

# Good Afternoon!

## The 2050 MTP Technical Workshop will begin shortly.

June 12, 2025 | 2:00 PM



# 2050 Metropolitan Transportation Plan Technical Workshop

June 12, 2025



# Welcome!

Federal Highway Administration East Central  
Florida Regional Planning Council Central  
Florida Regional Transportation Authority/LYNX  
Orange County Apopka Belle Isle Eatonville  
Edgewood Maitland Oakland Ocoee Orlando  
Windermere Winter Garden Winter Park SunRail  
Greater Orlando Aviation Authority Osceola  
County Kissimmee Saint Cloud Kissimmee  
Gateway Airport Seminole County Altamonte  
Springs Casselberry Lake Mary Longwood Oviedo  
Sanford Winter Springs Orlando-Sanford  
International Airport Florida Department of  
Transportation Florida Turnpike Enterprise  
Central Florida Expressway Authority Central  
Florida Tourism Oversight District Orange  
County Public Schools Osceola County Public  
Schools Seminole County Public Schools



# AGENDA

- I. General Status Updates
- II. Background: 2050 Revenue Forecasts & Funding Scenario Feedback to Date
- III. Review 2<sup>nd</sup> Draft Funding Scenarios
- IV. Polling and Discussion
- V. Open Discussion
- VI. Public Comments
- VII. Next Steps
- VIII. Adjournment



# Status Updates

- FDOT Central Florida Regional Planning Model (CFRPMv8)
- Technical Reports, Recommendations, and Strategies
- 2050 MTP Planning Consistency Projects Lists
  - Locally-funded or Partner-Funded project lists
  - Comments due tomorrow (6/13/25)





# Background:

## 2050 Revenue Forecasts & Funding Scenario Feedback to Date

**Taylor Laurent**, PE, AICP  
MetroPlan Orlando

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

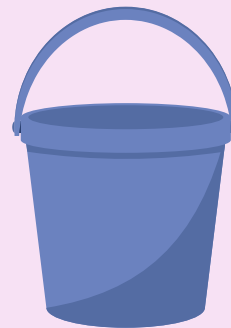
20-Year Total

## Federal / State Funds for State Highway System

**\$1,071,000,000**

federal and state funds for projects on the state highway system

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



**\$184,590,000**

federal "other roads" funds for non-SIS/SHS projects

## Federal Funds for MPO Priorities

**\$683,650,000**

federal funds for projects off the state highway system

Project eligibility based on MPO board funding policy.

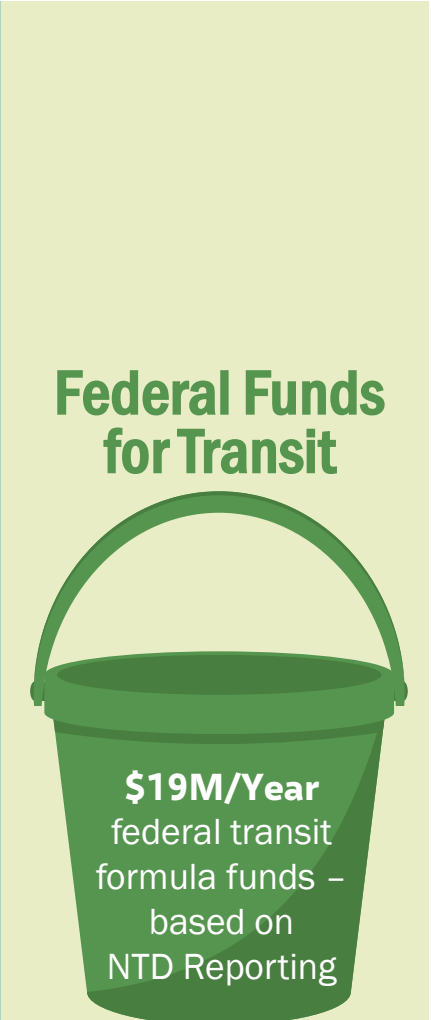
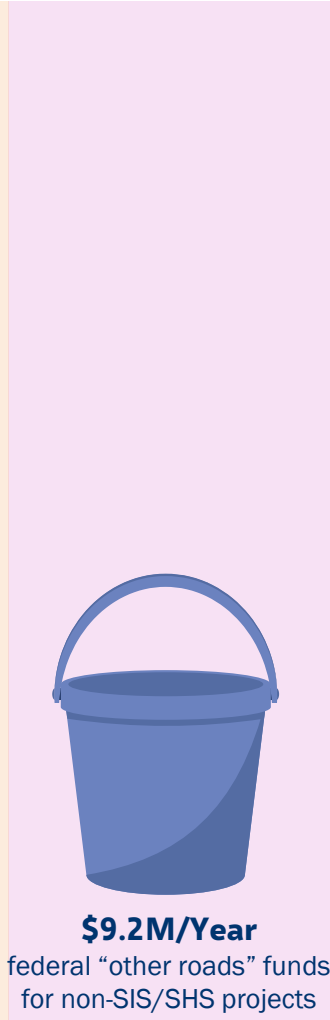
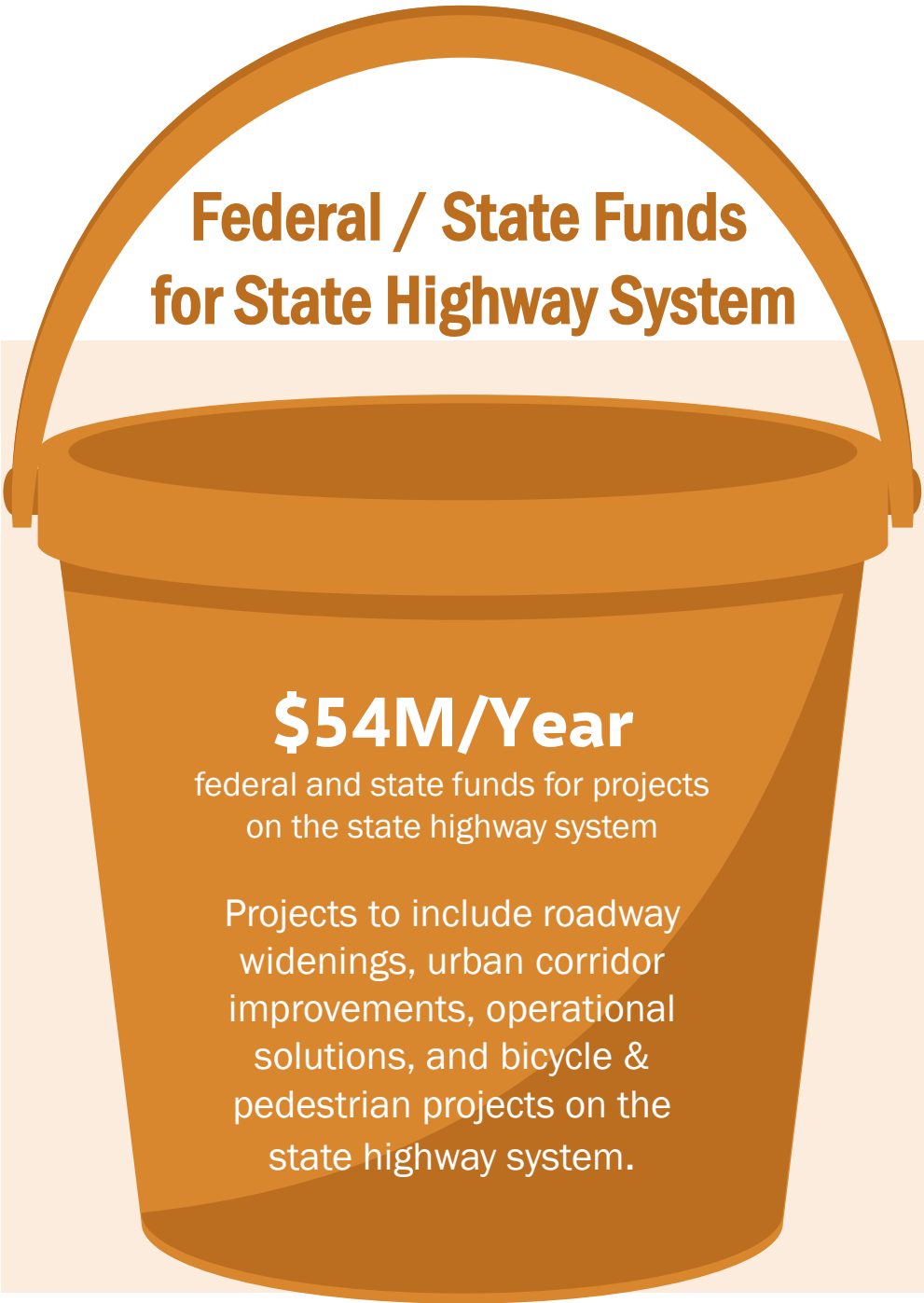
## Federal Funds for Transit

