-	\$15,000,000
Total CST		\$15,000,000	-	-	-	-	\$15,000,000
Total Active Years		\$15,000,000	-	-	-	-	\$15,000,000
Total Prior Costs		-	-	-	-	-	\$30,000,000
Total Pro-programmed		\$15,000,000	-	-	-	-	\$45,000,000

**Osceola\_25 - Canoe Creek Rd. (CR 523) - 4412 (2 Phases/Segments)**

4-Lane Widening

<b>From</b>	Pine Tree Dr.
<b>To</b>	US 192
<b>Length</b>	0
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	ID # 8001, Pg. 290
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	-	-	\$7,400,000	-	-	\$7,400,000
Total PE		-	-	\$7,400,000	-	-	\$7,400,000
ROW	LFS	-	-	-	\$17,500,000	\$14,000,000	\$31,500,000
Total ROW		-	-	-	\$17,500,000	\$14,000,000	\$31,500,000
Total Active Years		-	-	\$7,400,000	\$17,500,000	\$14,000,000	\$38,900,000
Total Prior Costs		-	-	-	-	-	\$1,000,000
Total Pro-programmed		-	-	\$7,400,000	\$17,500,000	\$14,000,000	\$39,900,000

Osceola\_26 - Sunbridge Pkwy

New 4-Lane Road

From	US 192
To	Nova Rd.
Length	6
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	LFS	-	\$25,000,000	\$25,000,000	\$10,000,000	-	\$60,000,000
Total ROW		-	\$25,000,000	\$25,000,000	\$10,000,000	-	\$60,000,000
CST	LFS	-	-	-	-	\$80,000,000	\$80,000,000
Total CST		-	-	-	-	\$80,000,000	\$80,000,000
CEI	LFS	-	-	-	-	\$8,000,000	\$8,000,000
Total CEI		-	-	-	-	\$8,000,000	\$8,000,000
Total Active Years		-	\$25,000,000	\$25,000,000	\$10,000,000	\$88,000,000	\$148,000,000
Total Prior Costs		-	-	-	-	-	\$12,449,000
Total Pro-programmed		-	\$25,000,000	\$25,000,000	\$10,000,000	\$88,000,000	\$160,449,000

Section 10: Locally Funded Projects

Osceola\_27 - Old Canoe Creek Rd

4-Lane Widening

From	Canoe Creek Rd.
To	Clay Whaley Rd.
Length	2.4
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PDE	LFS	\$3,095,000	-	-	-	-	\$3,095,000
Total PDE		\$3,095,000	-	-	-	-	\$3,095,000
PE	LFS	-	\$6,898,000	-	-	-	\$6,898,000
Total PE		-	\$6,898,000	-	-	-	\$6,898,000
ROW	LFS	-	-	\$3,029,000	\$3,000,000	-	\$6,029,000
Total ROW		-	-	\$3,029,000	\$3,000,000	-	\$6,029,000
CST	LFS	-	-	-	-	\$53,799,000	\$53,799,000
Total CST		-	-	-	-	\$53,799,000	\$53,799,000
CEI	LFS	-	-	-	-	\$8,070,000	\$8,070,000
Total CEI		-	-	-	-	\$8,070,000	\$8,070,000
Total Active Years		\$3,095,000	\$6,898,000	\$3,029,000	\$3,000,000	\$61,869,000	\$77,891,000
Total Pro-programmed		\$3,095,000	\$6,898,000	\$3,029,000	\$3,000,000	\$61,869,000	\$77,891,000

**Osceola\_28 - Pleasant Hill Rd.**

Access Management

<b>From</b>	Poinciana Blvd.
<b>To</b>	Oak Hammock Preserve Blvd.
<b>Length</b>	6.5
<b>Managed by</b>	Osceola Co.
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	-	\$899,000	-	-	-	\$899,000
Total PE		-	\$899,000	-	-	-	\$899,000
CST	LFS	-	-	\$4,493,000	-	-	\$4,493,000
Total CST		-	-	\$4,493,000	-	-	\$4,493,000
CEI	LFS	-	-	\$449,000	-	-	\$449,000
Total CEI		-	-	\$449,000	-	-	\$449,000
Total Active Years		-	\$899,000	\$4,942,000	-	-	\$5,841,000
Total Pro-programmed		-	\$899,000	\$4,942,000	-	-	\$5,841,000

Section 10: Locally Funded Projects

Osceola\_29 - Bella Citta Blvd.

4-Lane Widening

From	Polk Co. Line
To	Goodman Rd.
Length	2.18
Managed by	Osceola Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	LFS	-	\$4,000,000	-	-	-	\$4,000,000
Total PE		-	\$4,000,000	-	-	-	\$4,000,000
ROW	LFS	-	-	\$5,000,000	\$5,000,000	-	\$10,000,000
Total ROW		-	-	\$5,000,000	\$5,000,000	-	\$10,000,000
CST	LFS	-	-	-	-	\$30,000,000	\$30,000,000
Total CST		-	-	-	-	\$30,000,000	\$30,000,000
CEI	LFS	-	-	-	-	\$4,000,000	\$4,000,000
Total CEI		-	-	-	-	\$4,000,000	\$4,000,000
Total Active Years		-	\$4,000,000	\$5,000,000	\$5,000,000	\$34,000,000	\$48,000,000
Total Pro-programmed		-	\$4,000,000	\$5,000,000	\$5,000,000	\$34,000,000	\$48,000,000



**Oviedo\_01 - Mitchell Hammock Rd. Corridor Improvements**

Widen to Add a Raised Median/Access Management Improvements

From	SR 426
To	Norma Ave.
Length	0.66
Managed by	Oviedo
MTP Ref	ID # 9172, Pg. 288
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	3rd Generation Sales Tax	\$2,250,000	\$2,250,000	-	-	-	\$4,500,000
Total CST		\$2,250,000	\$2,250,000	-	-	-	\$4,500,000
Total Active Years		\$2,250,000	\$2,250,000	-	-	-	\$4,500,000
Total Prior Costs		-	-	-	-	-	\$400,000
Total Programmed		\$2,250,000	\$2,250,000	-	-	-	\$4,900,000

Seminole\_02 - Slavia Rd.

Capacity Improvements

From	Red Bug Lake Rd.
To	W. SR 426
Length	0.9
Managed by	Seminole Co.
MTP Ref	ID # 9165, Pg. 289
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	-	-	-	-	\$10,800	\$10,800
Total CST		-	-	-	-	\$10,800	\$10,800
Total Active Years		-	-	-	-	\$10,800	\$10,800
Total Pro-programmed		-	-	-	-	\$10,800	\$10,800

**Seminole\_04 - SR 426/CR 419**

Widen to 4-lanes

<b>From</b>	Avenue B
<b>To</b>	W of Lockwood Blvd.
<b>Length</b>	1.2
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	ID # 9166, Pg. 286
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	-	\$2,800,000	-	-	\$2,800,000
Total PE		-	-	\$2,800,000	-	-	\$2,800,000
CST	Sales Tax	-	-	-	-	\$19,400,000	\$19,400,000
Total CST		-	-	-	-	\$19,400,000	\$19,400,000
Total Active Years		-	-	\$2,800,000	-	\$19,400,000	\$22,200,000
Total Pro-programmed		-	-	\$2,800,000	-	\$19,400,000	\$22,200,000

**Seminole\_06 - Seminole Wekiva Trail Tunnels SR 434 and SR 436**

Design &amp; Construct Two Multi-use Trail Underpasses

<b>From</b>	SR 434 at Orange Ave. and SR 436 at Laurel St.
<b>To</b>	-
<b>Length</b>	1
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	ID # 5030, Pg. 191
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	Sales Tax	-	-	\$600,000	-	-	\$600,000
Total ROW		-	-	\$600,000	-	-	\$600,000
CST	Sales Tax	-	-	-	\$34,500,000	-	\$34,500,000
Total CST		-	-	-	\$34,500,000	-	\$34,500,000
Total Active Years		-	-	\$600,000	\$34,500,000	-	\$35,100,000
Total Pro-programmed		-	-	\$600,000	\$34,500,000	-	\$35,100,000

Seminole\_08 - Palm Springs Dr. Corridor Improvements Segment 4

Design & Construction Road Safety and Capacity Improvements

From	Central Pkwy.
To	North St.
Length	1
Managed by	Seminole Co.
MTP Ref	ID # 9156, Pg. 286
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	-	\$5,000,000	-	-	-	\$5,000,000
Total CST		-	\$5,000,000	-	-	-	\$5,000,000
Total Active Years		-	\$5,000,000	-	-	-	\$5,000,000
Total Pro-programmed		-	\$5,000,000	-	-	-	\$5,000,000

**Seminole\_09 - North St. Corridor Improvements Segments 5 & 6**

Design &amp; Construction Road Safety and Capacity Improvements

<b>From</b>	Palm Springs Dr.
<b>To</b>	Ronald Reagan Blvd. (CR 427)
<b>Length</b>	2
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	ID # 4021, Pg. 183
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	-	\$1,500,000	-	-	\$1,500,000
Total PE		-	-	\$1,500,000	-	-	\$1,500,000
CST	Sales Tax	-	-	-	-	\$12,000,000	\$12,000,000
Total CST		-	-	-	-	\$12,000,000	\$12,000,000
Total Active Years		-	-	\$1,500,000	-	\$12,000,000	\$13,500,000
Total Pro-programmed		-	-	\$1,500,000	-	\$12,000,000	\$13,500,000

## Section 10: Locally Funded Projects

### Seminole\_10 - Amanda St.

Design & Construct 2-Lane New Roadway Facility with Curb & Gutter

From	Jackson St.
To	Anchor Rd.
Length	0.25
Managed by	Seminole Co.
MTP Ref	ID # 9170, Pg. 287
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	-	\$1,400,000	-	-	-	\$1,400,000
Total CST		-	\$1,400,000	-	-	-	\$1,400,000
Total Active Years		-	\$1,400,000	-	-	-	\$1,400,000
Total Pro-grammed		-	\$1,400,000	-	-	-	\$1,400,000

**Seminole\_11 - Fort Christmas Rd. Intersection Improvements**

Design &amp; Construct 2-Lane Road for Safety Improvements at Intersection

<b>From</b>	at Miracle Ave.
<b>To</b>	-
<b>Length</b>	0.2
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	ID # 9171, Pg. 287
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	\$400,000	-	-	-	\$400,000
Total PE		-	\$400,000	-	-	-	\$400,000
ROW	Sales Tax	-	-	\$200,000	-	-	\$200,000
Total ROW		-	-	\$200,000	-	-	\$200,000
CST	Sales Tax	-	-	-	\$650,000	-	\$650,000
Total CST		-	-	-	\$650,000	-	\$650,000
Total Active Years		-	\$400,000	\$200,000	\$650,000	-	\$1,250,000
Total Pro-programmed		-	\$400,000	\$200,000	\$650,000	-	\$1,250,000



Seminole\_12 - SR 46 Geneva

Safety Improvements

From	SR 415
To	CR 426
Length	7
Managed by	Seminole Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	-	\$10,000	-	-	\$10,000
Total PE		-	-	\$10,000	-	-	\$10,000
Total Active Years		-	-	\$10,000	-	-	\$10,000
Total Pro-programmed		-	-	\$10,000	-	-	\$10,000

Seminole\_13 - SR 417 Extension to Sanford Airport

Safety and Capacity Improvement

From	SR 417
To	Red Cleveland Blvd.
Length	2
Managed by	Seminole Co.
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	-	\$25,000	-	-	\$25,000
Total PE		-	-	\$25,000	-	-	\$25,000
Total Active Years		-	-	\$25,000	-	-	\$25,000
Total Pro-programmed		-	-	\$25,000	-	-	\$25,000

**Seminole\_14 - Longwood Lake Mary Rd.**

Safety and Capacity Improvement

<b>From</b>	CR 427 (Ronald Reagan)
<b>To</b>	Greenway Blvd.
<b>Length</b>	1
<b>Managed by</b>	Seminole Co.
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Sales Tax	-	-	\$2,600,000	-	-	\$2,600,000
Total PE		-	-	\$2,600,000	-	-	\$2,600,000
ROW	Sales Tax	-	-	-	\$1,000,000	-	\$1,000,000
Total ROW		-	-	-	\$1,000,000	-	\$1,000,000
CST	Sales Tax	-	-	-	-	\$9,500,000	\$9,500,000
Total CST		-	-	-	-	\$9,500,000	\$9,500,000
Total Active Years		-	-	\$2,600,000	\$1,000,000	\$9,500,000	\$13,100,000
Total Pro-programmed		-	-	\$2,600,000	\$1,000,000	\$9,500,000	\$13,100,000

Seminole\_15 - CR 427 and SR 434 - CST Only

Intersection Improvements

From	CR 427
To	-
Length	0
Managed by	Seminole Co.
MTP Ref	ID # EC419, Pg. 98
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Sales Tax	-	\$8,000,000	-	-	-	\$8,000,000
Total CST		-	\$8,000,000	-	-	-	\$8,000,000
Total Active Years		-	\$8,000,000	-	-	-	\$8,000,000
Total Pro-programmed		-	\$8,000,000	-	-	-	\$8,000,000

