

# Meeting Agenda

## 2050 Metropolitan Transportation Plan

### MPO Board & Committee Member Summit



**DATE & TIME:** April 9, 2025, 8:30 AM – 12:00 PM, Summit Begins at 9:00am

**LOCATION:** Lake Mary Event Center  
260 N Country Club Road  
Lake Mary, FL 32746

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**Doors open at 8:30am and the presentation will begin promptly at 9:00am. Please plan your travel accordingly.**

- Registration, Networking, and Refreshments (8:30am – 9:00am)
- Welcome & Opening Remarks (9:00am)
- Agenda Review
- Background: 2050 Planning Process and Funding Feedback to Date
- Preliminary Funding Scenarios (see attachments pages 2 – 8)
- Small Group Activity: Funding Scenario Review
- Break
- Activity Report-Out & Discussion
- Next Steps
- Member Comments
- Public Comments
- Adjournment

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# Handout Primer

## 2050 MTP GOALS



### SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



### RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



### CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to opportunities



### COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environment



### PROSPERITY

Strengthen our region's **ECONOMY**







#### HOW TO READ THE GAUGES

Each scenario features a gauge that illustrates its level of support for the MTP Goals compared to the Status Quo scenario. A dial pointing to “more” indicates stronger support for the MTP goal than the status quo, while a “neutral” dial signifies a similar level of support to the status quo. Conversely, a dial pointing to “less” indicates reduced support for the MTP goal.



## MODAL PROGRAMS AND ELIGIBLE PROJECTS

The following descriptions represent the standard definition and project type for each proposed modal program. Specific scenarios can be more or less restrictive and will be highlighted in the boxes under **Scenario Modal Categories**.

Program	Eligible Projects
 Safety	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
 Complete Streets	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
 TSMO	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
 Active Transportation	Includes projects pertaining to local and regional trails, on-street bicycle lanes, side paths, sidewalk improvements, and school mobility program.
 Transit	Capital expenses including vehicles, facilities, passenger amenities, transit stop and shelter enhancements, support equipment, technology, and safety and security.
 Widening	Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

# Scenario 1

## STATUS QUO

The **Status Quo** scenario is a continuation of the currently adopted funding policy. The current funding policy includes modal programs for Complete Streets, TSMO, Active Transportation, and Transit, but does not include a funding allocation for independent safety projects.

## SCENARIO MODAL CATEGORIES



### SAFETY

Despite no safety funding allocation, safety components are included in other funded project types.



### COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



### TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



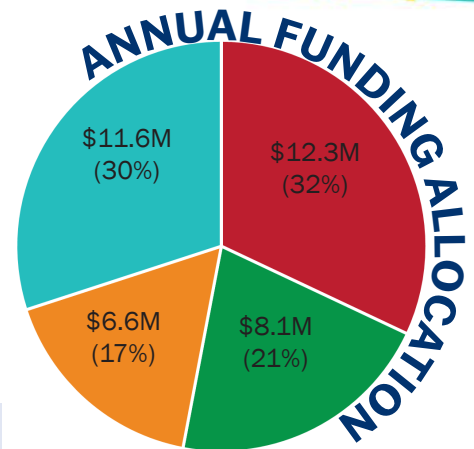
### ACTIVE TRANSPORTATION

Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, and sidewalk improvements.



### TRANSIT

Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security.



## RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

### SAFETY



### RELIABILITY



### CONNECTIVITY



### COMMUNITY



### PROSPERITY



### Notes:

These scenarios represent a draft as of 3/28/2025.

\*Total quantity represents the amount of improvements funded over the duration of the plan, which extends until 2050.

^This value is approximated as projects will be in various phases.

## SCENARIO OUTPUTS






Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	0	0	projects
3R/Goes-with SHS Improvements	0	0	miles
Trails or Sidepaths	0.6	12	miles
Buses	7	140	buses
Transit Stop Upgrades	0	0	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.7	74	miles
Intersection Improvements	1^	9	intersections
Complete Streets	1.5	29	miles
Roadway Widening Improvements	0	0	miles

# Scenario 2

## SAFETY EMPHASIS

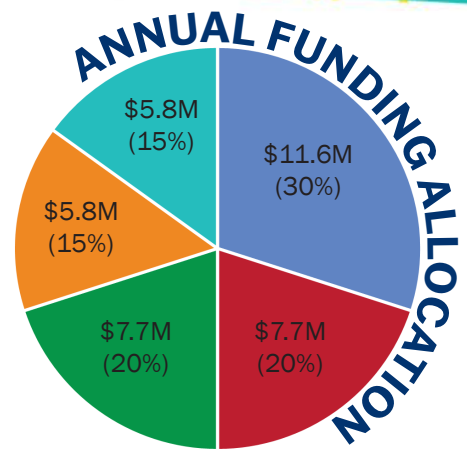
The **Safety Emphasis** scenario includes a funding allocation for independent safety projects. This includes annual set-asides for supplemental safety planning, safety improvements along the state highway system, and funding for priority projects along the high injury network. The **Safety Emphasis** scenario also includes elevated funding for TSMO and reduced funding for Active Transportation and Transit in comparison with the Status Quo.