**\$383,730,000**

federal transit formula funds – based on NTD Reporting

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

Annualized Estimates

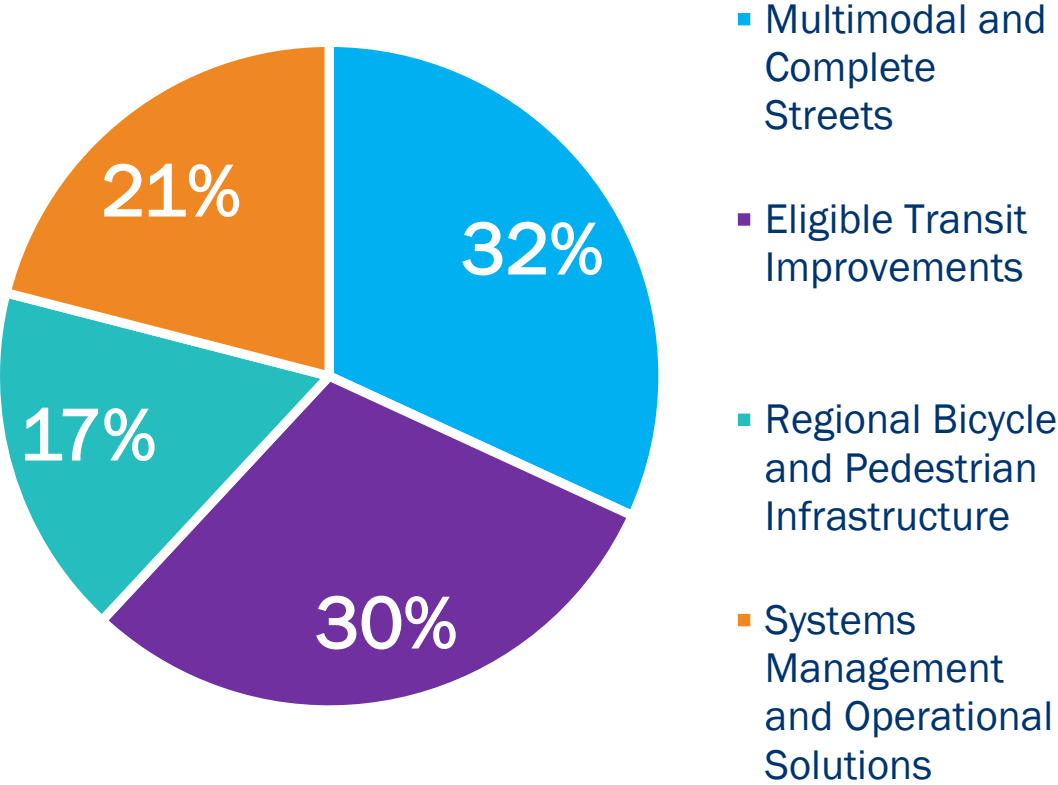




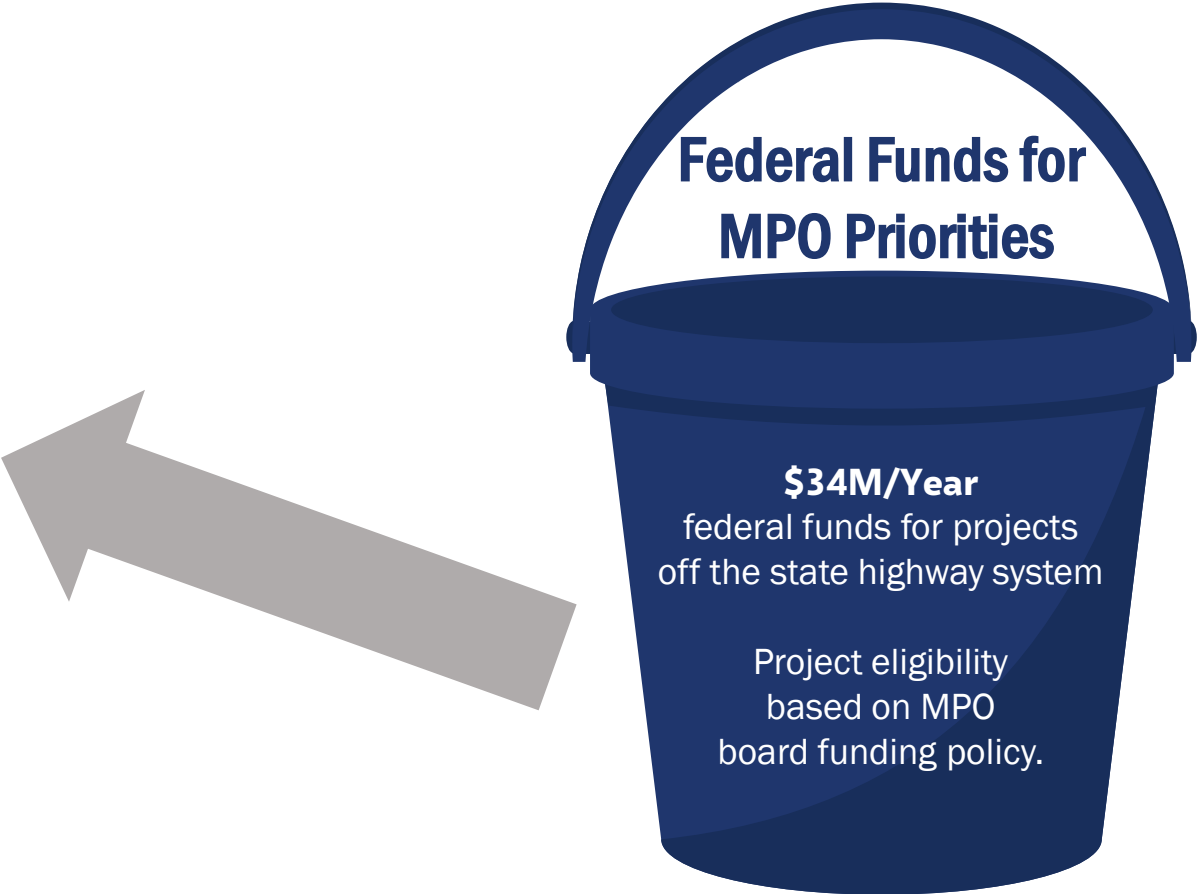
# Estimated MetroPlan Orlando Allocation of Federal and State Funds (2031 to 2050)

## Annualized Estimates & Adopted Policy

### Existing/ Adopted Policy (2045 MTP)



Pie chart represents the annual funding allocation



# April 9<sup>th</sup> : Summit in Summary

- Heard from our Board Chairman and Executive Director
- Presentations on:
  - 2050 MTP work and stakeholder feedback to date
  - Illustrative Funding Scenarios
- Small Group/Tabletop Activity: “Making Money Move”
- Report Out and Large Group Discussion