**St. Cloud\_01 - 10th St. Complete Streets**

The Design, Project Management, Land Acquisition, and Construction of the 10th St. Complete Street Project

<b>From</b>	US 192
<b>To</b>	Narcoossee Rd.
<b>Length</b>	3.8
<b>Managed by</b>	St. Cloud
<b>MTP Ref</b>	ID # 8147, Pg. 290
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	\$1,530,000	-	-	-	-	\$1,530,000
Total PE		\$1,530,000	-	-	-	-	\$1,530,000
CST	Local	-	\$9,000,000	-	-	-	\$9,000,000
Total CST		-	\$9,000,000	-	-	-	\$9,000,000
Total Active Years		\$1,530,000	\$9,000,000	-	-	-	\$10,530,000
Total Prior Costs		-	-	-	-	-	\$515,000
Total Pro-programmed		\$1,530,000	\$9,000,000	-	-	-	\$11,045,000

**St. Cloud\_03 - Massachusetts Ave. Extension**

The Design, Project Management, Land Acquisition, and Construction of the Massachusetts Ave. Extension

<b>From</b>	US 192
<b>To</b>	the terminus in Sky Lakes
<b>Length</b>	0.6
<b>Managed by</b>	St. Cloud
<b>MTP Ref</b>	ID # 8175, Pg. 299
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	Local	\$1,000,000	-	-	-	-	\$1,000,000
Total ROW		\$1,000,000	-	-	-	-	\$1,000,000
CST	Local	-	\$4,020,000	-	-	-	\$4,020,000
Total CST		-	\$4,020,000	-	-	-	\$4,020,000
Total Active Years		\$1,000,000	\$4,020,000	-	-	-	\$5,020,000
Total Prior Costs		-	-	-	-	-	\$520,000
Total Pro-programmed		\$1,000,000	\$4,020,000	-	-	-	\$5,540,000

**St. Cloud\_04 - Creek Woods Dr. Extension**

The Design, Project Management, Land Acquisition, and Construction of the Creek Woods Dr. Extension

<b>From</b>	Old Canoe Creek Rd.
<b>To</b>	Canoe Creek Rd.
<b>Length</b>	0.9
<b>Managed by</b>	St. Cloud
<b>MTP Ref</b>	ID # 8176, Pg. 299
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ROW	Local	\$1,000,000	-	-	-	-	\$1,000,000
Total ROW		\$1,000,000	-	-	-	-	\$1,000,000
CST	Local	-	\$3,530,000	-	-	-	\$3,530,000
Total CST		-	\$3,530,000	-	-	-	\$3,530,000
Total Active Years		\$1,000,000	\$3,530,000	-	-	-	\$4,530,000
Total Prior Costs		-	-	-	-	-	\$420,000
Total Pro-programmed		\$1,000,000	\$3,530,000	-	-	-	\$4,950,000

St. Cloud\_06 - Master Plan Paving

Paving Roadways and Pavement Preservation Work

From	Throughout
To	Throughout
Length	0
Managed by	St. Cloud
MTP Ref	ID # 8178, Pg. 299
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Local	\$1,000,000	-	-	-	-	\$1,000,000
Total CST		\$1,000,000	-	-	-	-	\$1,000,000
Total Active Years		\$1,000,000	-	-	-	-	\$1,000,000
Total Pro-programmed		\$1,000,000	-	-	-	-	\$1,000,000



**St. Cloud\_07 - Michigan Ave. Extension**

The Design, Project Management, Land Acquisition, and Construction of the Michigan Ave. Ext.

<b>From</b>	Plymouth Turtle Way
<b>To</b>	Pine Tree Dr.
<b>Length</b>	1.15
<b>Managed by</b>	St. Cloud
<b>MTP Ref</b>	TS #12 Pg. 12-6 (E+C)
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	Local	\$400,000	-	-	-	-	\$400,000
Total PE		\$400,000	-	-	-	-	\$400,000
CST	Local	-	\$3,750,000	\$3,750,000	-	-	\$7,500,000
Total CST		-	\$3,750,000	\$3,750,000	-	-	\$7,500,000
Total Active Years		\$400,000	\$3,750,000	\$3,750,000	-	-	\$7,900,000
Total Pro-programmed		\$400,000	\$3,750,000	\$3,750,000	-	-	\$7,900,000

## Section 10: Locally Funded Projects

### St. Cloud\_08 - Rummell Road Trail

The Design, Land Acquisition, and Construction of an 8' Wide Trail

From	Mississippi Ave.
To	Hidden Oaks Bend
Length	1.3
Managed by	St. Cloud
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	Local	\$1,000,000	-	-	-	-	\$1,000,000
Total CST		\$1,000,000	-	-	-	-	\$1,000,000
Total Active Years		\$1,000,000	-	-	-	-	\$1,000,000
Total Pro-programmed		\$1,000,000	-	-	-	-	\$1,000,000

**Winter Garden\_01 - Marsh Rd. at Williams Rd. Roundabout**

Design and Installation of a Roundabout

<b>From</b>	Marsh Rd.
<b>To</b>	Williams Rd.
<b>Length</b>	0
<b>Managed by</b>	Winter Garden
<b>MTP Ref</b>	ID # 7350, Pg. 262
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	\$150,000	-	-	-	-	\$150,000
Total PE		\$150,000	-	-	-	-	\$150,000
CST	TBD	-	\$350,000	\$4,750,000	-	-	\$5,100,000
Total CST		-	\$350,000	\$4,750,000	-	-	\$5,100,000
Total Active Years		\$150,000	\$350,000	\$4,750,000	-	-	\$5,250,000
Total Pro-programmed		\$150,000	\$350,000	\$4,750,000	-	-	\$5,250,000

**Winter Garden\_02 - Winter Garden Vineland Rd. at Roper Rd.**

Intersection Improvements Including Signalization

<b>From</b>	Winter Garden Vineland Rd.
<b>To</b>	Roper Rd.
<b>Length</b>	0
<b>Managed by</b>	Winter Garden
<b>MTP Ref</b>	ID # 7610, Pg. 276
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	\$125,000	-	-	-	-	\$125,000
Total PE		\$125,000	-	-	-	-	\$125,000
CST	TBD	-	\$250,000	\$3,375,000	-	-	\$3,625,000
Total CST		-	\$250,000	\$3,375,000	-	-	\$3,625,000
Total Active Years		\$125,000	\$250,000	\$3,375,000	-	-	\$3,750,000
Total Pro-programmed		\$125,000	\$250,000	\$3,375,000	-	-	\$3,750,000

Winter Garden\_03 - Story Rd. / Carter Rd.

Intersection Improvements Including Signalization

From	Story Rd.
To	Carter Rd.
Length	0
Managed by	Winter Garden
MTP Ref	ID # 7611, Pg. 276
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TBD	\$250,000	\$3,375,000	-	-	-	\$3,625,000
Total CST		\$250,000	\$3,375,000	-	-	-	\$3,625,000
Total Active Years		\$250,000	\$3,375,000	-	-	-	\$3,625,000
Total Pro-programmed		\$250,000	\$3,375,000	-	-	-	\$3,625,000

Winter Garden\_04 - W. Plant St. / Story Rd. / Brick Rd.

Intersection Improvements Including Signalization

From	W. Plant St.
To	Story Rd. / Brick Rd.
Length	0
Managed by	Winter Garden
MTP Ref	ID # 7612, Pg. 276
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	-	-	\$125,000	-	\$125,000
Total PE		-	-	-	\$125,000	-	\$125,000
Total Active Years		-	-	-	\$125,000	-	\$125,000
Total Pro-programmed		-	-	-	\$125,000	-	\$125,000

## Section 10: Locally Funded Projects

### Winter Garden\_05 - Maple St.

Extension of Maple St. from 9th St. to Pennsylvania Ave. Curve

From	9th St.
To	Pennsylvania Ave. Curve
Length	0.2
Managed by	Winter Garden
MTP Ref	ID # 7613, Pg. 276
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	\$65,000	-	-	-	\$65,000
Total PE		-	\$65,000	-	-	-	\$65,000
CST	TBD	-	-	\$150,000	\$2,035,000	-	\$2,185,000
Total CST		-	-	\$150,000	\$2,035,000	-	\$2,185,000
Total Active Years		-	\$65,000	\$150,000	\$2,035,000	-	\$2,250,000
Total Pro-programmed		-	\$65,000	\$150,000	\$2,035,000	-	\$2,250,000

**Winter Garden\_06 - Roper Rd. Bike/Ped.**

Bike/Ped. Improvements along Roper Rd.

<b>From</b>	Daniels Rd.
<b>To</b>	Beulah Rd.
<b>Length</b>	0.9
<b>Managed by</b>	Winter Garden
<b>MTP Ref</b>	ID # 7614, Pg. 276
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	\$22,900	-	-	-	\$22,900
Total PE		-	\$22,900	-	-	-	\$22,900
CST	TBD	-	-	\$53,583	\$727,344	-	\$780,927
Total CST		-	-	\$53,583	\$727,344	-	\$780,927
Total Active Years		-	\$22,900	\$53,583	\$727,344	-	\$803,827
Total Pro-programmed		-	\$22,900	\$53,583	\$727,344	-	\$803,827



**Winter Garden\_07 - Beard Rd. Bike/Ped.**

Bike/Ped. Improvements along Beard Rd.

<b>From</b>	Daniels Rd.
<b>To</b>	Beulah Rd.
<b>Length</b>	0.9
<b>Managed by</b>	Winter Garden
<b>MTP Ref</b>	ID # 7615, Pg. 276
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	\$22,900	-	-	-	\$22,900
Total PE		-	\$22,900	-	-	-	\$22,900
CST	TBD	-	-	\$53,583	\$727,344	-	\$780,927
Total CST		-	-	\$53,583	\$727,344	-	\$780,927
Total Active Years		-	\$22,900	\$53,583	\$727,344	-	\$803,827
Total Pro-programmed		-	\$22,900	\$53,583	\$727,344	-	\$803,827

Winter Garden\_08 - Beulah Rd. Bike/Ped.

Bike/Ped. Improvements along Beulah Rd.

From	Beard Rd.
To	Roper Rd.
Length	0.6
Managed by	Winter Garden
MTP Ref	ID # 7616, Pg. 276
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	-	-	\$13,000	-	\$13,000
Total PE		-	-	-	\$13,000	-	\$13,000
Total Active Years		-	-	-	\$13,000	-	\$13,000
Total Pro-programmed		-	-	-	\$13,000	-	\$13,000

Winter Garden\_09 - Warrior Rd. Bike/Ped.

Bike/Ped. Improvements along Warrior Rd.

From	Beulah Rd.
To	Windermere Rd.
Length	0.7
Managed by	Winter Garden
MTP Ref	ID # 7617, Pg. 276
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	-	-	-	\$19,000	-	\$19,000
Total PE		-	-	-	\$19,000	-	\$19,000
Total Active Years		-	-	-	\$19,000	-	\$19,000
Total Pro-programmed		-	-	-	\$19,000	-	\$19,000

Winter Garden\_10 - Dillard St. Improvements

Dillard St. Road Diet, Roundabouts, Bike Lanes, Streetscaping

From	W SR 50
To	E. Plant St.
Length	1
Managed by	Winter Garden
MTP Ref	ID # 7618, Pg. 277
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TBD	-	-	-	\$45,000,000	-	\$45,000,000
Total CST		-	-	-	\$45,000,000	-	\$45,000,000
Total Active Years		-	-	-	\$45,000,000	-	\$45,000,000
Total Pro-programmed		-	-	-	\$45,000,000	-	\$45,000,000

Winter Garden\_11 - East Winter Garden Streetscape Improvements

10th St., Center St., North St., Bay St. Streetscape

From	various
To	various
Length	1
Managed by	Winter Garden
MTP Ref	ID # 7619, Pg. 277
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	CRA	\$65,000	\$10,000,000	-	-	-	\$10,065,000
Total CST		\$65,000	\$10,000,000	-	-	-	\$10,065,000
Total Active Years		\$65,000	\$10,000,000	-	-	-	\$10,065,000
Total Pro-programmed		\$65,000	\$10,000,000	-	-	-	\$10,065,000

**Winter Garden\_12 - W. Plant St. Oval Re-design**

Street Re-design, Ped. Improvements, Streetscape

<b>From</b>	S. Park Ave.
<b>To</b>	S. Highland Ave.
<b>Length</b>	1
<b>Managed by</b>	Winter Garden
<b>MTP Ref</b>	ID # 7620, Pg. 277
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

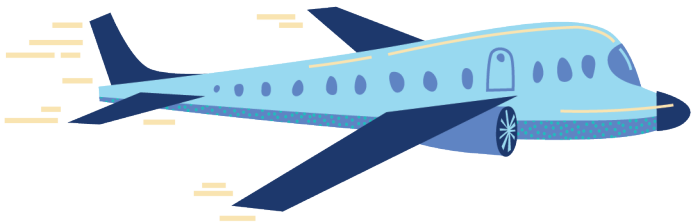
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TBD	\$75,000	-	-	-	-	\$75,000
Total PE		\$75,000	-	-	-	-	\$75,000
CST	TBD	-	\$75,000	\$15,000,000	-	-	\$15,075,000
Total CST		-	\$75,000	\$15,000,000	-	-	\$15,075,000
Total Active Years		\$75,000	\$75,000	\$15,000,000	-	-	\$15,150,000
Total Pro-programmed		\$75,000	\$75,000	\$15,000,000	-	-	\$15,150,000

Winter Park\_03 - Continuation of the Denning Trail south of Orange Ave. to Mead Gardens

Continuing the 10' multi-use path with landscape buffer

From	Orange Ave.
To	Mead Gardens
Length	0.82
Managed by	Winter Park
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	CIP	\$131,760	-	-	-	-	\$131,760
Total PE		\$131,760	-	-	-	-	\$131,760
Total Active Years		\$131,760	-	-	-	-	\$131,760
Total Pro-programmed		\$131,760	-	-	-	-	\$131,760



## Section 11: Aviation Projects

This section includes aviation projects located at the three commercial service airports within the MetroPlan Orlando Region. The aviation projects within this section are funded with federal and/or state funds in FDOT's Five Year Work Program.