## SCENARIO MODAL CATEGORIES

	<b>SAFETY</b>	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	<b>COMPLETE STREETS</b>	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit, and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	<b>TSMO</b>	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	<b>ACTIVE TRANSPORTATION</b>	Includes local and regional trail projects, on-street bicycle lanes, side paths, sidewalk improvements, school mobility program, and critical sidewalks program.
	<b>TRANSIT</b>	Capital expenses for transit stop and shelter enhancements.

## SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	23	projects
3R/Goes-with SHS Improvements	2.8	55	miles
Trails or Sidepaths	0.4	8	miles
Buses	0	0	buses
Transit Stop Upgrades	58	1,160	stops
Signals Retimed	143	2,860	signals
TSMO Corridors	3.7	75	miles
Intersection Improvements	1^	9	intersections
Complete Streets	0.8	16	miles
Roadway Widening Improvements	0	0	miles



## RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

### SAFETY



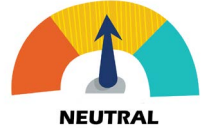
### RELIABILITY



### CONNECTIVITY



### COMMUNITY



### PROSPERITY



### Notes:

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# Scenario 3

## TSMO EMPHASIS

The **TSMO Emphasis** scenario includes dedicated funding for TSMO capital projects, as well as annual set-asides for the annual traffic signal retiming program and regional travel data program. This also includes a funding allocation for independent safety projects. When compared to the Status Quo, the **TSMO Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and Transit projects.

## SCENARIO MODAL CATEGORIES



### SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



### COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



### TSMO

Includes projects pertaining to incident management, Transportation Demand Management, and other related activities. Also includes a set-aside for the annual traffic signal retiming program and regional travel data program.



### ACTIVE TRANSPORTATION

Includes local and regional trail projects and school mobility program.

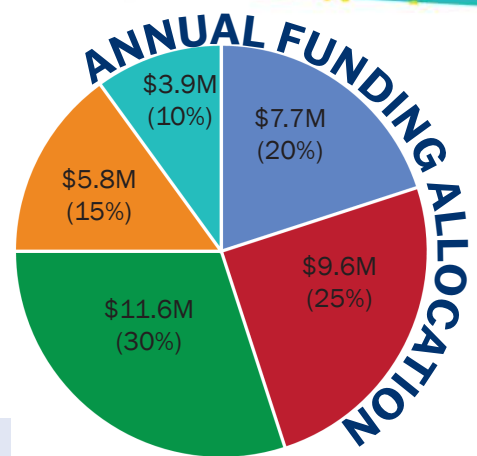


### TRANSIT

Capital expenses for transit stop and shelter enhancements.

## SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	1.4	27	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.7	34	miles
Trails or Sidepaths	1.1	21	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	7	140	miles
Intersection Improvements	1^	10	intersections
Complete Streets	1.1	22	miles
Roadway Widening Improvements	0	0	miles



## RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

### SAFETY



### RELIABILITY



### CONNECTIVITY



### COMMUNITY



### PROSPERITY



### Notes:

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# Scenario 4

## TRANSIT EMPHASIS

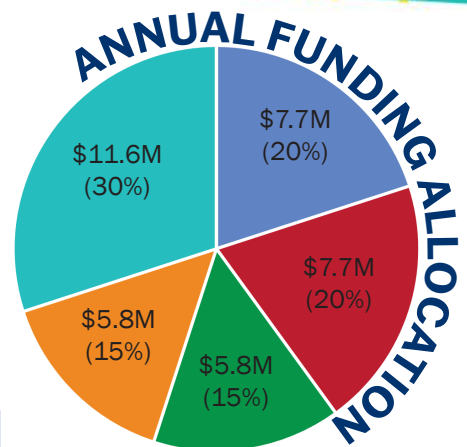
The **Transit Emphasis** scenario includes an annual set-aside for transit capital improvements, in addition to a dedicated set-aside for transit stop and shelter enhancements. When compared to the Status Quo, the **Transit Emphasis** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, and TSMO projects.