# Feedback Results So Far

## Feedback Themes

- Acknowledgement the current policy needs to evolve
- Balanced approach with multimodal emphasis
- Consensus to include modal categories:
  - Complete Streets
  - TSMO
  - Active Transportation
  - Transit Capital
  - Safety (High Injury Network Countermeasures)
- Desire for incorporating more flexibility into the process (boxed funds)
- Interest to incorporate widening + new location project funding in policy



# What are Boxed Funds?

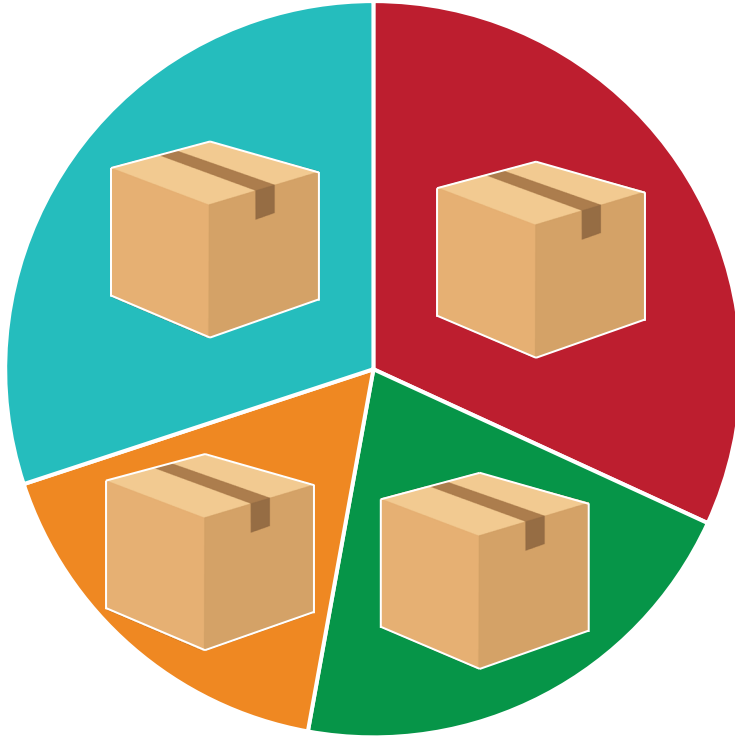
- Designated funding amounts set-aside for specific programs or project types
- Example: 2045 MTP Annual Traffic Signal Retiming Program
  - Projects identified by local agencies
  - Administered as part of the prioritized project list on an annual basis