418232-3 - Airport Expy. SR 528 In-House

Routine Maintenance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC347, Pg. 101
SIS	No
Adopted/Revised	FY 26-30 TIP

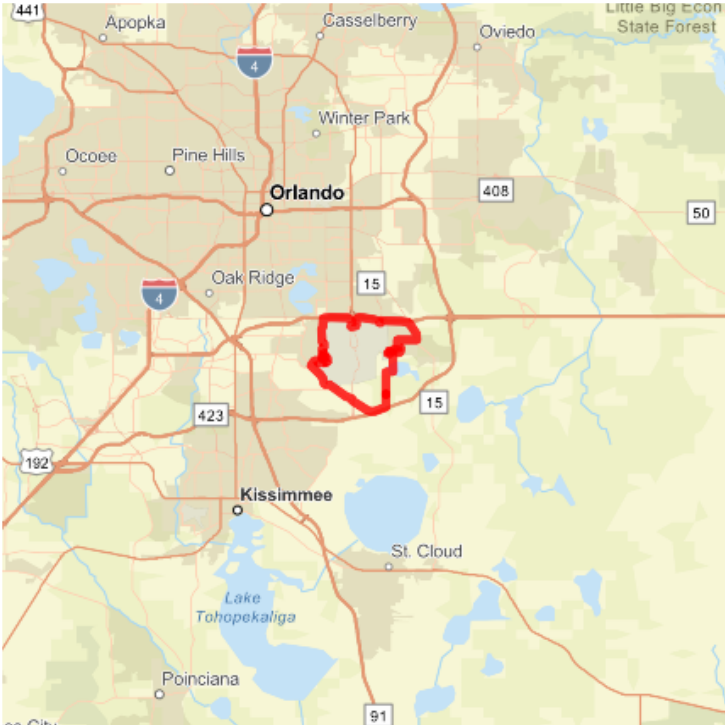


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
MNT	TM11	\$482	\$482	\$482	\$482	-	\$1,928
Total MNT		\$482	\$482	\$482	\$482	-	\$1,928
Total Active Years		\$482	\$482	\$482	\$482	-	\$1,928
Total Prior Costs		-	-	-	-	-	\$482
Total Programmed		\$482	\$482	\$482	\$482	-	\$2,410

446715-1 - Orlando Intl. Airport Roadway Improvements

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC492, Pg. 96
SIS	Yes
Adopted/Revised	FY 26-30 TIP

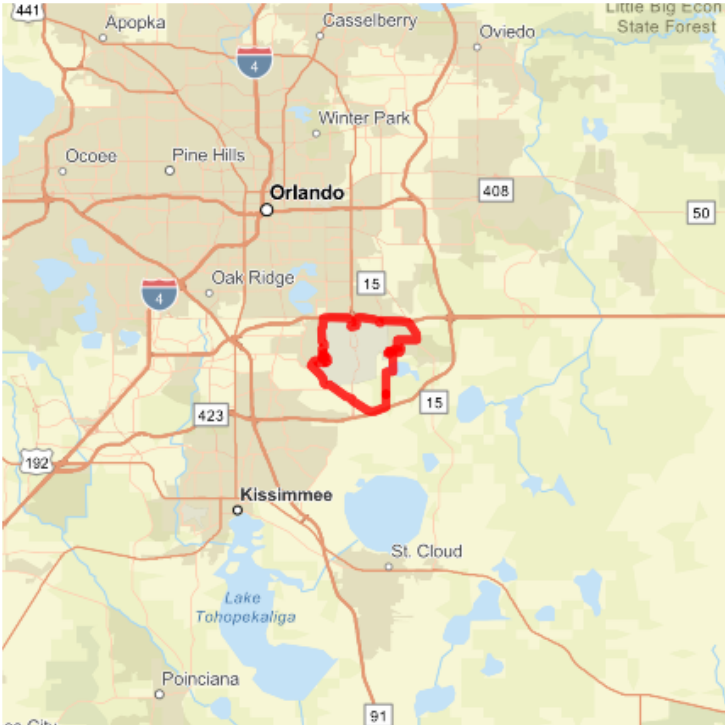


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	\$2,000,000	-	-	-	\$2,000,000
CAP	LF	-	\$2,000,000	-	-	-	\$2,000,000
Total CAP		-	\$4,000,000	-	-	-	\$4,000,000
Total Active Years		-	\$4,000,000	-	-	-	\$4,000,000
Total Pro-programmed		-	\$4,000,000	-	-	-	\$4,000,000

448578-2 - Orange-Orlando Intl. South Terminal Phase 1 Expansion

Aviation Capacity Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC495, Pg. 96
SIS	Yes
Adopted/Revised	FY 26-30 TIP

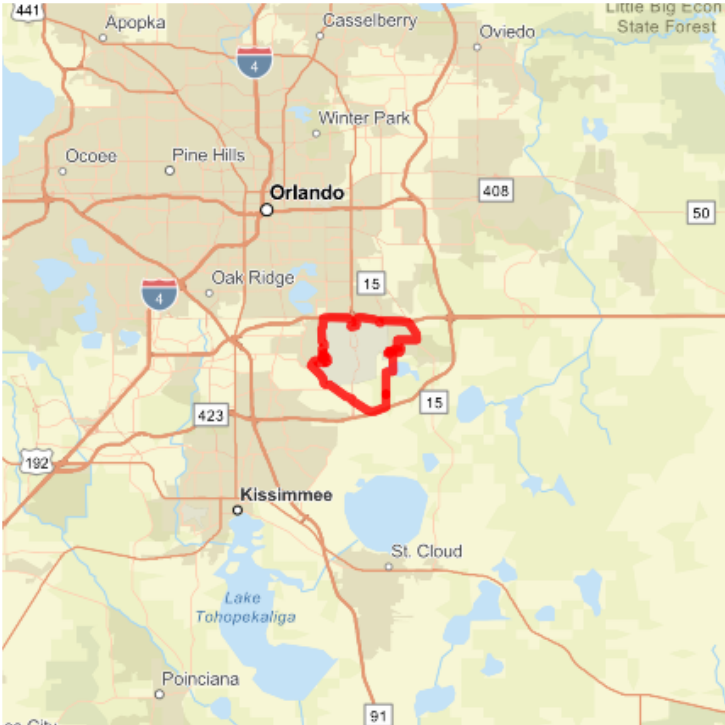


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DIS	-	-	-	\$9,500,000	-	\$9,500,000
CAP	GMR	-	-	-	\$9,500,000	-	\$9,500,000
CAP	LF	-	-	-	\$9,500,000	-	\$9,500,000
Total CAP		-	-	-	\$28,500,000	-	\$28,500,000
Total Active Years		-	-	-	\$28,500,000	-	\$28,500,000
Total Pro-programmed		-	-	-	\$28,500,000	-	\$28,500,000

449926-1 - Orange Orlando Intl. Automated People Mover

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC507, Pg. 95
SIS	Yes
Adopted/Revised	FY 26-30 TIP

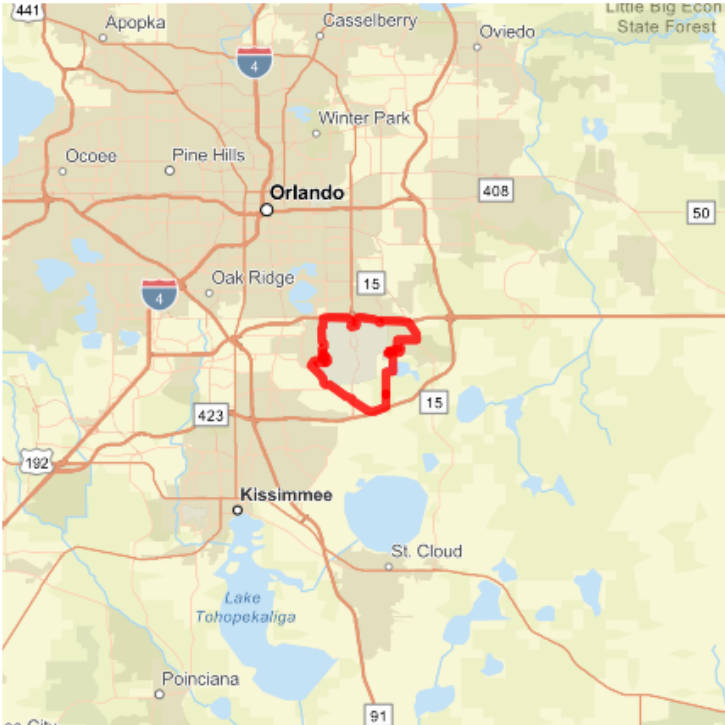


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$10,783,052	\$5,000,000	\$4,000,000	\$4,000,000	-	\$23,783,052
CAP	LF	\$10,783,052	\$5,000,000	\$4,000,000	\$4,000,000	-	\$23,783,052
Total CAP		\$21,566,104	\$10,000,000	\$8,000,000	\$8,000,000	-	\$47,566,104
Total Active Years		\$21,566,104	\$10,000,000	\$8,000,000	\$8,000,000	-	\$47,566,104
Total Prior Costs		-	-	-	-	-	\$69,390,482
Total Pro-programmed		\$21,566,104	\$10,000,000	\$8,000,000	\$8,000,000	-	\$116,956,586

451261-3 - Orange-Orlando Intl. Construct Taxiway E&F

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC535, Pg. 93
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$3,000,000	\$2,500,000	-	-	-	\$5,500,000
CAP	FAA	\$18,000,000	\$15,000,000	-	-	-	\$33,000,000
CAP	LF	\$3,000,000	\$2,500,000	-	-	-	\$5,500,000
Total CAP		\$24,000,000	\$20,000,000	-	-	-	\$44,000,000
Total Active Years		\$24,000,000	\$20,000,000	-	-	-	\$44,000,000
Total Prior Costs		-	-	-	-	-	\$286,318
Total Pro-programmed		\$24,000,000	\$20,000,000	-	-	-	\$44,286,318

452183-1 - Orange-Orlando Executive Generator

Aviation Revenue/Operational

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC594, Pg. 91
SIS	No
Adopted/Revised	FY 26-30 TIP

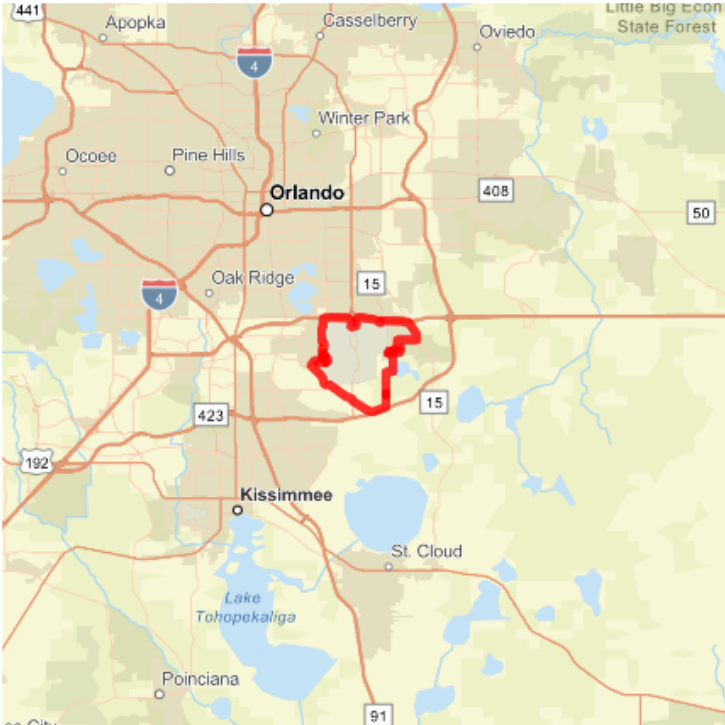


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	\$840,000	-	-	-	\$840,000
CAP	LF	-	\$210,000	-	-	-	\$210,000
Total CAP		-	\$1,050,000	-	-	-	\$1,050,000
Total Active Years		-	\$1,050,000	-	-	-	\$1,050,000
Total Pro-programmed		-	\$1,050,000	-	-	-	\$1,050,000

453818-1 - Orange-Orlando Intl. Airport-Road Realignment

Aviation Capacity Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC796, Pg. 109
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DIS	-	-	-	\$947,832	-	\$947,832
CAP	GMR	-	-	-	\$16,552,168	-	\$16,552,168
CAP	LF	-	-	-	\$8,750,000	-	\$8,750,000
Total CAP		-	-	-	\$26,250,000	-	\$26,250,000
Total Active Years		-	-	-	\$26,250,000	-	\$26,250,000
Total Pro-programmed		-	-	-	\$26,250,000	-	\$26,250,000

453939-1 - Orange-Orlando Exec. Taxiway Rehabilitation

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC802, Pg. 110
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	-	\$520,000	-	-	\$520,000
CAP	FAA	-	-	\$5,850,000	-	-	\$5,850,000
CAP	LF	-	-	\$130,000	-	-	\$130,000
Total CAP		-	-	\$6,500,000	-	-	\$6,500,000
Total Active Years		-	-	\$6,500,000	-	-	\$6,500,000
Total Pro-programmed		-	-	\$6,500,000	-	-	\$6,500,000



**453940-1 - Orange-Orlando Exec. Runway Rehabilitation**

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	ID # EC803, Pg. 110
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$1,600,000	-	-	-	-	\$1,600,000
CAP	FAA	\$18,000,000	-	-	-	-	\$18,000,000
CAP	LF	\$400,000	-	-	-	-	\$400,000
Total CAP		\$20,000,000	-	-	-	-	\$20,000,000
Total Active Years		\$20,000,000	-	-	-	-	\$20,000,000
Total Prior Costs		-	-	-	-	-	\$2,400,000
Total Programmed		\$20,000,000	-	-	-	-	\$22,400,000

455021-1 - Orange-Orlando International Jeff Fuqua Blvd.