### SCENARIO MODAL CATEGORIES

	<b>SAFETY</b>	Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.
	<b>COMPLETE STREETS</b>	Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
	<b>TSMO</b>	Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.
	<b>ACTIVE TRANSPORTATION</b>	Includes funding set-asides for the school mobility program as well as local and regional trail projects.
	<b>TRANSIT</b>	Capital expenses including vehicles, facilities, passenger amenities, support equipment, technology, and safety and security. Includes a set-aside for transit stop and shelter enhancements.

### SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	2.7	54	miles
Safety Projects Along the HIN	1	11	projects
3R/Goes-with SHS Improvements	2.6	52	miles
Trails or Sidepaths	0.6	12	miles
Buses	4	80	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	1.3	25	miles
Intersection Improvements	1^	7	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0	0	miles



### RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

#### SAFETY



#### RELIABILITY



#### CONNECTIVITY



#### COMMUNITY



#### PROSPERITY



#### Notes:

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# Scenario 5

## RESTRICTIVE PROJECT TYPES

The **Restrictive Project Types** scenario includes funding to support construction for roadway widening projects, limits Active Transportation projects to only trail projects, and limits Transit projects to transit stop and shelter enhancements. When compared to the Status Quo, the **Restrictive Project Types** scenario includes a safety category and reduces funding for Complete Streets, Active Transportation, TSMO, and Transit projects.

## SCENARIO MODAL CATEGORIES



### SAFETY

Includes projects aimed at enhancing safety with engineering countermeasures, including supplemental funding for safety improvements as part of routine maintenance and priority projects along the High Injury Network.



### COMPLETE STREETS

Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.



### TSMO

Includes projects pertaining to incident management, Transportation Demand Management, signal retiming, regional travel data program, and other related activities.



### ACTIVE TRANSPORTATION

Limited to only include trail projects.



### TRANSIT

Limited to only include a set-aside for transit stop and shelter enhancements.

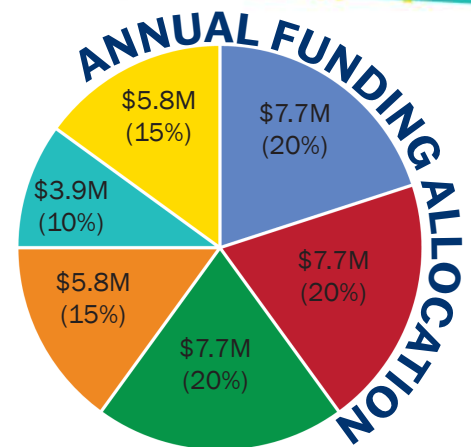


### WIDENING

Includes dedicated funding to support construction of widening projects (CST and CEI phases only).

## SCENARIO OUTPUTS

Project/Improvement Type	Annual Quantity	Total Quantity*	Unit
New Sidewalks	0	0	miles
Safety Projects Along the HIN	1	15	projects
3R/Goes-with SHS Improvements	1.8	35	miles
Trails or Sidepaths	1.3	25	miles
Buses	0	0	buses
Transit Stop Upgrades	38	760	stops
Signals Retimed	214	4,280	signals
TSMO Corridors	3.6	72	miles
Intersection Improvements	1^	8	intersections
Complete Streets	0.9	18	miles
Roadway Widening Improvements	0.3	6	miles



## RELATIVE SUPPORT OF MTP GOALS

The support of MTP Goals gauges are scored relative to Scenario 1: Status Quo

### SAFETY



### RELIABILITY



### CONNECTIVITY



### COMMUNITY



### PROSPERITY



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# Discussion Questions

WHICH OF THE SCENARIOS DID YOU LIKE MOST? WHY?

WHICH OF THE SCENARIOS DID YOU LIKE LEAST? WHY?

WE CAN LOOK AT AND DEVELOP ALTERNATIVE SCENARIOS IN MANY WAYS... WHAT SCENARIO ATTRIBUTES ARE MOST IMPORTANT TO YOU AND WHY?

ARE THERE ANY CRITICAL ELEMENTS THAT ARE NOT REFLECTED IN ANY OF THESE SCENARIOS? IF SO, WHAT IS MISSING?

WHICH GOAL AREA IS MOST IMPORTANT TO YOU FOR THE PURPOSE OF THIS SCENARIO EXERCISE AND WHY? (SAFETY, RELIABILITY, CONNECTIVITY, COMMUNITY, PROSPERITY)