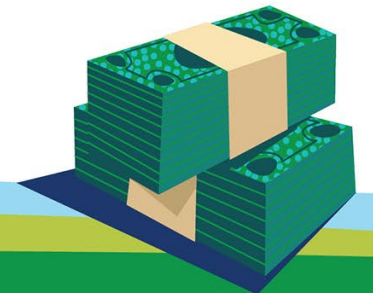


# 2050 MTP Boxed Fund Types

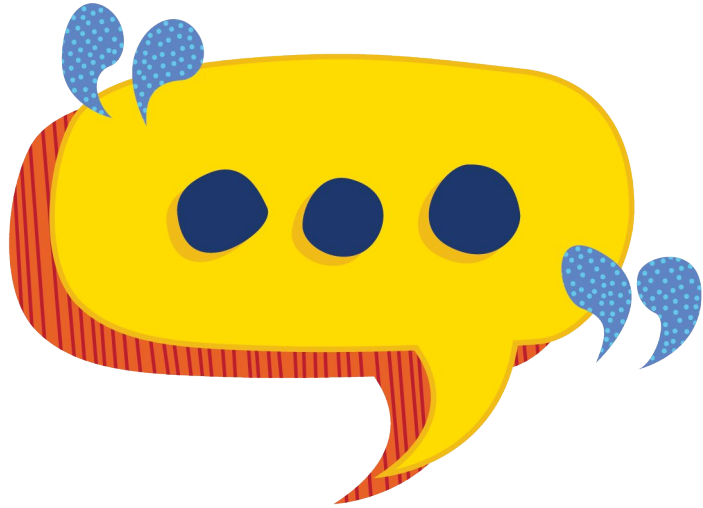
## CATEGORY-SPECIFIC FUNDS



- Funds allocated for projects or programs WITHIN the funding percentage allocation
- Category-specific boxed fund amounts may vary by scenario
- If included, the 2050 MTP would establish additional requirements and procedures