Aviation Capacity Project

From	Station Loop Rd.
To	-
Length	0
Managed by	GOAA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	CD24	\$2,500,000	-	-	-	-	\$2,500,000
Total CAP		\$2,500,000	-	-	-	-	\$2,500,000
Total Active Years		\$2,500,000	-	-	-	-	\$2,500,000
Total Pro-programmed		\$2,500,000	-	-	-	-	\$2,500,000

**455958-1 - Orange-Executive Airport Infrastructure Improvements**

Aviation Revenue/Operational

From	-						
To	-						
Length	0						
Managed by	GOAA						
MTP Ref	TS #12 Pg. 12-6 (E+C)						
SIS	No						
Adopted/Revised	FY 26-30 TIP						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	-	-	-	\$1,000,000	\$1,000,000
CAP	DPTO	-	-	-	\$1,200,000	-	\$1,200,000
CAP	LF	-	-	-	\$300,000	\$250,000	\$550,000
Total CAP		-	-	-	\$1,500,000	\$1,250,000	\$2,750,000
Total Active Years		-	-	-	\$1,500,000	\$1,250,000	\$2,750,000
Total Pro-programmed		-	-	-	\$1,500,000	\$1,250,000	\$2,750,000

**455959-1 - Orange-Orlando Intl. FAA Taxiway Improvements**

Aviation Preservation Project

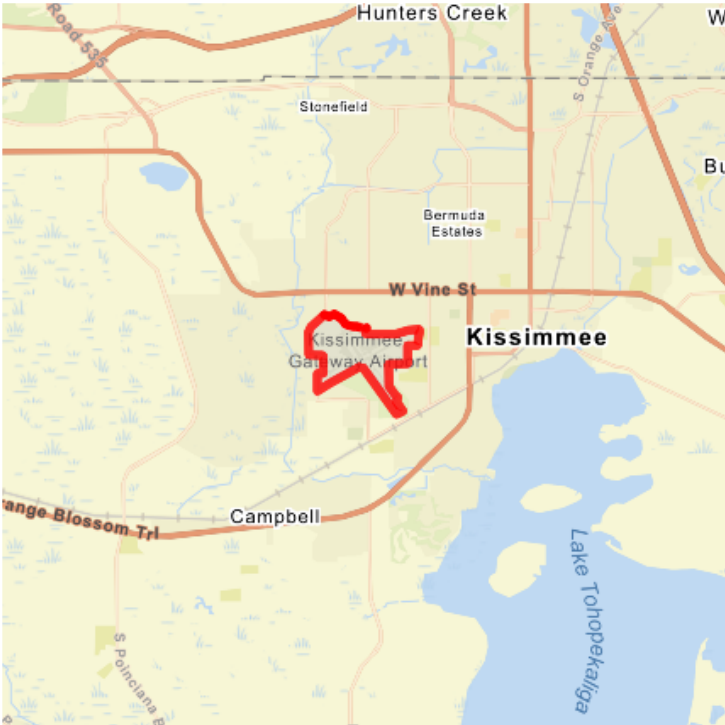
From	-
To	-
Length	0
Managed by	GOAA
MTP Ref	Pg. 17
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	-	-	-	\$4,000,000	\$4,000,000
CAP	FAA	-	-	-	-	\$24,000,000	\$24,000,000
CAP	LF	-	-	-	-	\$4,000,000	\$4,000,000
Total CAP		-	-	-	-	\$32,000,000	\$32,000,000
Total Active Years		-	-	-	-	\$32,000,000	\$32,000,000
Total Pro-programmed		-	-	-	-	\$32,000,000	\$32,000,000

418488-2 - Osceola-Kissimmee ATCT Construction

Aviation Safety Project

From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # EC741, Pg. 105
SIS	No
Adopted/Revised	FY 26-30 TIP

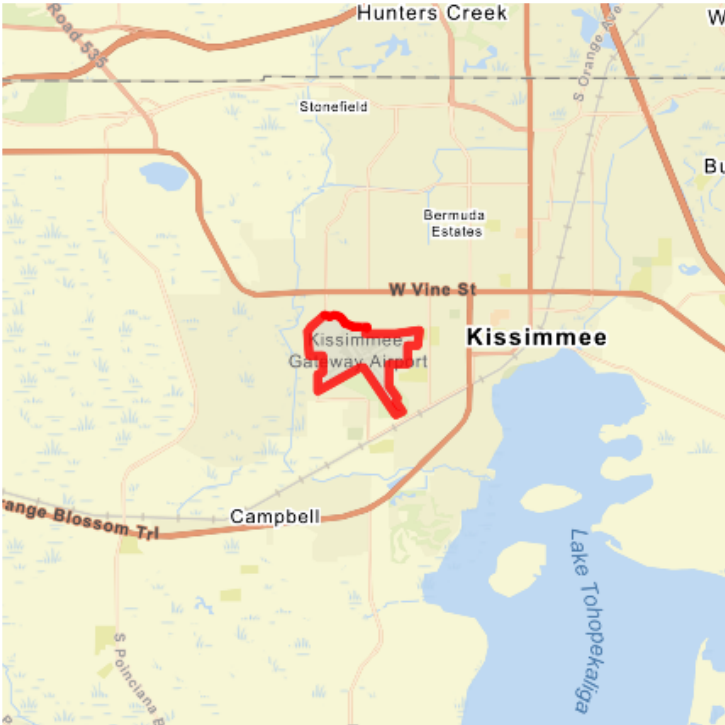


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	-	\$1,500,000	\$1,000,000	-	\$2,500,000
CAP	LF	-	-	\$375,000	\$250,000	-	\$625,000
Total CAP		-	-	\$1,875,000	\$1,250,000	-	\$3,125,000
Total Active Years		-	-	\$1,875,000	\$1,250,000	-	\$3,125,000
Total Programmed		-	-	\$1,875,000	\$1,250,000	-	\$3,125,000

440781-1 - Osceola-Kissimmee Development Site Work

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	Kissimmee
MTP Ref	ID # EC439, Pg. 97
SIS	No
Adopted/Revised	FY 26-30 TIP

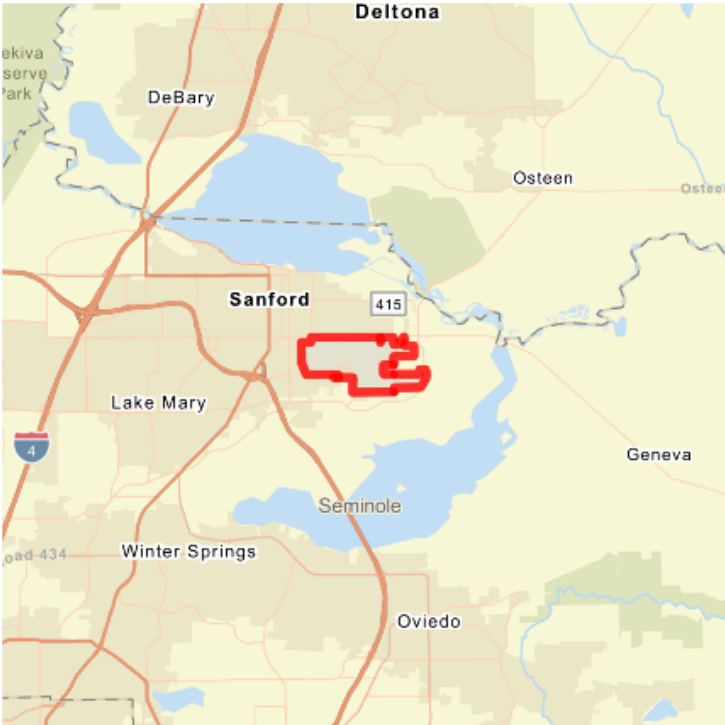


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$2,000,000	\$500,000	-	-	-	\$2,500,000
CAP	LF	\$500,000	\$125,000	-	-	-	\$625,000
Total CAP		\$2,500,000	\$625,000	-	-	-	\$3,125,000
Total Active Years		\$2,500,000	\$625,000	-	-	-	\$3,125,000
Total Prior Costs		-	-	-	-	-	\$1,250,000
Total Pro-programmed		\$2,500,000	\$625,000	-	-	-	\$4,375,000

454089-1 - Seminole-Orlando Sanford Runway Improvements

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	ID #806, Pg. 110
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	\$750,000	\$2,000,000	\$2,000,000	-	\$4,750,000
CAP	LF	-	\$750,000	\$2,000,000	\$2,000,000	-	\$4,750,000
Total CAP		-	\$1,500,000	\$4,000,000	\$4,000,000	-	\$9,500,000
Total Active Years		-	\$1,500,000	\$4,000,000	\$4,000,000	-	\$9,500,000
Total Pro-programmed		-	\$1,500,000	\$4,000,000	\$4,000,000	-	\$9,500,000

455000-2 - Seminole-Orlando Sanford Intl. Airport Wildlife Mitigation

Aviation Preservation Project

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	Pg. 17
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$1,000,000	-	-	-	-	\$1,000,000
CAP	LF	\$1,000,000	-	-	-	-	\$1,000,000
Total CAP		\$2,000,000	-	-	-	-	\$2,000,000
Total Active Years		\$2,000,000	-	-	-	-	\$2,000,000
Total Pro-programmed		\$2,000,000	-	-	-	-	\$2,000,000



455271-1 - Orlando Sanford International Airport Multimodal Improvements

Aviation Capacity Project

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DIS	-	\$1,250,000	-	-	-	\$1,250,000
CAP	LF	-	\$1,250,000	-	-	-	\$1,250,000
Total CAP		-	\$2,500,000	-	-	-	\$2,500,000
Total Active Years		-	\$2,500,000	-	-	-	\$2,500,000
Total Pro-programmed		-	\$2,500,000	-	-	-	\$2,500,000

**455272-2 - Orlando Sanford International Airport Terminal Corridor**

Aviation Capacity Project

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	GMR	\$500,000	-	-	-	-	\$500,000
CAP	LF	\$500,000	-	-	-	-	\$500,000
Total CAP		\$1,000,000	-	-	-	-	\$1,000,000
Total Active Years		\$1,000,000	-	-	-	-	\$1,000,000
Total Programmed		\$1,000,000	-	-	-	-	\$1,000,000

**455305-1 - Seminole-Sanford - Terminal Chillers**

Aviation Revenue/Operational

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	\$1,000,000	-	-	-	-	\$1,000,000
CAP	LF	\$1,000,000	-	-	-	-	\$1,000,000
Total CAP		\$2,000,000	-	-	-	-	\$2,000,000
Total Active Years		\$2,000,000	-	-	-	-	\$2,000,000
Total Prior Costs		-	-	-	-	-	\$900,000
Total Pro-programmed		\$2,000,000	-	-	-	-	\$2,900,000

**456089-1 - Seminole-Orlando Sanford Intl. Airport Taxiway Improvements**

Aviation Capacity Project

From	-
To	-
Length	0
Managed by	SAA
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	Yes
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	DDR	-	\$1,000,000	-	-	-	\$1,000,000
CAP	FAA	-	\$18,000,000	-	-	-	\$18,000,000
CAP	LF	-	\$1,000,000	-	-	-	\$1,000,000
Total CAP		-	\$20,000,000	-	-	-	\$20,000,000
Total Active Years		-	\$20,000,000	-	-	-	\$20,000,000
Total Pro-programmed		-	\$20,000,000	-	-	-	\$20,000,000



## Section 12: Transit & Transportation Disadvantaged Projects

The transit & transportation disadvantaged projects in this section are funded with federal and/or state funds in FDOT's Five Year Work Program. This section includes operations and capital projects for the Central Florida Regional Transportation Authority (LYNX).