# Any questions so far ?

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box

# Review 2<sup>nd</sup> Draft Funding Scenarios

Allison Fluitt, PE, AICP  
Kimley-Horn

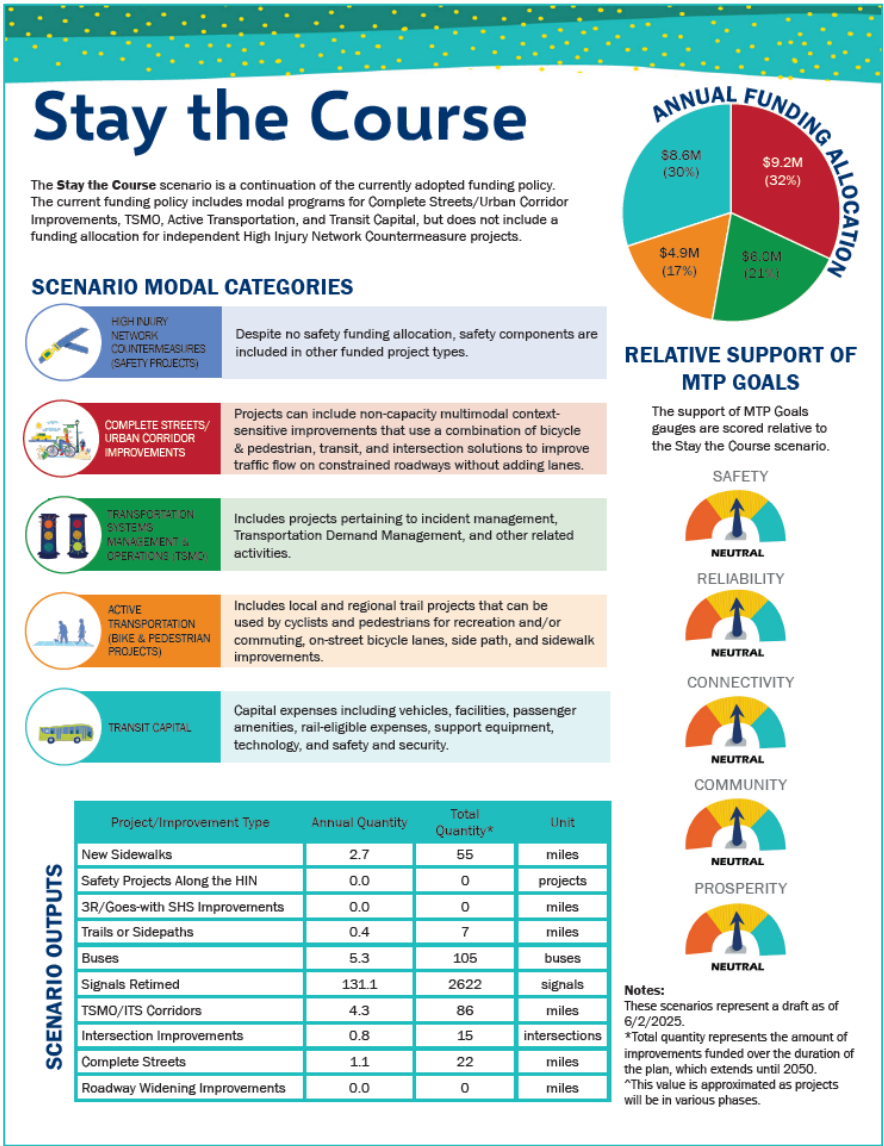


# Handouts

Scenario Name  
and Definition

Scenario  
Modal  
Categories:  
ingredients

Scenario  
Outputs: facts  
and figures



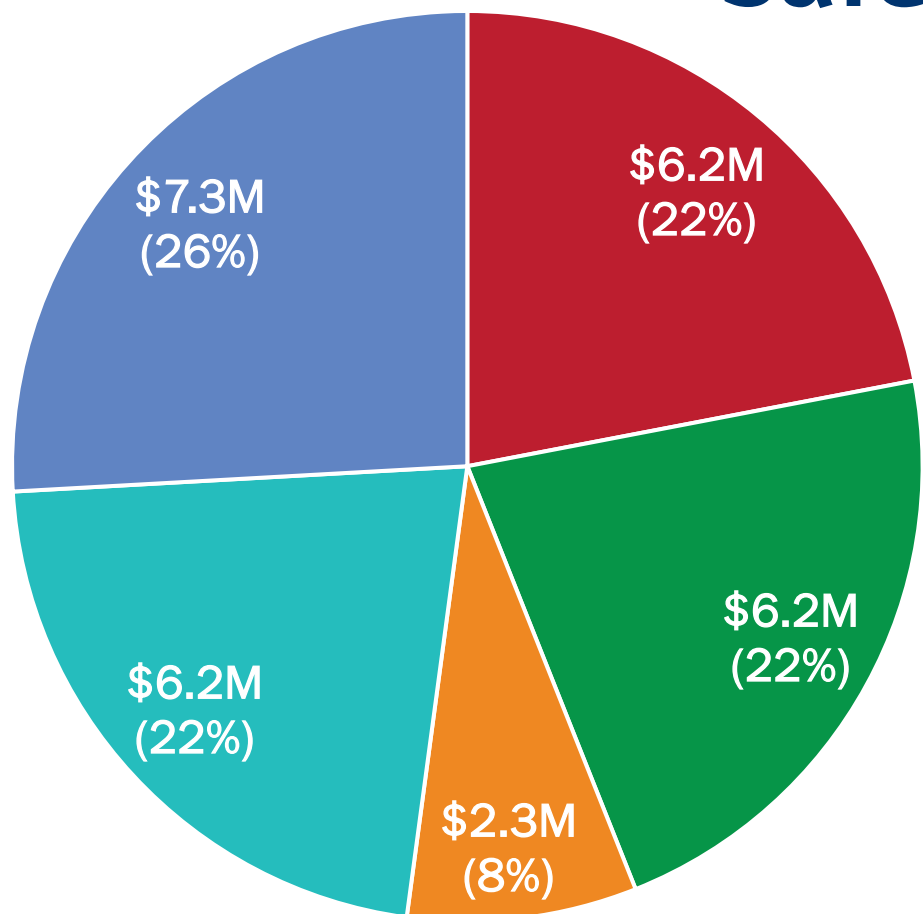
Annual  
Funding  
Allocation:  
comparison

Relative  
Support of  
MPO Goals:  
performance

# Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
High Injury Network Countermeasures	0%	26%	0%	22%	15%
Complete Streets/Urban Corridor Improvements	32%	22%	43%	22%	13%
Transportation Systems Management & Operations	21%	22%	24%	24%	12%
Active Transportation	17%	8%	11%	10%	10%
Transit Capital	30%	22%	22%	22%	20%
Widening/New Corridor Development	0%	0%	0%	0%	30%

# Safety Set Aside



■ Complete Streets    ■ TSMO    ■ Active Transportation  
■ Transit Capital    ■ HIN Countermeasures

- Includes funding allocation for independent HIN Countermeasure projects
- Reduces funding for Active Transportation, Complete Streets/Urban Corridor Improvements, and Transit Capital

*Pie chart represents the annual funding allocation*



# Safety Set Aside

## Scenario Performance by the Numbers

28



Miles of Sidewalks

3



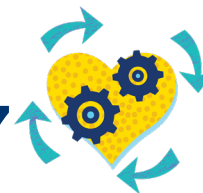
New Buses a Year \*

16



Safety Projects on HIN

37



Miles of SHS Safety Improvements

3



Miles of Trails or Sidepaths

154



Miles of TSMO Improvements

5



Intersection Improvements



131

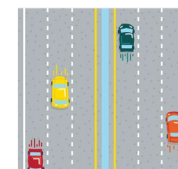
Signals Retimed a Year\*

17



Miles of Complete Streets

0



Miles of Roadway Widening

## Relative Support of MTP Goals Compared to Stay the Course

Safety



Reliability



Connectivity



Community

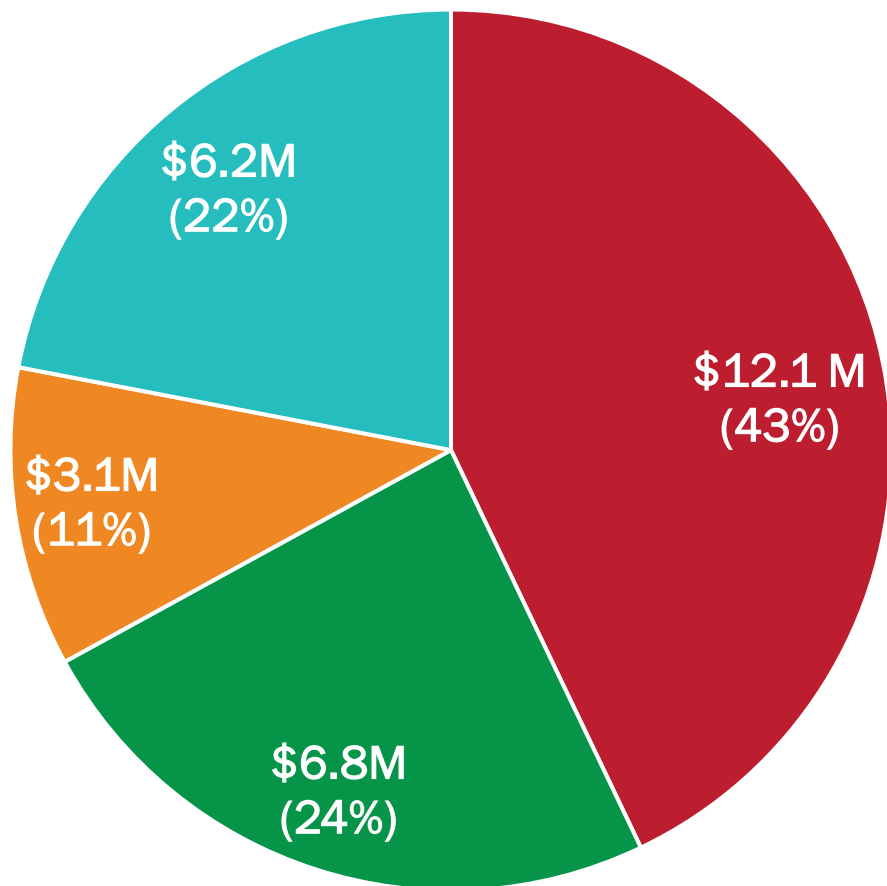


Prosperity



\* Indicates an annual summary of project improvements. All others are improvements completed over the life of the plan.

# Recategorizing Safety



■ Complete Streets ■ TSMO ■ Active Transportation ■ Transit Capital

*Pie chart represents the annual funding allocation*

- *Recategorizes HIN Countermeasure Projects into relevant modal categories*
- *Increases funding for Complete Streets/Urban Corridor Improvements and TSMO*

# Recategorizing Safety

## Scenario Performance by the Numbers

30



Miles of Sidewalks

3



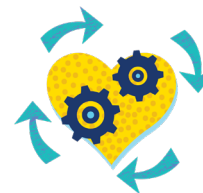
New Buses a Year \*

0



Safety Projects on HIN

0



Miles of SHS Safety Improvements

6



Miles of Trails or Sidepaths

159



Miles of TSMO Improvements

25



Intersection Improvements



131

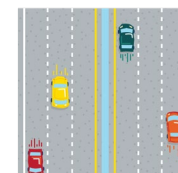
Signals Retimed a Year\*

52



Miles of Complete Streets

0



Miles of Roadway Widening

### Relative Support of MTP Goals Compared to Stay the Course

Safety



NEUTRAL

Reliability



MORE

Connectivity



MORE

Community



MORE

Prosperity



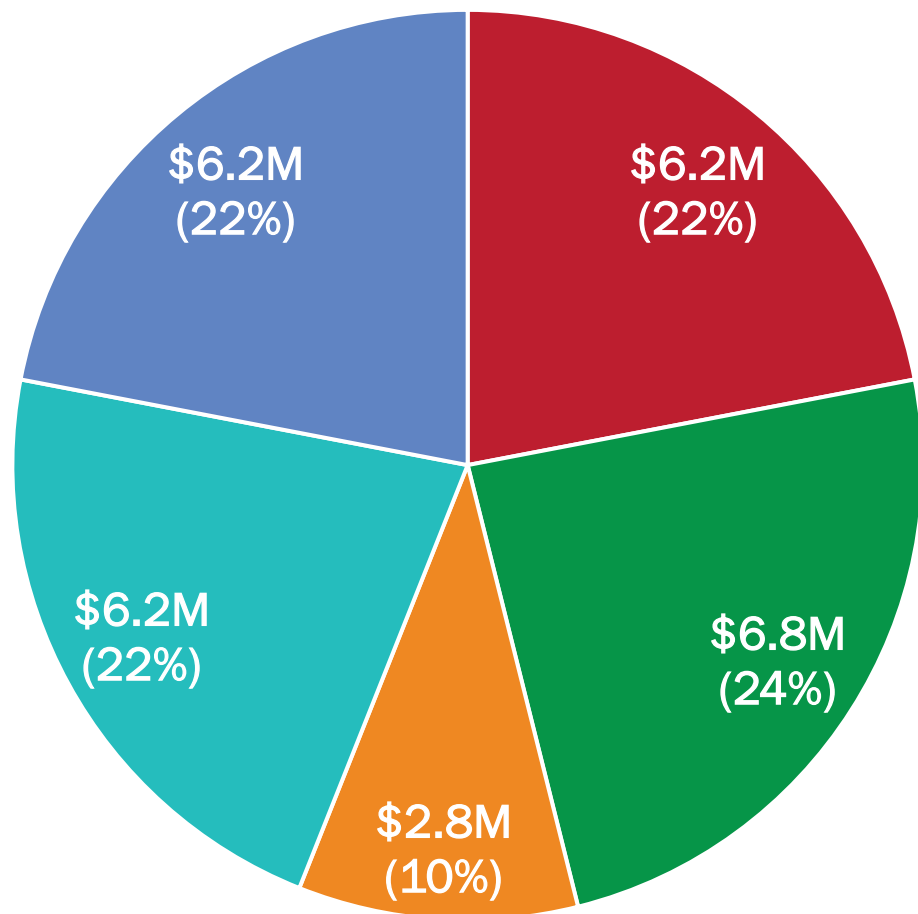
NEUTRAL

\* Indicates an annual summary of project improvements. All others are improvements completed over the life of the plan.