**414749-1 - CFRTA (LYNX) Capital Fixed Route/Maint., Support & Fuel FTA Section 5307**

Capital for Fixed Route

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID #6001, Pg. 202
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	FTA	\$42,000,000	\$42,000,000	\$42,000,000	-	-	\$126,000,000
CAP	LF	\$10,500,000	\$10,500,000	\$10,500,000	-	-	\$31,500,000
Total CAP		\$52,500,000	\$52,500,000	\$52,500,000	-	-	\$157,500,000
Total Active Years		\$52,500,000	\$52,500,000	\$52,500,000	-	-	\$157,500,000
Total Prior Costs		-	-	-	-	-	\$375,623,401
Total Pro-programmed		\$52,500,000	\$52,500,000	\$52,500,000	-	-	\$533,123,401

**424255-1 - CFRTA (LYNX) Section 5337 LYMMO Upgrade**

Fixed Guideway Improvements

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	CFRTA/LYNX
<b>MTP Ref</b>	ID # 6001, Pg. 202
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	FTA	\$600,000	\$600,000	\$600,000	\$600,000	-	\$2,400,000
CAP	LF	\$150,000	\$150,000	\$150,000	\$150,000	-	\$600,000
Total CAP		\$750,000	\$750,000	\$750,000	\$750,000	-	\$3,000,000
Total Active Years		\$750,000	\$750,000	\$750,000	\$750,000	-	\$3,000,000
Total Prior Costs		-	-	-	-	-	\$31,540,000
Total Pro-programmed		\$750,000	\$750,000	\$750,000	\$750,000	-	\$34,540,000

**425147-1 - Regional Cap/Car Share Program**

Computer Trans. Assistance

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	ID # EC357, Pg. 100
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PLN	DPTO	\$1,359,477	\$1,394,261	\$1,430,089	\$1,466,992	\$200,000	\$5,850,819
Total PLN		\$1,359,477	\$1,394,261	\$1,430,089	\$1,466,992	\$200,000	\$5,850,819
Total Active Years		\$1,359,477	\$1,394,261	\$1,430,089	\$1,466,992	\$200,000	\$5,850,819
Total Prior Costs		-	-	-	-	-	\$15,768,589
Total Programmed		\$1,359,477	\$1,394,261	\$1,430,089	\$1,466,992	\$200,000	\$21,619,408



**435250-2 - CFRTA (LYNX) Section 5307 Capital For Buses and Equipment**

Capital for Fixed Route

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	CFRTA/LYNX
<b>MTP Ref</b>	ID # 6001, Pg. 202
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	FTAT	\$1,750,000	\$2,000,000	\$2,500,000	-	-	\$6,250,000
CAP	LF	\$1,750,000	\$2,000,000	\$2,500,000	-	-	\$6,250,000
CAP	SU	\$7,000,000	\$8,000,000	\$10,000,000	-	-	\$25,000,000
Total CAP		\$10,500,000	\$12,000,000	\$15,000,000	-	-	\$37,500,000
Total Active Years		\$10,500,000	\$12,000,000	\$15,000,000	-	-	\$37,500,000
Total Prior Costs		-	-	-	-	-	\$21,000,000
Total Pro-programmed		\$10,500,000	\$12,000,000	\$15,000,000	-	-	\$58,500,000

435250-3 - CFRTA (LYNX) Section 5307 Capital for Buses and Equipment

Capital for Fixed Route

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # 6001, Pg. 202
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	SU	-	-	-	\$10,000,000	\$10,000,000	\$20,000,000
Total CAP		-	-	-	\$10,000,000	\$10,000,000	\$20,000,000
Total Active Years		-	-	-	\$10,000,000	\$10,000,000	\$20,000,000
Total Pro-programmed		-	-	-	\$10,000,000	\$10,000,000	\$20,000,000

**435712-1 - Central FL Regional Transportation Authority DBA LYNX**

Capital for Fixed Route

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	CFRTA/LYNX
<b>MTP Ref</b>	ID # 6001, Pg. 202
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	FTA	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$16,000,000
CAP	LF	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	\$4,000,000
Total CAP		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	-	\$20,000,000
Total Active Years		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	-	\$20,000,000
Total Prior Costs		-	-	-	-	-	\$53,976,527
Total Pro-programmed		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	-	\$73,976,527

**442454-1 - CFRTA (LYNX) Block Grant Operating Assistance**

Operating for Fixed Route

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # 6003, Pg. 206
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DDR	\$1,543,879	\$1,764,433	-	-	-	\$3,308,312
OPS	DPTO	\$11,715,380	\$12,050,867	-	-	-	\$23,766,247
OPS	LF	\$11,715,380	\$12,046,671	-	-	-	\$23,762,051
Total OPS		\$24,974,639	\$25,861,971	-	-	-	\$50,836,610
Total Active Years		\$24,974,639	\$25,861,971	-	-	-	\$50,836,610
Total Prior Costs		-	-	-	-	-	\$75,739,673
Total Pro-programmed		\$24,974,639	\$25,861,971	-	-	-	\$126,576,283

**442454-2 - CFRTA (LYNX) Block Grant Operating Assistance**

Operating for Fixed Route

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # 6003, Pg. 206
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DDR	-	-	\$2,205,541	\$2,205,541	\$2,205,541	\$6,616,623
OPS	DPTO	-	-	\$11,868,576	\$12,265,669	\$12,668,301	\$36,802,546
OPS	LF	-	-	\$12,408,072	\$12,780,314	\$13,163,723	\$38,352,109
Total OPS		-	-	\$26,482,189	\$27,251,524	\$28,037,565	\$81,771,278
Total Active Years		-	-	\$26,482,189	\$27,251,524	\$28,037,565	\$81,771,278
Total Pro-programmed		-	-	\$26,482,189	\$27,251,524	\$28,037,565	\$81,771,278

**442459-1 - CFRTA (LYNX) Section 5311 Rural Transportation**

Operating/Admin. Assistance

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # EC455, Pg. 204
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	DU	\$829,515	\$854,505	-	-	-	\$1,684,020
OPS	LF	\$829,515	\$854,505	-	-	-	\$1,684,020
Total OPS		\$1,659,030	\$1,709,010	-	-	-	\$3,368,040
Total Active Years		\$1,659,030	\$1,709,010	-	-	-	\$3,368,040
Total Prior Costs		-	-	-	-	-	\$1,800,000
Total Pro-programmed		\$1,659,030	\$1,709,010	-	-	-	\$5,168,040

## Section 13: Commuter Rail Projects

This section includes commuter rail projects for the Central Florida Commuter Rail System (SunRail). The projects within this section are funded with federal and/or state funds in the Central Florida Commuter Rail System Five Year Work Program.



**429215-2 - CFCR (SunRail) Ext. to Orlando International Airport (OIA) Study**

Rail Revenue/Operational Improvements

From	-						
To	-						
Length	0						
Managed by	FDOT						
MTP Ref	TS #12 Pg. 12-6 (E+C)						
SIS	No						
Adopted/Revised	FY 26-30 TIP						

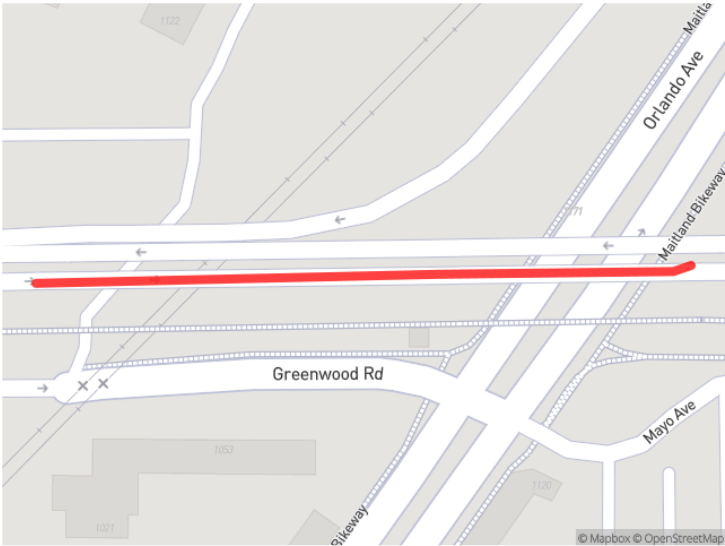
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PDE	LF	\$3,000,000	-	-	-	-	\$3,000,000
Total PDE		\$3,000,000	-	-	-	-	\$3,000,000
Total Active Years		\$3,000,000	-	-	-	-	\$3,000,000
Total Prior Costs		-	-	-	-	-	\$3,364,929
Total Programmed		\$3,000,000	-	-	-	-	\$6,364,929



452191-1 - Bridge Replacement at CFRC MP 784.3 Over US 17/92 in Maitland

Rail Preservation Project

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # EC599, Pg. 205
SIS	No
Adopted/Revised	FY 26-30 TIP

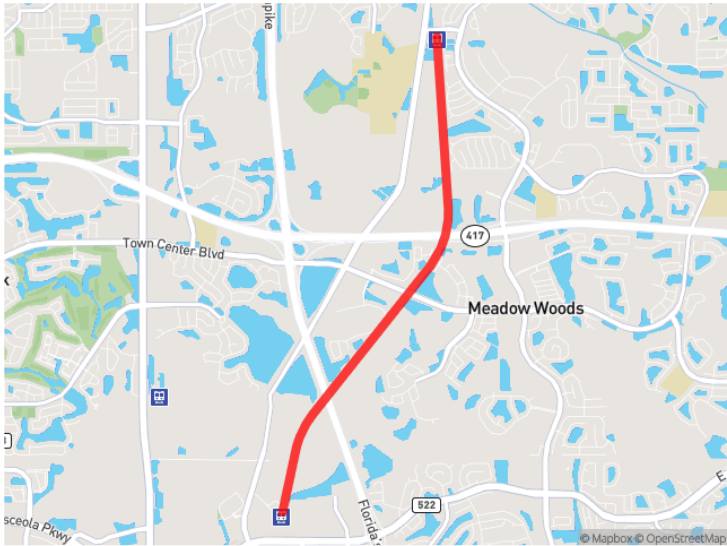


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DPTO	-	\$84,000,000	-	-	-	\$84,000,000
Total CST		-	\$84,000,000	-	-	-	\$84,000,000
Total Active Years		-	\$84,000,000	-	-	-	\$84,000,000
Total Prior Costs		-	-	-	-	-	\$5,215,000
Total Pro-grammed		-	\$84,000,000	-	-	-	\$89,215,000

436436-4 - Emergency Access Road Along CFCR (SunRail)

Rail Safety Project

From	Tupperware Station
To	Meadow Woods Station
Length	0
Managed by	FDOT
MTP Ref	ID # EC906, Pg. 206
SIS	No
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DPTO	\$2,713,639	\$4,587,900	-	-	-	\$7,301,539
Total CST		\$2,713,639	\$4,587,900	-	-	-	\$7,301,539
Total Active Years		\$2,713,639	\$4,587,900	-	-	-	\$7,301,539
Total Prior Costs		-	-	-	-	-	\$10,000
Total Pro-programmed		\$2,713,639	\$4,587,900	-	-	-	\$7,311,539

436436-5 - Emergency Access Road

Rail Safety Project

From	Country Club Rd.
To	CR 427
Length	0
Managed by	CFRTA/LYNX
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DPTO	\$7,000,000	-	-	-	-	\$7,000,000
Total CST		\$7,000,000	-	-	-	-	\$7,000,000
Total Active Years		\$7,000,000	-	-	-	-	\$7,000,000
Total Pro-programmed		\$7,000,000	-	-	-	-	\$7,000,000

**425939-1 - CFCR (SunRail) Self Insurance Retention Fund**

Rail Revenue/Operational Improvements

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	CFRTA/LYNX
<b>MTP Ref</b>	ID # EC359, Pg. 203
<b>SIS</b>	Yes
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	LFB	\$5,000,000	-	-	-	-	\$5,000,000
Total OPS		\$5,000,000	-	-	-	-	\$5,000,000
Total Active Years		\$5,000,000	-	-	-	-	\$5,000,000
Total Prior Costs		-	-	-	-	-	\$15,000,000
Total Programmed		\$5,000,000	-	-	-	-	\$20,000,000

**425984-1 - CFCR (SunRail) Operations and Maintenance**

Intermodal Hub Capacity

From	-						
To	-						
Length	0						
Managed by	CFRTA/LYNX						
MTP Ref	ID # EC360, Pg. 203						
SIS	Yes						
Adopted/Revised	FY 26-30 TIP						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	LF	\$45,825,296	-	-	-	-	\$45,825,296
OPS	SROM	\$7,623,813	-	-	-	-	\$7,623,813
Total OPS		\$53,449,109	-	-	-	-	\$53,449,109
Total Active Years		\$53,449,109	-	-	-	-	\$53,449,109
Total Prior Costs		-	-	-	-	-	\$29,380,971
Total Pro-programmed		\$53,449,109	-	-	-	-	\$82,830,080