# Sample Project Recategorization

Facility Name and Limits	Project Description	Safety Rank	Complete Streets Rank*	Active Transportation Rank*	TSMO Rank*
<b>Pine Hills Rd</b> <i>from Silver Star Rd to Pinto Way</i>	Traffic Calming	1	1	-	-
<b>US 441 at Park Ave</b>	Intersection TSMO	2	-	-	1
<b>Lake Underhill Rd at SR 436 / Semoran Blvd</b>	Intersection TSMO	3	-	-	2
<b>US 441</b> <i>from Semoran Blvd to Central Ave</i>	CS (Trail + Resurfacing + Ped Crossing)	4	2	-	-
<b>US 441</b> <i>from Edgewood Dr to Park Ave</i>	Pedestrian Hybrid Beacon (PHB)	5	-	1	-
<b>Hiawassee Rd</b> <i>from SR 438 / Silver Star Rd to SR 50</i>	Traffic Calming	6	3	-	-
<b>John Young Pkwy</b> <i>from I-4 to SR 50 / Colonial Dr</i>	Advanced ITS	7	-	-	3
<b>Hiawassee Rd</b> <i>from SR 50 to Silver Star Rd</i>	Traffic Calming	8	4	-	-
<b>SR 423 / John Young Pkwy</b> <i>from SR 50 to Orange Center Blvd</i>	Traffic Calming	9	5	-	-
<b>Old Winter Garden Rd at Hiawassee Rd</b>	Intersection TSMO	10	-	-	4

# ITS Set-Aside and Restricted Active Transportation



■ Complete Streets    ■ TSMO    ■ Active Transportation  
■ Transit Capital    ■ HIN Countermeasures

- Includes annual set-aside for intelligent transportation systems projects within the TSMO category
- Limits Active Transportation to only trail projects

*Pie chart represents the annual funding allocation*



# ITS Set-Aside and Restricted Active Transportation

## Scenario Performance by the Numbers

27



Miles of Sidewalks

3



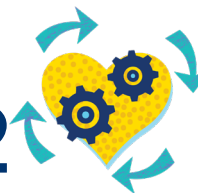
New Buses a Year \*

13



Safety Projects on HIN

32



Miles of SHS Safety Improvements

6



Miles of Trails

134



Miles of TSMO Improvements

15



Intersection Improvements



131

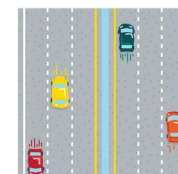
Signals Retimed a Year\*

16



Miles of Complete Streets

0



Miles of Roadway Widening

## Relative Support of MTP Goals Compared to Stay the Course

Safety



Reliability



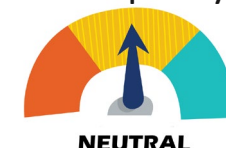
Connectivity



Community



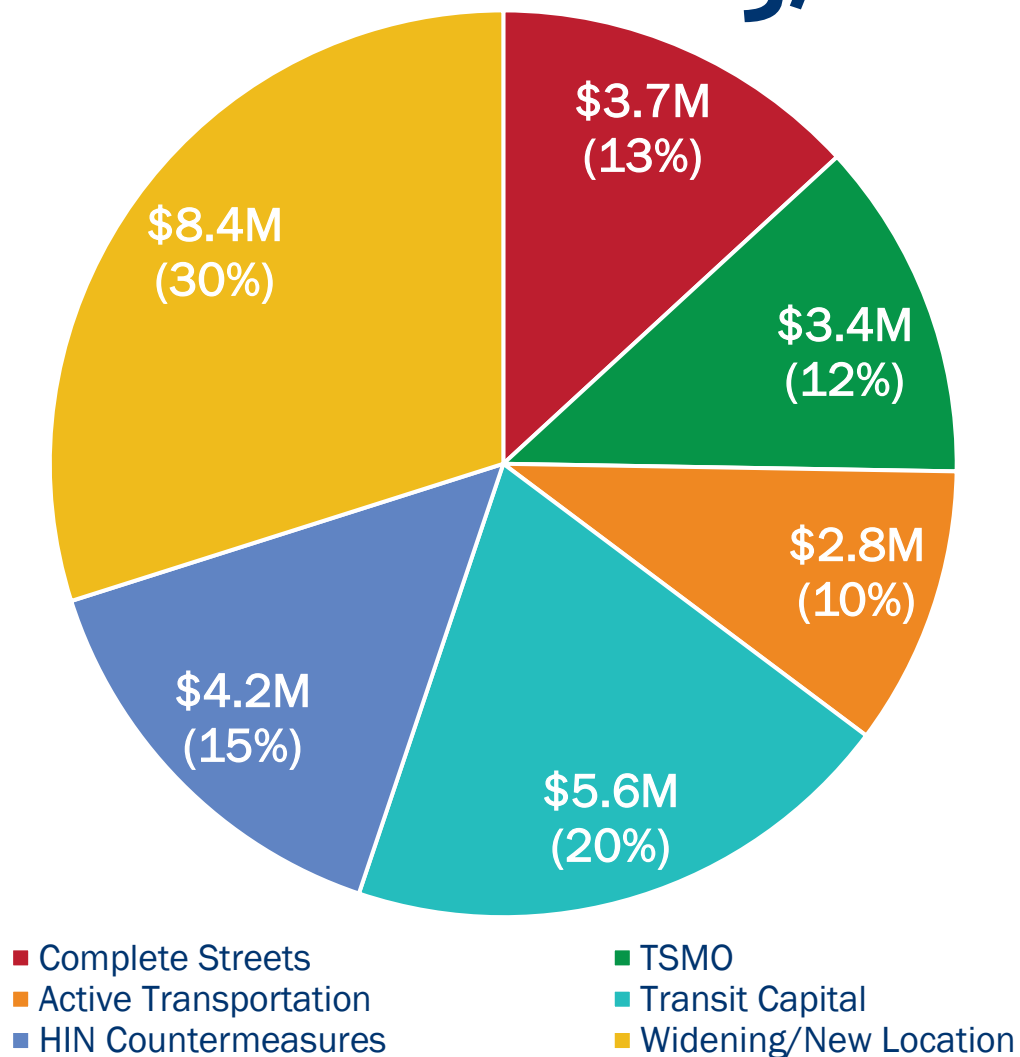
Prosperity



\* Indicates an annual summary of project improvements. All others are improvements completed over the life of the plan.