**442065-1 - CFCR (SunRail) Positive Train Control (PTC) Maintenance**

Intermodal Hub Capacity

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	ID # EC454, Pg. 204
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	TRIP	\$4,515,983	-	-	-	-	\$4,515,983
Total OPS		\$4,515,983	-	-	-	-	\$4,515,983
Total Active Years		\$4,515,983	-	-	-	-	\$4,515,983
Total Prior Costs		-	-	-	-	-	\$3,810,000
Total Programmed		\$4,515,983	-	-	-	-	\$8,325,983

**452177-1 - CFCR (SunRail) Crossings and Safety Improvements (CRISI)**

Rail Safety Project

<b>From</b>	-						
<b>To</b>	-						
<b>Length</b>	0						
<b>Managed by</b>	CFRTA/LYNX						
<b>MTP Ref</b>	ID # EC592, Pg. 204						
<b>SIS</b>	No						
<b>Adopted/Revised</b>	FY 26-30 TIP						

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	DPTO	\$6,223,790	-	-	-	-	\$6,223,790
CST	FRA	\$6,223,790	-	-	-	-	\$6,223,790
Total CST		\$12,447,580	-	-	-	-	\$12,447,580
CEI	DPTO	\$423,321	-	-	-	-	\$423,321
CEI	FRA	\$423,321	-	-	-	-	\$423,321
Total CEI		\$846,642	-	-	-	-	\$846,642
Total Active Years		\$13,294,222	-	-	-	-	\$13,294,222
Total Prior Costs		-	-	-	-	-	\$562,260
Total Pro-programmed		\$13,294,222	-	-	-	-	\$13,856,482

**455872-4 - SunRail LFA with the CFCRC Operations and Maintenance**

Intermodal Hub Capacity

From	-
To	-
Length	0
Managed by	CFRTA/LYNX
MTP Ref	TS #12 Pg. 12-6 (E+C)
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
OPS	LF	\$32,685	-	-	-	-	\$32,685
Total OPS		\$32,685	-	-	-	-	\$32,685
Total Active Years		\$32,685	-	-	-	-	\$32,685
Total Prior Costs		-	-	-	-	-	\$2,214,109
Total Pro-programmed		\$32,685	-	-	-	-	\$2,246,794





## Section 14: Planning Projects

Consistent with federal and state requirements, this section includes a summary of all federal and state transportation planning funds included in MetroPlan Orlando's adopted Unified Planning Work Program (UPWP).

239505-1 - MetroPlan Orlando SU Reserve Box

Transportation Planning

From	-
To	-
Length	0
Managed by	MetroPlan Orlando
MTP Ref	Pg. 10
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	SU	-	-	\$2,003,001	\$1,974,679	\$12,949,884	\$16,927,564
Total CST		-	-	\$2,003,001	\$1,974,679	\$12,949,884	\$16,927,564
Total Active Years		-	-	\$2,003,001	\$1,974,679	\$12,949,884	\$16,927,564
Total Pro-programmed		-	-	\$2,003,001	\$1,974,679	\$12,949,884	\$16,927,564

**239505-2 - MetroPlan Orlando SU Contingency**

Transportation Planning

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	MetroPlan Orlando
<b>MTP Ref</b>	Pg. 10
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	SU	\$656,564	-	-	-	-	\$656,564
Total PE		\$656,564	-	-	-	-	\$656,564
CST	SU	\$1,526,213	\$2,759,324	-	\$25,321	-	\$4,310,858
Total CST		\$1,526,213	\$2,759,324	-	\$25,321	-	\$4,310,858
Total Active Years		\$2,182,777	\$2,759,324	-	\$25,321	-	\$4,967,422
Total Prior Costs		-	-	-	-	-	\$11,314,685
Total Pro-programmed		\$2,182,777	\$2,759,324	-	\$25,321	-	\$16,282,107

239505-3 - MetroPlan Transportation Alternative Reserves

Bike Path/Trail

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	Pg. 10
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CST	TALU	-	-	\$451,215	\$5,507,786	\$4,413,664	\$10,372,665
Total CST		-	-	\$451,215	\$5,507,786	\$4,413,664	\$10,372,665
Total Active Years		-	-	\$451,215	\$5,507,786	\$4,413,664	\$10,372,665
Total Pro-programmed		-	-	\$451,215	\$5,507,786	\$4,413,664	\$10,372,665

**239505-4 - MetroPlan Transportation Alternative Contingency**

Bike Path/Trail

From	-
To	-
Length	0
Managed by	FDOT
MTP Ref	Pg. 10
SIS	No
Adopted/Revised	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	TALU	\$98,000	-	-	-	-	\$98,000
Total PE		\$98,000	-	-	-	-	\$98,000
CST	TALU	-	\$441,715	\$3,750	\$3,750	-	\$449,215
Total CST		-	\$441,715	\$3,750	\$3,750	-	\$449,215
Total Active Years		\$98,000	\$441,715	\$3,750	\$3,750	-	\$547,215
Total Prior Costs		-	-	-	-	-	\$681,921
Total Pro-programmed		\$98,000	\$441,715	\$3,750	\$3,750	-	\$1,229,136

**439332-5 - MetroPlan Orlando FY 2024/2025-2025/2026 UPWP**

Transportation Planning

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	MetroPlan Orlando
<b>MTP Ref</b>	Pg. 10
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PLN	PL	\$3,788,598	-	-	-	-	\$3,788,598
PLN	SU	\$3,072,136	-	-	-	-	\$3,072,136
Total PLN		\$6,860,734	-	-	-	-	\$6,860,734
Total Active Years		\$6,860,734	-	-	-	-	\$6,860,734
Total Prior Costs		-	-	-	-	-	\$7,925,698
Total Pro-programmed		\$6,860,734	-	-	-	-	\$14,786,432

**439332-6 - MetroPlan Orlando FY 2026/2027-2027/2028 UPWP**

Transportation Planning

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	MetroPlan Orlando
<b>MTP Ref</b>	Pg. 10
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PLN	PL	-	\$3,788,598	\$3,788,598	-	-	\$7,577,196
PLN	SU	-	\$3,000,000	\$3,000,000	-	-	\$6,000,000
Total PLN		-	\$6,788,598	\$6,788,598	-	-	\$13,577,196
Total Active Years		-	\$6,788,598	\$6,788,598	-	-	\$13,577,196
Total Pro-programmed		-	\$6,788,598	\$6,788,598	-	-	\$13,577,196

**439332-7 - MetroPlan Orlando FY 2028/2029 - 2029/2030 UPWP**

Transportation Planning

<b>From</b>	-
<b>To</b>	-
<b>Length</b>	0
<b>Managed by</b>	MetroPlan Orlando
<b>MTP Ref</b>	Pg. 10
<b>SIS</b>	No
<b>Adopted/Revised</b>	FY 26-30 TIP

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PLN	PL	-	-	-	\$3,788,598	\$3,788,598	\$7,577,196
PLN	SU	-	-	-	\$3,250,000	\$3,250,000	\$6,500,000
Total PLN		-	-	-	\$7,038,598	\$7,038,598	\$14,077,196
Total Active Years		-	-	-	\$7,038,598	\$7,038,598	\$14,077,196
Total Pro-programmed		-	-	-	\$7,038,598	\$7,038,598	\$14,077,196



# Appendix A: Abbreviations & Acronyms

## Federal Funding Codes

<b>AC</b>	Advanced construction funds for federally funded projects; combined with federal funding codes (i.e. ACFP, ACID, ACNP, ACNR, ACSA, ACSS, ACSU)
<b>CM</b>	Congestion Mitigation funds
<b>CD</b>	Congressional Discretionary Funds (i.e. CD23, CD24)
<b>DFTA</b>	FHWA funds transferred to FTA
<b>DU</b>	FTA pass-through funds
<b>EB</b>	Equity Bonus funds
<b>FAA</b>	Federal Aviation Administration funds
<b>FCO</b>	Federal Fixed Capital Outlay funds
<b>FRA</b>	Federal Rail Administration funds
<b>FTA</b>	Federal Transit Administration funds
<b>FTAT</b>	FHWA Transfer to FTA
<b>GFNP</b>	General Surface NP Federal Relief funds
<b>GFSA</b>	General Surface Transportation Planning funds for any area
<b>GFSU</b>	General Surface Transportation Planning funds for urban areas >200,000 population
<b>NFP/NFPD</b>	National Freight Program
<b>NH</b>	National Highway System funds for principal arterials (i.e. NH, NHBR, NHEX, NHPF, NHPP)
<b>PL</b>	Federal planning funds
<b>RED</b>	Federal redistribution of funds
<b>SA</b>	Surface Transportation Program Block Grant funds with no population restrictions
<b>SR2T</b>	Federal Safe Routes to School – Transfer funds

**SU** Surface Transportation Program Block Grant funds for urban areas with a population over 200,000 which may be used for highway, transit, or bicycle/pedestrian projects at the discretion of the MPO

**TALT** Transportation Alternative funds – any area

**TALU** Transportation Alternative funds – population >200,000

## State Funding Codes

**BNIR** Intrastate ROW & Bridge bonds

**BRRP** Bridge Repair and Rehabilitation Program funds

**D** Unrestricted State Primary funds

**DDR** State District Dedicated Revenue funds

**DER** Emergency Relief

**DI** State Inter/Intrastate Highway funds (i.e. DI, DRA)

**DIH** State Designated In-House funds

**DIS** State funds for projects on Strategic Intermodal System (SIS) facilities

**DITS** State Intelligent Transportation System funds

**DPTO** State Public Transportation Office funds

**DRA** Rest Area

**DS** State Primary funds for highways and public transit (i.e. DS, DSBH, DSBW)

**FC5** Open Grade Friction Course

**FCO** Fixed Capital Outlay

**FINC** Financing Corp.

**GMR** State General Revenue funds for projects on Strategic Intermodal System (SIS) facilities

**LF** Local funds used for federal/state funded projects (i.e. LF, LFB, LFP, LFR, LFRF, LFS)

**MFF** Moving Florida Forward

**NSTP** New Starts Transit Program

**PK** Florida's Turnpike Enterprise funding (i.e. PKBD, PKED, PKLF, PKM1, PKYI, PKYO, PKYR)

**SI** Senate Bill 2514A Strategic Intermodal System funds (i.e. SIBT, SIWR)

**SROM** SunRail Revenues for Operations and Maintenance

**STED** Strategic Economic Corridors funds

**TM** State maintenance funds for Central Florida Expressway Authority (i.e. TM05, TM11)

**TO** Toll Operations – Central Florida Expressway Authority system (i.e. TO11, TO05)

**TOBH** I-4 Managed Lanes Toll Operations

**TOBW, TMBW** Wekiva Pkwy. Toll Operations

**TRIP/TRWR** State Transportation Regional Incentive Program funds which require a 50% funding match from local agency/operator

### Local Funding Codes

**CDBG** Community Development Block Grant (Seminole Co.)

**CIP** Capital Improvement Program (Orange Co., City of Winter Park)

**CRA** Community Redevelop Agency fund (City of Maitland, City of Ocoee, Orange Co., City of Winter Springs)

**Gas Tax** Local Option Gas Tax funds (Orange Co.)

**General Fund** General funding to finance operations and activities (City of Ocoee)

**GF** Grant funding (federal/state/interlocal agreement; City of Maitland)

**I-Drive CRA** International Drive Community Redevelop Agency fund (Orange Co.)

**IFT** Transportation Impact Fees (City of Orlando)

**Impact/Mobility Fee** A fee paid by developers as part of the development approval process to be used for public infrastructure (Altamonte Springs, Winter Springs)

**INVEST** Initiative that funds infrastructure, public safety facilities, safety improvements for pedestrians, and transportation connectivity (Orange Co.)

**Local/LFS** Local funding sources (City of Kissimmee, City of St. Cloud)

**Sales Tax** One-cent Sales Tax (City of Altamonte Springs, City of Longwood, City of Oviedo, Seminole Co.)

**Stormwater** Stormwater Impact Fees (City of Longwood)

**TIF** Transportation Impact Fees (Orange Co., City of Ocoee); Tax Incremental Financing (City of Apopka, City of Casselberry, City of Winter Garden)

### Project Phase Abbreviations

**ADM** Administration

**CAP** Capital

**CEI** Construction Engineering Inspection

**CST** Construction -- highway project phase

**DSB** Design/build

**ENV** Environmental Mitigation – FDOT highway project phase pertaining to filing permits with the St. Johns Water Management District and the Florida Department of Environmental Protection regarding the acquisition of environmentally sensitive land for highway improvements.

**INC** Incentive funds paid to contractors by FDOT for early project completion

**LAR** Local Advance Reimbursement

**MNT** Maintenance

**OPS** Operations

**PDE** Project Development and Environment Study – the project phase scheduled prior to preliminary engineering for highway projects.