# Widening/New Corridor Category

- Includes funding to support construction for Widening/New Corridor Improvements
- Includes some funding allocation for HIN Countermeasures
- Reduces funding for Complete Streets/Urban Corridor Improvements, Active Transportation, TSMO, and Transit Capital projects

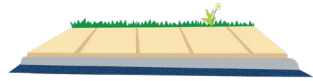


Pie chart represents the annual funding allocation

# Widening/New Corridor Category

## Scenario Performance by the Numbers

27



Miles of Sidewalks

3



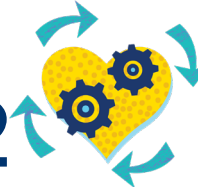
New Buses a Year \*

9



Safety Projects on HIN

22



Miles of SHS Safety Improvements

5



Miles of Trails or Sidepaths

64



Miles of TSMO Improvements

15



Intersection Improvements



131

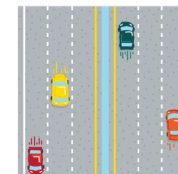
Signals Retimed a Year\*

11



Miles of Complete Streets

16



Miles of Roadway Widening

## Relative Support of MTP Goals Compared to Stay the Course

Safety



Reliability



Connectivity



Community



Prosperity



\* Indicates an annual summary of project improvements. All others are improvements completed over the life of the plan.

# Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
High Injury Network Countermeasures	0%	26%	0%	22%	15%
Complete Streets/Urban Corridor Improvements	32%	22%	43%	22%	13%
Transportation Systems Management & Operations	21%	22%	24%	24%	12%
Active Transportation	17%	8%	11%	10%	10%
Transit Capital	30%	22%	22%	22%	20%
Widening/New Corridor Development	0%	0%	0%	0%	30%

# Annualized Scenario Comparison

	Stay the Course	Safety Set Aside	Recategorizing Safety	ITS Set-Aside and Restricted Active Transportation	Widening/New Corridor Category
Miles of Sidewalk	2.7	1.4	1.5	1.4	1.4
Safety Projects Along the HIN	0	0.8	0	0.7	0.5
3R/Goes-with SHS	0	1.9	0	1.6	1.1
New Buses	5.3	3.8	3.8	3.8	3.4
Miles of Trails	0.4	0.1	0.3	0.3	0.3
Miles of TSMO Improvements	4.3	7.7	7.9	6.7	3.2
Number of Intersections Improved	1	0.3	1	1	1
Miles of Complete Streets	1.1	1	2.6	0.8	0.5
New Lane Miles	0	0	0	0	0.8
Number of Signals Retimed	131	131	131	131	131



# Initial questions or thoughts on the revised scenarios?

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box



# Polling and Discussion

**Taylor Laurent**, PE, AICP  
MetroPlan Orlando



# Scenario Discussion

Should we continue to maintain a set aside for our HIN Countermeasure projects, or should they be recategorized within other project categories?



YES, INCLUDE



NO, RECATEGORIZE



# Scenario Discussion

Should an ITS set-aside be included in the funding policy?



YES, INCLUDE



NO, DO NOT INCLUDE



# Scenario Discussion

Should the Active Transportation category be restricted to only include the School Mobility Program and Regional Trail projects?



**YES, RESTRICT**

*School Mobility Program &  
Regional Trail Projects Only*



**NO, DO NOT RESTRICT**

*School Mobility Program &  
All Active Transportation Project Types*





# Scenario Discussion

Should the Active Transportation "School Mobility Program" box definition be changed to also include the term "hazardous walking conditions"?

- Or should a new "Hazardous Walking Conditions" box/bucket be created under the Active Transportation category to address this?



YES, INCLUDE



NO, CREATE NEW  
BUCKET



# Scenario Discussion

Should MPO/TMA funds be used for widening and new roadway projects through the addition of a new Widening/New Corridor Category? Or should they be primarily addressed through state Funding Opportunities?



**YES, INCLUDE NEW  
CATEGORY**



**NO, DO NOT INCLUDE  
NEW CATEGORY**



# Any questions / final thoughts on funding policy topics covered today?

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box



# Next Steps

- **Late-June & Early-July 2025**

- Summarize Technical Workshop feedback
- Present to MPO Board & Advisory Committees

- **July / August 2025**

- Implement feedback to develop a recommended funding scenario
- Develop a preview of the 2050 MTP Cost Feasible Plan (based upon the recommended funding scenario)



# Open Discussion

- Use the “Raise your hand” button
- Type your questions into the “Q&A” box





# How to Make a Public Comment

## Verbal Comments

Use “Raise Hand” feature (Or dial \*9 if on the phone)

## Written Comments

Type in the “Q&A” box

Email [MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)

After you are recognized, state your name and organization/address and give your comment within two minutes.



# Upcoming Meetings

## 2050 MTP Technical Workshop #10

August 14, 2025  
2:00pm  
Virtual

## 2050 MTP Public Meeting

September 29, 2025  
In-Person and Virtual Options  
*Additional info to be distributed  
closer to September*

## 2050 MTP Technical Workshop #11

October 9, 2025  
2:00pm  
Virtual







# Thank you!

[MetroPlanOrlando.gov/2050](https://MetroPlanOrlando.gov/2050) | 407-481-5672

[MTP@MetroPlanOrlando.gov](mailto:MTP@MetroPlanOrlando.gov)