**PE** Preliminary Engineering (design)

**PLN** Planning

**ROW** Right-of-Way Acquisition

**RPY** Repayment

**RRU** Relocation of Railroad Utilities

### **Agency Abbreviations**

**CFX** Central Florida Expressway Authority

**CFRTA** Central Florida Regional Transportation Authority (dba LYNX)

**ECFRPC** East Central Florida Regional Planning Council

**FAA** Federal Aviation Administration

**FDOT** Florida Department of Transportation

**FHWA** Federal Highway Administration

**FTA** Federal Transit Administration

**FTE** Florida's Turnpike Enterprise

**GOAA** Greater Orlando Aviation Authority

### **Miscellaneous Abbreviations**

**CMS** Congestion Management System – projects that improve the traffic flow on existing roadways without adding lanes to the roadways. May include such projects as intersection improvements, adding turn lanes, computerized traffic signals, etc.

**CR** County Road

**DEIS** Draft Environmental Impact Statement

**FEIS** Final Environmental Impact Statement

**ETDM** Efficient Transportation Decision Making – a state program designed to initiate the social and environmental review of major highway and rail projects at an earlier stage than was done previously in order to alleviate potential conflicts before a project goes into production

**HOV** High-Occupancy Vehicle - special lanes on a limited access freeway set aside for vehicles with two or more occupants during morning and afternoon peak travel times

**IIJA** Infrastructure Investment & Job Act – Federal Infrastructure Bill of passed in 2021; also known as the Bipartisan Infrastructure Law (BIL)

**ITS** Intelligent Transportation System -- a system of safety and congestion management devices being utilized on I-4. Consists of surveillance cameras used by the Florida Highway Patrol to locate and clear accidents, etc., as well as electronic signs that notified drivers of traffic conditions

**MTP** Metropolitan Transportation Plan (also referred to as Long-Range Transportation Plan)

**PPL** Prioritized Project List

**SR** State Road

**SIS** Strategic Intermodal System – Transportation facilities considered by FDOT to be essential to Florida's economy, such as limited access freeways, major commercial airports, rail lines, and stations, bus terminals, intermodal centers, waterways, seaports, and spaceports.

# Appendix B: Prioritized Project List

Each year, MetroPlan Orlando updates the Prioritized Project List (PPL), a document that includes all the upcoming highway, bicycle, pedestrian, transit, aviation, and other transportation-related projects in our three-county region (Orange, Osceola, and Seminole Counties) that have been deemed cost feasible in the near term but may still have unfunded phases. The Prioritized Project List shows which projects are next in line for federal and state funding.

The process of developing the 2030 – 2040 Prioritized Project List (PPL), which was adopted by the MetroPlan Orlando Board on July 10, 2024, is discussed in the *How are projects prioritized?* section.

This list of projects was used by the Florida Department of Transportation in developing the FY 2025/26 – FY 2029/30 Five-Year Work Program based on the priority phases of each project. The Five-Year Work Program was then utilized by MetroPlan Orlando staff to develop this TIP.

The currently adopted PPL can be accessed at:

<https://metroplanorlando.gov/plans/prioritized-project-list/>

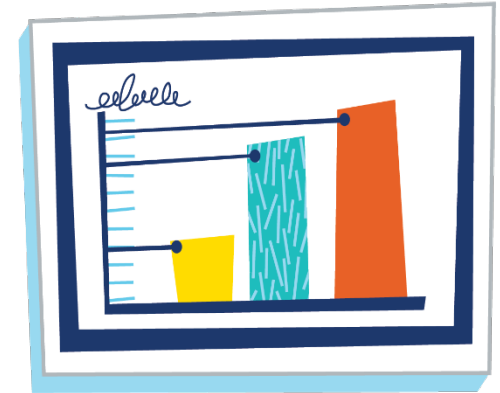


# Appendix C: System Performance Report

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the federal transportation performance management requirements.

*This System Performance Report is organized as follows:*

- Background
- Highway Safety Measures (PM1)
- Pavement and Bridge Condition Measures (PM2)
- System Performance, Freight, and Congestion Management and Air Quality Improvement Program Measures (PM3)
- Transit Asset Management Measures
- Transit Safety Performance



## Background

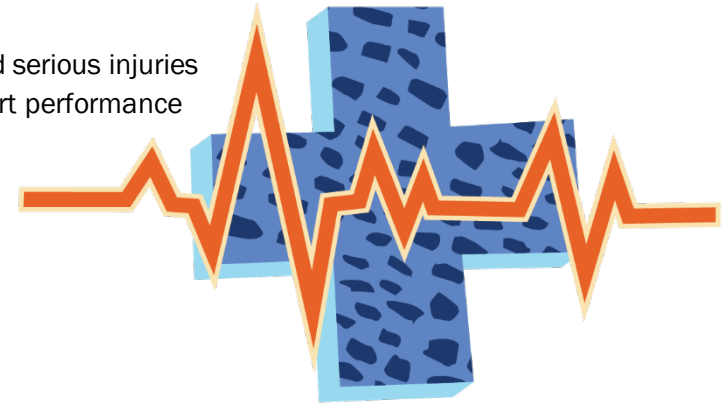
Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop, and share information related to transportation performance management and target setting.

# Highway Safety Measures (PM1)

The first of FHWA’s performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:



1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

## Highway Safety Targets

FDOT publishes statewide safety performance targets in the Highway Safety Improvement Plan (HSIP) Annual Report that it transmits to FHWA each year. FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added): “The mission of the Department of Transportation shall be to provide a safe statewide transportation system...”

*MetroPlan Orlando agrees to plan and program projects so they contribute toward the accomplishment of the FDOT safety target of zero and has adopted the same vision-zero target for the MPO planning area.*

Safety performance measure targets are required to be adopted on an annual basis. MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2024 FDOT established statewide safety performance targets for calendar year 2025. **Table C.1** presents FDOT’s statewide targets.

**Table C.1 | Statewide and MetroPlan Orlando Highway Safety Performance Targets**

Performance Measure	CY 2025 Statewide Target	CY 2025 MPO Target
Number of fatalities	0	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0	0
Number of serious injuries	0	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0	0
Number of non-motorized fatalities and serious injuries	0	0

Source: FDOT and MetroPlan Orlando

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state’s long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established zero (0) as the only acceptable target for all five federal safety performance measures.

MetroPlan Orlando, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on February 12, 2025, MetroPlan Orlando agreed to support FDOT’s statewide safety performance targets for calendar year 2024, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets (Board Resolution #24-01). The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety Trends in the MPO Area

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and MetroPlan Orlando established Baseline Safety Performance Measures using the most recently published data at the time (2017). To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2019-2023) of crash data and VMT were utilized. **Table C.2** presents the Baseline Safety Performance Measures for Florida and the MetroPlan Orlando study area.

Table C.2 | Baseline Safety Performance Measures (2017)

Performance Measure	State of Florida	MetroPlan Orlando
Number of fatalities	3,441.8	300.4
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.543	1.258
Number of serious injuries	16,380.6	1,763.4
Rate of serious injures per 100 million vehicle miles traveled (VMT)	7.344	7.431
Number of non-motorized fatalities and serious injuries	3,148.2	333.4

Source: FDOT 2017 FHWA Performance Measures per MPO

Note: MetroPlan Orlando study area includes Orange, Osceola, and Seminole Counites

The MPO uses crash data tracking fatalities and serious injuries to analyze past trends and identify regional safety issues. Monitoring these measures helps estimate the effectiveness of future transportation investment, as reflected in the TIP. **Table C.3** shows the changes in Safety Performance Measures for the MetroPlan Orlando region from 2017 through 2022. The measures shown were calculated by following the same methodology as that used to calculate the baseline conditions.



Table C.3 | Trends in MetroPlan Orlando Safety Performance Measures

Performance Measure	2017	2018	2019	2020	2021	2022	2023
Number of Fatalities	300	284	292	250	281	332	302
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.28	1.19	1.19	1.21	1.366	1.363	1.167
Number of Serious Injuries	2,329	2,040	1,855	1,400	1,656	1,662	1,399
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	9.95	8.55	7.59	7.85	9.39	5.389	5.41
Number of Non-motorized Fatalities and Serious Injuries	348	348	344	305	362	343	340
Vehicle Miles Traveled	23,395,625,825	23,857,174,165	24,445,180,770	22,544,180,835	22,544,308,220	24,215,436,819	25,869,118,554

Source: Signal Four Analytics, FDOT Mileage Reports

Note: MetroPlan Orlando study area includes Orange, Osceola, and Seminole Counties

## FDOT Safety Planning and Programming

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micro mobility, and connected and automated vehicles.



## Florida's Highways Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2024 HSIP Annual Report, FDOT reported 2025 statewide safety performance targets at zero (0) for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2024.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2024 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Implement key safety countermeasures.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.



Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$156 million in HSIP funds for use during the 2024 state fiscal year from July 1, 2023 through June 30, 2024, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$134.5 million in infrastructure investments on state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

## Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next five (5) to ten (10) years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

## Safety Investments in the TIP

Improving bicycle and pedestrian safety is also a high priority in the MetroPlan Orlando region and includes adding infrastructure such as sidewalks and bicycle lanes as well as conducting education programs on bicycle and pedestrian safety. One example of this is the Best Foot Forward program which is a safety initiative designed to improve pedestrian safety through evaluation, education, engineering, and enforcement. The list of bicycle and pedestrian projects is shown in Section 9 in the TIP.

In recent years, MetroPlan Orlando and its partner jurisdictions and agencies have emphasized the implementation of Complete Streets projects in the region. These projects can include a combination of adding bicycle and pedestrian facilities, transit improvements such as bus pull-outs, and intersection improvements that are designed to improve traffic flow and safety along existing roadways without adding capacity.

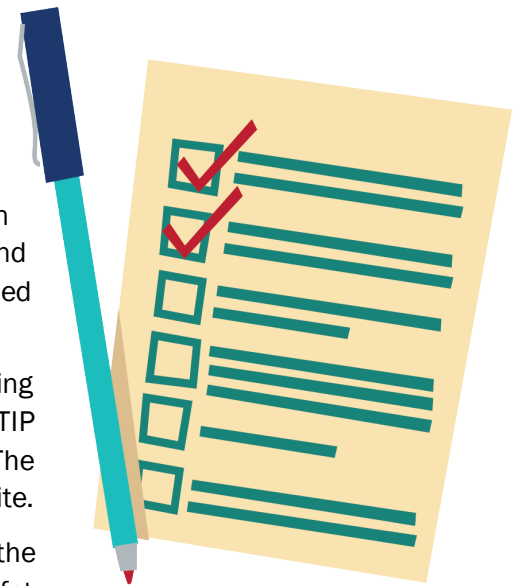
The TIP includes specific investment priorities that support all of MetroPlan Orlando's goals, including safety, using a prioritization and project selection process established in the 2045 MTP. MetroPlan Orlando has developed a TIP project evaluation process that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are reviewed and updated annually and are described in the PPL on the MetroPlan Orlando website.

The program of projects identified through this process are anticipated to contribute toward achievement of the safety targets. The safety infrastructure investments are targeted at specific opportunities to improve safety. Examples of such projects in MetroPlan Orlando's TIP include:

- Adding turn lanes at intersections.
- Signing and pavement markings.
- Resurfacing projects with pedestrian mid-block crossings and ADA improvements.
- Traffic signal and pedestrian crossing time improvements.
- Additional roadway lighting along roadways and at intersections throughout the three counties.
- Filling gaps in sidewalks, especially in the vicinity of schools and transit facilities.

These projects, as well as other safety-related projects are included in Section 7 (Traffic Operations and Safety). In addition to the specific safety programs included in the TIP, other programs also consider safety as a key factor. Safety impacts are considered in the evaluation of proposed preservation, capacity, and operations projects, including projects on Florida's Strategic Intermodal System as well as regionally significant facilities identified in the MTP. All projects in this TIP inherently support progress toward achieving the safety performance targets, through their adherence to the MPOs policies, programs, and standards related to safety.

Because safety is inherent in so many FDOT and MetroPlan Orlando programs and projects, and because of the broad holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.



# Bridge and Pavement Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of NHS bridges (by deck area) classified as in good condition;
2. Percent of NHS bridges (by deck area) classified as in poor condition;
3. Percent of Interstate pavements in good condition;
4. Percent of Interstate pavements in poor condition;
5. Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
6. Percent of non-Interstate NHS pavements in poor condition.

*For the pavement measures, five pavement metrics are used to assess condition:*

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) - a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

## Bridge and Pavement Condition Targets

Federal rules require state DOTs to establish two-year and four-year targets for the bridge and pavement condition measures. On December 16, 2022, FDOT established 2023 and 2025 statewide bridge and pavement targets, and in September of 2024, adjusted the 2025 targets for percent of NHS bridges (by deck area), in poor condition. Table C.4 presents 2023 actual performance and the statewide 2023 and 2025 targets.

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures. *On February 12, 2025, MetroPlan Orlando agreed to support FDOT's statewide bridge and pavement performance targets*, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets (Board Resolution #25-01). **Table C.4** presents the statewide and MetroPlan Orlando targets.

Table C.4 | Statewide and MetroPlan Orlando Pavement and Bridge Condition Performance Targets

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	MetroPlan Orlando 2025 Target
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤10.0%	≤10.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%	≤5.0%

Source: 2023 Statewide Conditions [fdots.sourcebook.com](https://fdots.sourcebook.com).

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors.

- Florida Statute 334.046 mandates FDOT to preserve the state's bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.
- In addition FDOT also developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State's targets for asset condition and performance of the NHS. FDOT's current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.
- Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in the deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA annually to track performance and progress toward the targets. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

## Bridge and Pavement Investments in the TIP

MetroPlan Orlando's TIP reflects investment priorities established in the 2045 MTP. The focus of MetroPlan Orlando's investments in bridge and pavement condition includes improvements to the NHS system within the MetroPlan Orlando region such as the I-4 Ultimate and Beyond the Ultimate projects. These projects involve adding managed toll lanes and three travel lanes in each direction throughout the three-county area, as well as interchange and bridge improvements. Segments of I-4 are also being resurfaced. Detailed information on the I-4 projects is included in Section 4 of the TIP. Florida's Turnpike Enterprise (FTE) is funding several major capacity projects on Florida's Turnpike, SR 528, and SR 417 as well as major interchange projects on Florida's Turnpike and resurfacing and safety projects on FTE facilities. Detailed information on FTE projects is included in Section 6 of the TIP.

By advancing these projects, and other system preservation projects included in the MetroPlan Orlando TIP, it is expected that progress will be made towards achieving the targets set in this section. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity.

*The TIP will fund an estimated \$84 million for bridges and \$225 million for resurfacing from FY 2025/26 through FY 2029/30.*

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

## System Performance, Freight, and Congestion Mitigation + Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

### *National Highway Performance Program (NHPP)*

1. Percent of person-miles traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

### *National Highway Freight Program (NHFP)*

3. Truck Travel Time Reliability index (TTTR);

### *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.



The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

## System Performance and Freight Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. **Table C.5** presents 2023 actual performance and the 2023 and 2025 statewide targets.

MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures. *On February 12, 2025, MetroPlan Orlando agreed to support FDOT's statewide system performance and freight targets*, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets (Board Resolution #25-01). **Table C.5** presents the statewide and MetroPlan Orlando targets.

Table C.5 | Statewide and MetroPlan Orlando System Performance and Freight Targets

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	MetroPlan Orlando 2025 Target
Percent of person-miles traveled on the Interstate system that are reliable	82.8%	≥75.0%	≥75.0%	≥70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.1%	≥50.0%	≥60.0%	≥50.0%
Truck travel time reliability (Interstate)	1.48	1.75	2.00	2.00

Source: 2023 Statewide Conditions [fdots.sourcebook.com](https://fdots.sourcebook.com).

FDOT collects and reports reliability data to FHWA annually to track performance and progress toward the reliability targets. Actual performance in 2023 was better than the 2023 targets.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) comprises transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving the performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The [SIS Policy Plan](#) was updated in early 2022, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT's Strategic Investment Tool (SIT).
- In addition, the [Florida Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure

high-priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan. An update to the FMTP will be adopted in 2025.

## System Performance and Freight Investments in the TIP

MetroPlan Orlando's TIP reflects investment priorities established in the 2045 MTP. MetroPlan Orlando includes reliability and system performance measures in its project selection and prioritization criteria. Criteria considered include changes in travel time reliability for car, trucks and commercial vehicles, solving existing freight/truck bottlenecks, cost of congestion, and relative change in future congested speeds. These criteria and others are detailed in MetroPlan Orlando's adopted Prioritized Project List.

The focus of MetroPlan Orlando's investments support goods movement and address system performance and reliability includes improvements to the NHS system within the MetroPlan Orlando region such as the I-4 Ultimate and Beyond the Ultimate projects. These projects involve adding two managed toll lanes and three travel lanes in each direction throughout the three-county area, as well as interchange and bridge improvements. Segments of I-4 are also being resurfaced. Detailed information on the I-4 projects is included in Section 4 of the TIP. Florida's Turnpike Enterprise (FTE) is funding several major capacity projects on Florida's Turnpike, SR 528, and SR 417 as well as major interchange projects on Florida's Turnpike and resurfacing and safety projects on FTE facilities. Detailed information on FTE projects is included in Section 6 of the TIP.

*The TIP will fund an estimated \$4 billion in system performance, capacity and reliability improvement projects from FY 2025/26 through FY 2029/30.*

By advancing these projects, and other system preservation projects included in the MetroPlan Orlando TIP, it is expected that progress will be made towards achieving the targets set in this section. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.



# Transit Asset Management Measures

## Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. **Table C.6** identifies the TAM performance measures.



Table C.6 | FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc.

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

LYNX and SunRail are considered Tier I providers as they operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier I providers must establish their own TAM targets, as well as report performance and other data to FTA.

## Transit Asset Management Targets

The following providers operate in the MetroPlan Orlando planning area: LYNX (CFRTA) and SunRail (CFCRC); both considered Tier I providers. The following tables (Tables C.7 and C.8) represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the established targets set by those agencies and supported by the MPO. *On February 8, 2023, MetroPlan Orlando support LYNX and SunRail TAM performance targets.* thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the providers' targets.

Table C.7 | LYNX and MetroPlan Orlando TAM Targets

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	3.7%	0%
	Bus	26.64%	12.42%
	Cutaway	25.66%	55.22%
	Demand Response Van	100%	100%
	Vanpool Van	85.5%	64.44%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobiles	80%	80%
	Trucks and other Rubber Tire Vehicles	37.61%	35.71%
	Other Systems	N/A	N/A
<b>Infrastructure</b>			
% of track segments with performance restrictions (applicable only for Tier I providers)	Bus Guideway	N/A	N/A
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration and Maintenance	0%	0%
	Passenger Facilities	0%	0%

Source: LYNX TAM Plan, 2025

Table C.8 | SunRail and MetroPlan Orlando TAM Targets

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Locomotives	0%	0%
	Coach Cars	0%	0%
	Cab Cars	0%	0%
<b>Equipment <sup>1</sup></b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue / Service Automobile	-	-
	Trucks and other Rubber Tire Vehicles	-	-
	Maintenance Equipment	-	-
	Etc.	-	-
<b>Infrastructure</b>			
% of track segments with performance restrictions (applicable only for Tier I providers)	Guideway Elements	2.8%	3%
	Power & Signal Elements	2.8%	3%
	Track elements	2.8%	3%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance Facility (VSMF) and OCC	0%	0%
	Parking Structures Maintenance Facility (VSLMF)	0%	0%
	Passenger Facilities Stations	0%	0%
	Shelter Park and Ride Lots	0%	0%

Source: SunRail TAM Performance Measure Targets (A-90).

## Transit Asset Management Investments in the TIP

MetroPlan Orlando's TIP was developed and is managed in cooperation with LYNX and SunRail. It reflects the investment priorities established in the 2045 MTP and region's Transit Development Plan. *The investments addressing transit state of good repair are included in Section 12 of the TIP (Transit & Transportation Disadvantaged Projects).* Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance and/or facilities in the MetroPlan Orlando planning area.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and MetroPlan Orlando to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all the MPO's goals, including transit state of good repair, using priorities established in the MTP. This includes the allocation of up to 30% of the Transportation Management Area (TMA) funding available to MetroPlan Orlando to support the replacement of capital assets. MetroPlan Orlando works with LYNX to evaluate, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the MetroPlan Orlando's planning area. MetroPlan Orlando's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

# Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's establish targets when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional transit safety targets for the MPO planning area. In addition, MetroPlan Orlando must reflect those targets in LRTP and TIP updates.

## Transit Safety Targets

The following public transportation provider(s) operate in the MetroPlan Orlando region: LYNX and SunRail. LYNX is responsible for developing a PTASP and establishing transit safety performance targets annually. LYNX established the transit safety targets identified in **Table C.9** on December 15, 2024.



Table C.9 | Transit Safety Performance Targets for LYNX

Performance Indicator	Definition	Target		Events Per 100K	
Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles by mode (Fixed Route)	0		0.006	
Injuries	Total number of reportable injuries and rate per total vehicle miles by mode	Fixed Route	0.53	Fixed Route	5.35
		LYMMO	1.31	LYMMO	1.31
		Paratransit	0.04	Paratransit	1.29
		NeighborLink	0.0	NeighborLink	0
		Vanpool	0.0	Vanpool	0
Preventable Accident per 100k miles	Total number of preventable accidents and rate per total vehicle miles by mode	Fixed Route	1.78	Fixed Route	1.78
		LYMMO	5.27	LYMMO	5.27
		Paratransit	0.82	Paratransit	8.2
		NeighborLink	1.9	NeighborLink	1.9
		Vanpool	0.0	Vanpool	0
System Reliability	Mean distance between major mechanical failures Bus-Road (fixed route service)	11,067.86		0	

Source: LYNX, 2024

As previously discussed, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. *On February 8, 2023, MetroPlan Orlando agreed to support LYNX's transit safety targets*, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

## Transit Safety Investments in the TIP

The MetroPlan Orlando TIP was developed and is managed in cooperation with LYNX and SunRail. It reflects the investment priorities established in the 2045 MTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of MetroPlan Orlando's investments that address transit safety include funding to maintain positive train control systems on the SunRail corridor, funding to maintain capital transit assets in a state of good repair, and projects that address the safety of transit riders including lighting, signal retiming, and bicycle and pedestrian improvements at or near stations and bus stops.

Transit safety is a consideration in the methodology MetroPlan Orlando uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO's goals, including transit safety and accessibility. The TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. MetroPlan Orlando will continue to coordinate with LYNX and SunRail to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair. For more information on these programs and projects, see Section 7 (Transportation Systems Management & Operations Projects), Section 9 (Bicycle & Pedestrian Projects), Section 12 (Transit & Transportation Disadvantaged Projects), and Section 13 (Commuter Rail Projects) of the TIP.

# Looking Forward

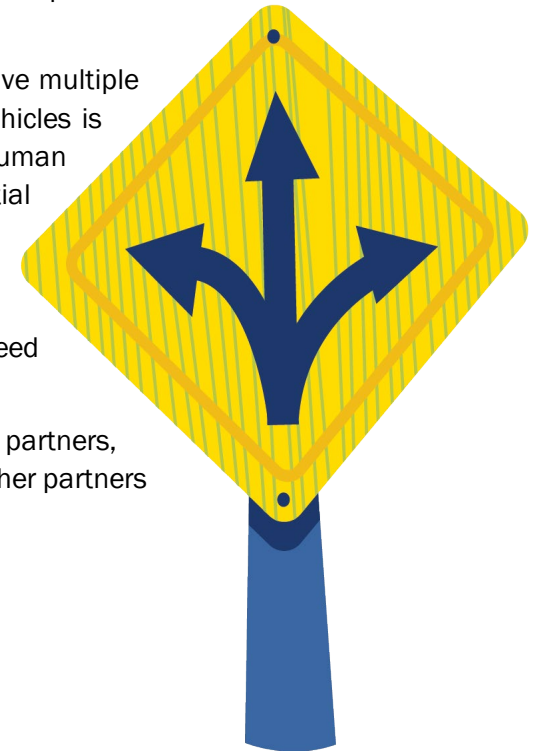
The region's ability to meet its federally required performance targets — all of which are established to address performance over periods between one to four years — will primarily reflect current trends, rather than the long-term changes and uncertainties explored in MetroPlan Orlando's long range planning process. In particular, the region's progress toward its annual safety and transit asset management targets, as well as the bridge/pavement and system reliability targets for the first federal performance period ending in 2021, is influenced by past and current investment strategies.

The disruptions experienced by the region's transportation system and economy due to the pandemic provides an opportunity for a deeper understanding of how significant external events could impact system performance in the region. MetroPlan Orlando will continue to collect and review available real-time data to help understand the transportation impacts of the pandemic and rebound, which will assist with preparedness for future disruptions.

From a long-term perspective, a key determinant of the region's progress toward its performance goals is growth in travel, including the distribution among travel modes for both people and freight. Growth in VMT for both cars and trucks are correlated with potential performance with regards to safety, pavement/bridge, and system reliability, and growth in transit ridership is a key factor in transit asset management and safety performance. It will be important to understand how travel choices will evolve after the global pandemic to help inform future performance and needs analyses.

Transportation system performance reflects many different factors, and in some cases a single trend may have multiple impacts, potentially in different directions. For example, an increase in use of automated and connected vehicles is anticipated to significantly improve safety (due to dramatic reduction in the number of crashes associated with human error) and system efficiency (due to the ability to accommodate more vehicles on a single roadway and the potential to reduce nonrecurring delay due to crashes). However, automated and connected vehicles could significantly increase VMT in parts of the region by providing mobility options for seniors, students, disabled persons, and others who have limited options today and enabling more extreme commutes for people who wish to live on the fringes of the urban area in surrounding areas and commute into Central Florida. In addition, the region may need to accommodate empty vehicles that are searching for parking or circulating after dropping off passengers.

Because transportation system performance reflects the cumulative impacts of decisions by multiple partners, MetroPlan Orlando must continue proactive coordination with FDOT, transit providers, local governments, and other partners to coordinate decisions and investments to accomplish regional goals and objectives.





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